

May 2020



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 Geoff Cosgriff,
President and Chairman, RACV

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Flashback



This month's FLASHBACK photo features a Napier on Victorian Club plates. But we are not sure of who owned it and where it is now. Contact the Editor if you can help.

Mal Grant responded to last month's FLASHBACK and believes that the Hupmobile in the April edition of *Brass Notes* was owned by the late Arthur Lang of Boorahman East [via Wangaratta]. Arthur can be seen in his suit approaching the car. Mal's little "blue Ford" is in the background.

Rally to the Mallee



RACV 2020 2021 NATIONAL VETERAN VEHICLE RALLY, SWAN HILL

WOW – What a difference 2 months makes.

It was only 9 weeks ago I had written this event notice for February Brass Notes, talking it up and encouraging members to book their accommodation and plan their trip.

Since then:

- The world, as we know it, has been up-ended
- We cancelled the October 2020 dates
- Asked TAVCCA delegates to consider a 12 month postponement of the national calendar
- Confirmed the availability of accommodation, venues and caterers for the proposed 2021 dates
- and contacted all Expressions of Interest respondents to advise them of the new plan.

Claudia and I will now lock ourselves away, like everyone else, and report back in a few months.

Expect to see Rally Newsletter No 3 at some point.

In the meantime, all the information you need is on the rally pages. Click on the National Rally link on the club website www.veterancarclub.org.au

The rally starts with a Mayoral Welcome, Sunday afternoon, October 10th 2021 and finishes with breakfast on Saturday morning October 16th.

When: 10 October – 16 October 2021

Where: Swan Hill, Victoria

Contacts: Rally Directors Michael & Claudia
Holding 0407 008 895

nationalrally@veterancarclub.org.au

EVENTS UPDATE

The Committee advises as a result of the Coronavirus (Covid 19), all Club events for the foreseeable future have been cancelled. *Brass Notes* will be published as normal and it will play an important role in communicating with our VCCA (Vic) community.

Cancelled Events

16 May 2020	RAGV Florence Thomson Tour – RAGV Torquay Resort
30-31 May 2020	Historic Winton
16 – 17 May 2020	RAGV Pre 1905 Pioneers Rally, Ballarat
18 – 19 July 2020	RAGV Midwinter Rally, Mornington Peninsula
23 – 24 May 2020	National Trust Historic Houses Tour 2020

Postponed Events

11 – 17 October 2020 POSTPONED TO 2021	RAGV 2020 National Veteran Vehicle Rally – Swan Hill, VIC Contact: Michael and Claudia Holding 0407 008 895
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Front Cover: Daryl Meek and Fiona Lane in their 1908 Renault AX on the RACV 1&2 Cylinder Rally at Hamilton
(Photo by Callum Walsh)

AND REMEMBER - The enjoyment of veteran motoring.

Tranquil motoring on a deserted gravel road in the countryside with no windshield and no hood. Smell the fresh air with the wind in your hair (because your cap was just blown off). We will be back into it as soon as we can. Stay safe.



(Photo by Callum Walsh, passenger in Paul Daley's 1910 Brush on the RACV 1&2 Cylinder Rally at Hamilton in March)

President's Message

By Paul Daley

COVID-19 Restrictions – Why we need only one historic motoring 'peak' body

On April 2 2020, Victoria's Chief Health Officer Professor Brett Sutton issued a Media Release that stated:

There are only four reasons for Victorians to leave their home: food and supplies, medical care and care giving, exercise, and work or education.

Victorians must change their behaviour to change the course of this epidemic.

This means all recreational activities beyond basic exercise are not allowed. 'Unfortunately, this means no fishing, no hunting, no boating, no camping, and no golf. Hang up your rods, leave the tinnie in the driveway, and clean your clubs at home,' Professor Sutton said.

'We ask Victorians to stop looking for loopholes. Just do the right thing. The advice is clear; by staying at home you're saving lives.

Our message is clear: Stay home. Protect our Health System. Save Lives.'

These would seem to be rather explicit instructions to the Victorian community. Yet, two days later your Club received this advice from the Federation of Veteran, Vintage, and Classic Car Clubs –

Saturday, April 4, 2020 6:14pm

Federation is working with VicRoads and Victorian Police to get a ruling around the use of your CPS vehicle whilst the current restrictions for going out in public are in place.

As yet we do not have that ruling. As such we would suggest that the use of your CPS vehicle be stopped until there is an official ruling obtained.

Neil Athorn

President Federation

As your President, I chose not to circulate this preliminary advice to our members, as I was surprised that the Federation would be asking for such a ruling. The Chief Medical Officer's request was straight forward, there are only four reasons why Victorians should leave home, mode of transportation was not mentioned, and furthermore he emphasised

'stop looking for loopholes'.

The following day – Monday, April 6, at 9:28am the Association of Motoring Clubs (AOMC) issued the following advice:

The Association of Motoring Clubs has had many reports and requests for information concerning the use of permitted vehicles during the current Coronavirus emergency.

As you would know the country is under emergency regulations regarding social distancing and private movements.

*Everybody is being encouraged to **Stay At Home.***

The Association supports efforts to safeguard the health of our citizens and seeks the support of the movement to do likewise.

*Vehicles either **registered or permitted** are only to be used for:*

The current Emergency Regulations restrict all vehicle movement to:

***Going to work or school if essential,
Shopping for essentials,
Visits to medical services***

Any vehicle and occupants detected by the police, not involved in one of the above can be stopped and fined. As of close of business yesterday Vic Roads have no policy on the use of permitted vehicles during this time of emergency regulations, but are discussing the matter with Vic Police.

It is our belief permitted vehicles are probably part of the police crackdown on caravans, motor homes and recreational four wheel drives. Permitted vehicles are being seen as recreational vehicles.

So our advice is unless absolutely necessary for the reasons outlined above leave your club permitted vehicle at home. We will provide further advice when it comes to hand.

That evening your Committee met as scheduled by teleconference, and this issue was an agenda item. The general consensus was that the Federation showed poor judgement in raising such a question – in fact it was agreed that any vehicle could be used to undertake the legitimate uses as specified by the Victorian Government. The following morning your Committee emailed all Club members the AOMC advice for their information and emphasised, *'our Club is not offering advice regarding whether or not permitted vehicles can or cannot be used at this present time.'* That same day, Tuesday April 7, both Iain Ross (AOMC) and Neil Athorn (Federation) were advised:

Subject: USE OF CLUB PERMIT VEHICLES DURING CORONA-VIRUS PANDEMIC

Please circulate the statement below should you receive any enquiries about the use of club permit vehicles during the current pandemic.

John Lewis

Principal Practice Advisor – Registration and Licensing

VicRoads

USE OF CLUB PERMIT VEHICLES

The only reasons Victorian should be leaving their home are for: obtaining food and supplies, medical care and care giving, exercise, and work or education.

While you can continue to use your club permit vehicle, its use must only be in connection with one of the above activities (as well as being in accordance with the usual rules for use of club permit vehicles).

Victoria Police have powers to enforce social distancing laws and can issue fines of up to \$1,652 for individuals who don't comply.

This incident highlights the position that has been advocated for some time now by VCCA (Vic), which is that there is an urgent need for the AOMC and Federation to undertake negotiations that seek to work towards a single 'peak' body that will represent the Historic Motoring Movement in Victoria. At a time of a declared State of Emergency it makes no sense that the Victorian Government and VicRoads need to deal with two organisations both claiming to be the 'peak' motoring body. Surely, the least they can do is agree to have dialogue and a procedure whereby they consult and aim to only make joint approaches to Governments.

TAVCCA National Teleconference

In my role as National Chair of The Association of Veteran Car Clubs of Australia (TAVCCA), a teleconference of all States took place on Sunday April 5. The Delegates were: Peter Arnold (QLD), John Burke (NSW), Peter Templar (SA), Hamish McDonald (SA), Peter Nicholson (WA), Rob Woolley (ACT), Tony Thompson (TAS). Important decisions were taken on the National Rally Calendar which has been reconstructed due to the COVID-19 crisis. In summary:

Charleville – April 2021

Swan Hill – October 2021

NSW 1&2 Rally to remain in 2022

The remaining Veteran scheduled events to be pushed back by 12 months

It was noted that the Brisbane to Broome Rally will be also pushed out by 12 months to fit with the WA National Rally at Busselton. There will be additional National teleconferences this year:

Late August TAVCCA Delegates

Sept/Oct AGM

Dating Committee will convene

Constitution Committee will convene

The Montague Trophy will be on hold until the next National Rally in Swan Hill, 2021, and all States are participating in discussions to include a capitation of \$2 per annual membership to fund TAVCCA operational outgoings. Clubs with a mixed vehicle age membership will only include those members of their veteran section in assessing capitation fees.

Swan Hill Bookings Confirmed

Rally Directors *Michael* and *Claudia Holding* have been quick off the mark to reschedule the **2021 RACV National Veteran Vehicle Rally** at Swan Hill. Within a day of the new rally date being finalised, the BIG4 Riverside Swan Hill was confirming the new dates by email. Should your accommodation provider not notify you, I suggest you immediately contact them to confirm your bookings for October 2021.

Let's keep in contact with one another



With the Stage 3 restrictions that are currently in force in Victoria, the best way to keep in contact with your Club friends is by phone or, for those who are tech-savvy, by video conferencing. All members have received the latest TAVCCA Membership directory, and it's a great resource with the complete contact details of all veteran motoring enthusiasts throughout Australia. I've been making an effort to contact a Club member each day, just to say 'hello', and keep a link with those who may be missing the friendships of our hobby.

Boroondara Sporting Facilities Closure

The City of Boroondara has advised us that our Clubrooms at Lynden Park are closed and that swipe card access has been disabled during this time of restrictions. *Geoff Payne* has advised that new signs that will indicate the permitted parking areas have been ordered by Council, and should be installed by the time the Clubrooms are again available for use. An audit is being undertaken by Council of all swipe cards, and only those that are registered will be reactivated by Council when the facility is reopened.

1970 Bicentenary International Rally



Commemorative Covers are often available on Ebay

The VCCA (QLD) have been able to obtain a movie of the 1970 International Rally for veteran and vintage cars and motorcycles and have had it professionally digitised and made to a DVD. Our Club has purchased a copy which we will feature at a future Natter Night. Many of our senior members participated in that event and a 5-year-old *Darren Savory* recalls travelling in his Dad's 1928 Model A Ford on that run! Commemorative covers that were posted from the stopovers – Melbourne, Shepparton, Albury, Wagga and Canberra are sometimes listed for sale on eBay. The event took place over 4-18 April 1970, and was run in conjunction with FIVA and the Veteran Car Club of Australia. Copies of the DVD can also be purchased from: parnold4@bigpond.com.



Car Values Begin to Fall?

How low will they go? The question lead a Press Release by West Coast Shipping (USA) on April 3. *Car values have begun their decline as the Coronavirus pandemic surrounds the globe. While many are in panic, smart buyers remember the late 2000s recession (GFC) and the opportunities it brought. Car prices tanked and the US dollar was cheap, which set off a buying frenzy around the world. Sellers are beginning to realise we're entering a buyer's market. We're already seeing a 20% drop in price for some classic and collector cars. And with the majority of the US under quarantine, there's plenty of time to search the web for your dream car anywhere in the world.*

The article went on to highlight and give examples of some excellent buying in classics such as Porsche, Mercedes-Benz, and Austin-Healey that were transacted on the auction site bringatrailer.com.

The listing of a 1904 Curved Dash Oldsmobile caught my eye – it was located in Quebec, Canada, and was originally purchased new 1904 by the Traeger family of Chicago, Illinois and remained with the original owning family through to 1982, when it was sold into Canada

and had a complete restoration undertaken. The car has been shown at Dearborn, Hershey, Stowe and Amelia Island.



1904 Curved Dash Oldsmobile: US\$82,000

The Curved Dash was the first mass produced car to reach the market, and from 1902 through to 1905 the \$656 Curved Dash was the best-selling car in the US with 28" artillery-style wood wheels. It is finished in black with gold pin striping, and the car is immaculately presented. And if there was any suggestion that prices have dropped on quality veteran vehicles – **it sold for a tidy US\$82,000.**

CFR Rinkens is a highly respected shipping firm in the US and they advise that the ports are open, ships are still crossing the oceans and they continue to receive, load, and ship from major US. *Russell Holden*, based in Mudgee NSW is an active member of VCCA (Vic) and together with *Christine Holden* operate *Old World Lamps and Tyres* – importing tyres for vehicles ranging from Pre 1900 through to 1950's, 60's, 70's, and they pride themselves on the quality of their service for all manner of tyres and lamps for all manner of vehicles. **They are regular importers of vehicles and have an excellent record of successful imports.** Contact russell@oldworldlamps.net (0422 219 911)

2020 RACV Pre-1905 Pioneers Run

Events Director *Ben Alcock* together with Rally Director *Greg Smith* have cancelled the **2020 RACV Pre-1905 Pioneers Run** in May and as soon as the State Government permits such events will schedule a substitute event for these vehicles, together with other runs in the latter part of this year. At the March Natter Night, I gave an overview as to why this event is limited to Pre-1905 vehicles – and stressed that the date is nothing at all to do with criteria for the famed London-to-Brighton Run, but simply a line in the sand that corresponds to FIVA's Ancestor Category which is for Pre-1905 vehicles. The event also aligns with *Australia's first 'Motor Car Race'* which was held at our Sandown Racecourse on 12 March, 1904. A report of that event appeared in the Melbourne weekly *'The Australasian'* which reported the event in its 19 March 1904 issue in the formal and amusing language of the day:

Alternative Arrangements for our May Presentation Evening



Peter Fitzgerald receives 2020 Ron Hobbs Award from Sue Payne, with Paul Daley, at Hamilton

Your Committee has decided on the following alternative arrangements to this year's Presentation Evening, which would normally be held together with the May Natter Night. This year's Awards and their recipients are published in our **Special Awards feature** in this edition of *Brass Notes* on pages 12-13, together with the First Time Out Awards. These will be presented together with our Fifty and Sixty Year Awards and our Remembrance List of those who have passed on this year will be also acknowledged at our Annual General Meeting which is planned for October, (subject to the COVID-19 social distancing regulations at that time).

Switching Gears: How World War I Shaped Holden

The ability of car manufactures to change production lines to meet a national emergency have made headlines in recent weeks. In the US, President Trump wasted no time in invoking the Defence Production Act to accelerate GM's response to his demand for them to produce 40,000 ventilators urgently needed for the COVID-19 crisis. Tesla is also retooling their facilities to build ventilators and uses the Model 3 infotainment system and touch screen as a controller. Ford is working with GE to expand ventilator production while also using its own resources to build vents, respirators and face shields. GM will also gear up to produce 50,000 face masks a day as well as ventilators.

Of course it was only a few years ago – October 2017 – that Holden (GM) stopped making cars in Australia, ending a proud history of manufacturing. It was glaringly obvious then, and again obvious today, that this loss of manufacturing inhibits the nation's ability to respond to emergencies. Let's go back to where Holden started:

In 1857, 21-year-old James Alexander Holden, newly arrived in Adelaide from England, set up his saddlery business in a small warehouse at the junction of King William, Rundle and Hindley streets.

He believed that Australian goods could be equal in quality to the best imported ones and argued this passionately at an 1871 meeting of the Adelaide Chamber of Manufacturers.

By the time of Holden's death in 1887, he was into his partnership deal (Holden & Frost). The business had grown to the stage where it could boast 'carriage showrooms'.

Three major wars fuelled the transition from Holden & Frost (with Henry Adolph Frost as specialist upholsterer) to General Motors-Holden's, proud manufacturer of 'Australia's Own Car'.



Two Holden & Frost floats, with men standing near banners and saddlers displayed on two drays with horses

World War I saw a literal danger to shipping posed by German U-boats and the government introduced the weirdly named Luxury Restrictions, banning importation of beer, furs, car bodies and more.

But there was no limit on the number of automotive chassis coming to the island continent. So Australia had to get into the business of manufacturing bodies to clothe imported chassis and Holden & Frost (which had built its first custom body in 1916 for a Hotchkiss car) was at the forefront.

In 1917-18 the newly formed Holden Motor Bodies Builders Pty Ltd (HMBB) built just a few hundred bodies but a decade later the industry total was 100,552.



Holden and Frost leather products

From the Boer War to WWI, Holden and Frost of Adelaide, South Australia produced ammunition bandoliers, bayonet holsters, saddlebags and other leather products. However, by WWII the dynar of the company had changed dramatically into motor vehicle assembly. During that period, they oversaw 700 Manufacturing and Engineering companies. Their WWII War effort was truly staggering. At the beginning of the war, 750 employees had enlisted in the armed forces.

Member News

Our Head Scrutineer *Brian Hussey* is recuperating at home after extensive back surgery earlier this year. Brian spent two weeks in ICU, was then put through extensive physio and rehab – and thankfully seven weeks later is back at home in Baxter and is walking – albeit somewhat ‘robotically’ and is looking forward to getting back into his veteran motoring hobby pursuits as he is now ‘not threatened by a wheelchair’. Prior to surgery Brian completed a strikingly successful restoration of a 1909 De-Dion Bouton BN which has been acquired by *Rob and Jerri-Lee Miller*.



Brian Hussey – now recuperating

Rob and Jerri-Lee Miller of Daylesford have joined our Club following their acquisition of the 1909 De-Dion Bouton BN. Rob and Jerri-Lee are well known in the motorcycle fraternity, having ridden their veteran motorcycle both here and interstate, or with other clubs combined with our VCCA (Vic) rallies. We warmly welcome Rob and Jerri-Lee.



The 1909 De-Dion Bouton restored by Brian Hussey and acquired by Rob and Jerri-Lee Miller

The Last Word...



Peter & Judy Fitzgerald, 1911 Maxwell AB at Hamilton

Peter Fitzgerald – enjoys a good laugh, and has also tried his hand to writing – in fact he’s written an excellent article on the restoration of his Maxwell Q2 which is published on pages 16-17 of this edition of Brass Notes. On a lighter note he wrote to me:

Hi Paul,

Well, you did brand me tenacious!

We first met Doug and Viv Fulford on the Peter Waddle Memorial Tour in 2016, down at Tasmania.

We have both been enthralled by Doug’s poetry since then (and the vivaciousness of Viv!). We have featured in many of his line asides since, as with everyone else on the rallies.

This is my first try at ‘Barding’ so I wish not to insult, but if that is the case I’ll take it on the chin!

Ode to the Poet Laureate

‘Tis the bard from New South Wales that has a Vivacious wife.

However, when they go to rallies he gets them both in strife!

‘Tis a simple task they share, Viv handles hers with ease,

Yet when it comes to entry forms Doug simply fails to please!

They quickly crossed the Murray, a grand sight to be seen.

Their accommodation was ready, their entry form unseen!

Tis not the first time this has happened, nor will it be the last,

For when it comes to entering rallies, Doug’s learning is not so fast.

Brass Notes – keeping you informed

With the Coronavirus (COVID-19) currently forcing the cancellation of our April, May, June and July events, the Club will continue to function communicating with members through Brass Notes, and by regular emails with updates and electronic copies of other club magazines.



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

The logo for Curry Printing features a large, stylized black letter 'C' with a white dot in the center. To the right of the 'C', the word 'CURRY' is written in a bold, black, sans-serif font, and the word 'printing' is written below it in a smaller, lowercase, black, sans-serif font.

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Presentation of Trophies and Awards

1. Presentation of awards and trophies.

It is exciting to announce this year's awards. Prior to doing so, let us remember those members who have passed away since the 2019 Presentataion Evening.

2. Members Who Have Passed Away during the Year

Since the last presentation evening, we have lost six members.

We shall observe a time of remembrance at the AGM later this year.

The following members, some of whom were 50 year members, have passed away in the past 12 months.

Former President, Barry Forryan, *Honorary Life Member*

Hugh Guthrie

Warren Smith

Ray Males

Cliff Ward, *Honorary Life Member*

Val Heyme

3. Presentation of Trophies and Awards

Vehicle Award

Jean and Ern Cobb Trophy

Best vehicle (car or motorcycle) that is in original condition or is a restoration older than 5 years, which has been well maintained and held its appearance



Alan Esmore 1911 Berliet Sporting Torpedo

Personal Awards

Ron Hobbs Trophy

Persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle during the 2020 RACV 1&2 Cylinder Rally at Hamilton



Peter Fitzgerald 1911 Maxwell

Bert Lamshed Memorial (Hotchkiss) Trophy

Cold Start Trophy –2019 RACV Midwinter Rally (Inverloch)



James Dunshea 1911 Hotchkiss

Gordon Griffiths Trophy

Hard Luck Trophy for not finishing the 2019 RACV Veteran Car Club Annual Rally – Wangaratta due to mechanical failure



David Couper 1916 Oakland

Norm Strack Trophy

Best Lady Driver



Tess Anderson 1909 Hupmobile

City of Frankston Award

Service Award for outstanding service to the Club and its members.



Deborah Alcock

Apollo Trophy

Most assistance during the year to the Editor of Brass Notes



Ian Berg

The McKaige Trophy

Most helpful Club member to the President



Stephen Hobbins

First Time-Out Awards

An award for first time-out at a Club event in their veteran vehicle (even if they had been a passenger in the vehicle in a past event).

David Couper 1916 Oakland

Ralph Provan 1915 Dodge

Ron Poyser 1905 Cadillac

Peter Fagan 1916 Triumph

Nick Horn 1915 T Model

50 Year Membership Award

Consistent membership for 50 years. The following members joined the Club in 1970.

Lynne Edwards

Graham Fossey

60 Year Membership Award

Consistent membership for 60 years. The following members joined the Club in 1960.

Brian Hussey

Yolanda Vinen

Some of the First Time-Out Vehicles



The Poyser's in their 1905 Cadillac



Ralph Provan's 1915 Dodge at Wangaratta



David Couper's 1916 Oakland



Nick Horn's 1915 T Model Ford at Inverloch



Peter Fagan's 1916 Triumph at Inverloch

Some Interesting Veteran Cars I Have Owned Over The Years

By Peter Crauford

Peter Crauford has recently re-joined the Veteran Car Club of Australia (Vic). Over the years has owned a number of veteran cars. Peter recently unearthed a number of photos of some which he owned many years ago. The 1913 Mors, the main subject of this article is now owned by Julian McNeil. The La Buire which is also mentioned in the article was originally owned by Bill Buchanan, a very early member of the Club who was a prolific restorer of veteran cars. There are many references to Bill Buchanan in our Club history 'Dementia Prodest'. Here Peter outlines the story of the Mors.

The RX Mors was purchased in the unrestored condition as shown in the old photo by a fellow called Jock Lobban, an expatriate South African who was attached to the Department of Agriculture in South Australia. Jock made a good job of restoring it but unfortunately it was not re-upholstered in leather, although it was well done looked good. The car had been used for many years as a ute by a plumber and fortunately the rear of the handsome touring body and the rear doors were retained in basically sound

condition. The Mors was a lovely sweet and well balanced car to drive, very quiet and flexible, quiet in the gearbox and easy to change with the unusual and smooth Mors clutch which was a contracting band around a flywheel, very light to operate. The differential was the Citroen herringbone type and this was in unrepairable condition so Jock modified a Humber crown wheel and pinion and fitted it. The ratio seemed right and it all worked well. When purchased by me the car was in a rented garage in the Adelaide Hills and Jock had the nickel plated radiator painted black which I removed as although the plating was not perfect, it was reasonable and looked far better than the painted finish.

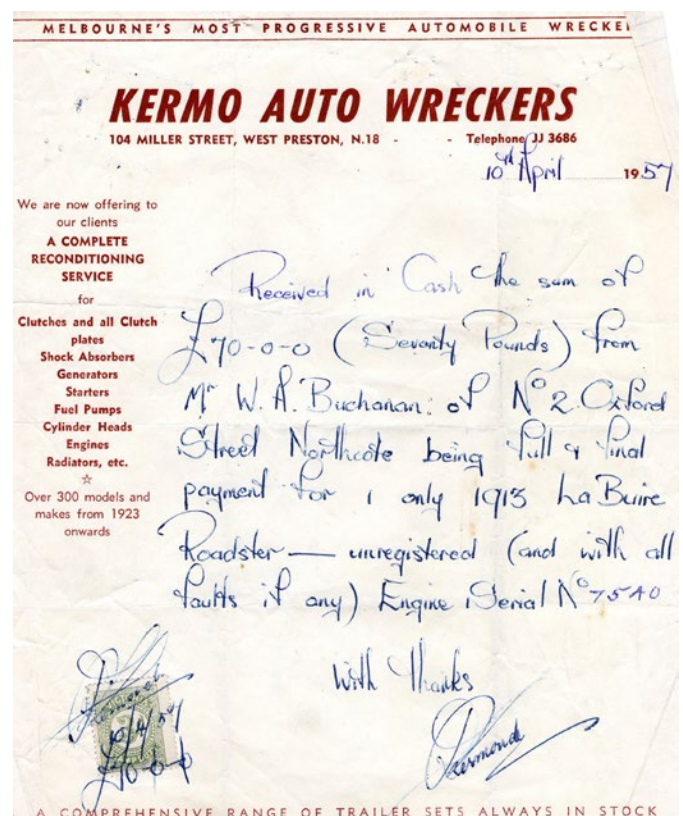
I purchased the car from Jock in the early 1970s I think and we drove the car in a lot of rallies. It was very reliable. On a week long veteran run in Central Western NSW I was foolishly attempting to keep up with an Alphonso Hispano when a dreaded tapping noise appeared! Oil pressure had disappeared and what transpired was that the piston oil pump, which was driven up by a cam and then returned by a coil spring which had broken. We dismantled the engine and a kind fellow re-metalled and machined the offending big end and after overfilling the sump with oil so it depended on splash, we assembled the engine by working all night and completed the rally with no further trouble. The old spring appeared to be the original and the bottom end was completely rebuilt, fitting a new spring and I had no further trouble.



Mors as found



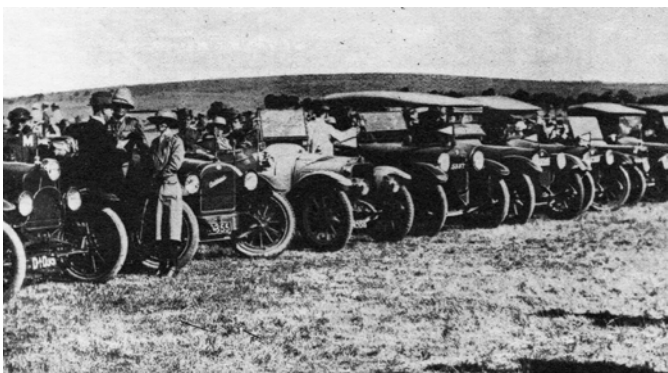
The La Buire pictured with Bill Buchanan



La Buire receipt when purchased by Bill Buchanan

I owned this car at the same time as the ex Bill Buchanan La Buire and they were both French medium engine sized cars of the highest quality. The Mors was 75x120 and the La Buire 70x150. With the very long stroke the La Buire was probably a better hill climber but was not as sweet and refined as the Mors. What is mostly forgotten today is that Mors in the early days of the century was one of the world's leading racing makes with outstanding racing success and all Mors were beautifully made with tubular conrods with all engine internal surfaces machined.

I also accumulated almost enough to build another Mors (less the radiator) which was the previous model which appeared to differ only in having the tappets not enclosed, and a three speed gearbox. I sold the Mors in the late 1980s, a decision I regret as I remember it with the greatest affection. I am trying to overcome this regret and have recently purchased a 1913 Renault which was formerly on display in the National Motor Museum at Birdwood.



The Mors is pictured third car from the left. Photo from the Adelaide Observer November 16, 1918.



Restored Mors



Restored Mors

1910 Maxwell Q2 Surry Restoration

By Peter and Judy Fitzgerald

History suggests the vehicle was sold new in 1911 from an agent in Bendigo to a Doctor reportedly from the Wimmera.

It spent some of its life Pumping water from a channel in the Sunset Country of Victoria. Fortunately only a wheel was removed to run the pump. As a result the car remains remarkably original. "Chitty" as we call her (not the bang bang!) first appears in our documentation at the Ray Parker auction at Colac in 1982 where it sold for \$12000.00. The car sold to South Australia and at a later date returned to a Ballarat enthusiast Rick Thege. It was one of Rick's cars re-enacting the 1905 Dunlop reliability trial in 2005. The motor and assorted bits failed just out Wangaratta. Hence the condition she was in when we purchased her in 2012. The motor and radiator required a rebuild.



Looking sad and forlorn on the back of Rick's truck



The offending motor

Fortunately, the brass bits of the radiator were able to be rejuvenated. More information and pictures on that later.

A great friend of ours (sadly, the late Bill Kewish) had known the car for years, and it was his ambition to restore Chitty to a running condition. Fortunately for us he also happened to have worked most of his working life as a mechanic!

The reason the engine failed was due to a fault in the oiling system.

Chitty is a total loss oiling method. The oil reservoir is attached to the firewall and relies on a gear pump to distribute the oil. The gear pump can be seen attached to the copper oil feed pipes in the following photograph.

A failure in the pipe fitting supplying oil to number two cylinder led to a big end failure resulting in a necessary engine rebuild.

Engine removal was not a simple operation as the crankcase, wet clutch housing and gearbox are all the one aluminium casting.

Thank heavens for Bill! The following photo. Shows Bill contemplating swinging it all out on an engine crane.

The entire engine gearbox set up is very heavy, I think the flywheel alone weighs about a ton.

Extraction was successful and secured on a timber frame custom built. Removal of the pistons resulted in four cast iron pistons with a differing weight of up to a kilogram. Each one is over 4 inches in diameter with a convex top stamped M. Why the difference in weights is a mystery, but over a hundred years can hold a lot of secrets.

We tried to have pistons cast in South Australia but that was not going to happen in time.



Getting ready to remove the motor

Keith Eastwood, of Henry's Parts who hails from Ballan, was contacted in desperation and boy, did he come to the party. His American contacts supplied, and we acquired four alloy pistons 30 thou. oversize, for an extremely competitive cost. Thanks Keith! They were even convex and stamped with the tell-tale M.

The following shot is of Bill pondering one of the original pistons, over twice the weight of the new ones.

Enough on the motor at this stage, you are more than familiar with what we all go through rebuilding a motor!

Now we get down to the nitty gritty.

The carburettor on Chitty is original and rare!

Information says there is only a handful of Q11's in the world. Even rarer is one with the original carbie. Apparently, Jonathan Maxwell was determined to revolutionise carburettor design. According to my information, one of the first things many buyers of the reliable Maxwell's did upon purchase was to replace the carburettor. Perhaps simplicity was not one of his criteria! The following photograph may give you an inclination! Each one of those six flat bottomed convex topped weights is of a slightly different weight.

Over an extensive pop and splutter process it was deduced they needed to be installed in the three level carbie in a specific sequence. Once cracked, "Eureka"!

Now we come to the float. The one shown in the photograph is one of my many attempts. The original having being both castrated, and eaten by wasps. Making the doughnut shaped float out of cork and sealing with a recognised fuel sealer seemed the logical way to go. Now, what follows is totally my deduction and could be discredited. However, the float would be quite happy in a jar of petrol overnight. In the carburettor it would sink over a couple of hours. Another coat of treatment and the same would happen! Finally I came to the conclusion that Upper Cylinder Lubricant in the fuel tank may have been the reason! No U.C.L. no sinking. Solution, make a float out of thin brass shim metal.



Complex Carburettor



New float made

I make no apologies as to the soldering standard. The doughnut shape was a real challenge to me. It solved the problem of sinking for a couple of years, and nobody could see it anyway!

I will jump briefly out of sequence for a particular reason.

The float decided to start leaking in the middle the National Rally at Forbes. We were sitting at a coffee table with me generally having a moan about the carbie. Bill and Robyn Betts from Mittagong New South Wales suggested I source a product called Nitro-Phil from America. It is versatile and very machinable. Looks a bit like Bakelite but much lighter! I have since learned Keith can help with that problem.

I am actually quite proud of the finished float and Chitty loves it, she runs on it a lot smoother. Anyway, enough of digression.

As stated earlier, the radiator needed an entire rebuild. The core had been sliced to make a façade to hide a modern radiator. We decided that the only way to go was a full rebuild, hang the expense, it's only money! One thing we all build up through rallying is a valuable group of friends and contacts. Fortunately for us we know Kim Kirby from Swan Hill, who just happens to be an expert on radiators and white metalling, (or Babbitting), among other things! Under his guidance we discovered the Spanish Diamond radiator pattern was unavailable in Australia. The square copper tubes were sourced from Europe, and partially assembled in New Zealand. The baffles, cores and tanks, as well as Babbitting of the motor components were completed by Kim. The following photograph is the completed radiator; the brass is all restored and original. Goes to show what a true artisan can accomplish! The final photograph is the finished motor back in Chitty. For the purists, the air filter is my addition; the original is in our stock, as true to its time, it would only slow a sparrow down.

Well, I guess I have bored you enough, if you have lasted reading this long I thank you for your patience.

This article is a result of CAROWNER VIRUS!



Radiator back in car

George R Broadbent

By Doug Fulford



In November 1915 a group of intrepid motorists headed by a certain Hugh Fraser drove a 1915 Studebaker 6 from Fremantle to Sydney via Adelaide and Melbourne in just under nine days. This was quite a remarkable feat – there was no road across the Nullabor, no petrol stations (Shell Benzine had to be sent ahead by tramp steamer and they set out without knowing if it had actually arrived), a lack of sign posts, bridges and for most of the way no maps. However for the last leg from Melbourne to Sydney they had the use of “Geo. R Broadbent’s excellent guide”. Being somewhat of a Studebaker aficionado (that is possibly an understatement) I set out to find the guide they found so useful all those years ago.

Its rather imposing title is “Geo. R. Broadbent’s special motor route Melbourne to Sydney (and back): the grand overland tour, with sectional maps of route and detailed description of road in both directions; also intermediate and aggregate mileage, hotels, garages, &c.” Years ago I was excited to discover there was a copy in the State Library of Victoria. I took a few rather poor pictures of it on Vivian’s mobile phone but the good news is that it has since been digitised and is freely available from the library’s web site. I was lucky enough to be able to purchase an original copy of its 1927 second edition on ebay. It seems that relatively little had changed in the way of improvements to the roads in the 14 years since the book’s first edition.

Obviously the Hume Highway (or now Freeway) has changed dramatically since 1913 and the history of those changes would fill a book – actually they have! There is a section of road over the Razorback Range not far from my residence which was part of the Hume Highway back then (1913) and remains unsealed in part and exactly as Geo. R. Broadbent described it. That the “Great South Road” as it was originally called climbed over the Razorback Range rather than the flatter, more logical route via Campbelltown was a result of John Macarthur’s political influence. This section of road, now called “Old Razorback Road” was constructed in 1833 as a “temporary road” to enable the wool crop to be brought to Sydney after the original route had been rendered impassable by the floods of 1832. I guess temporary is a relative term as this formed part of the main Melbourne to Sydney route for almost 100 years until the Hume Highway deviation of 1930 (now “The Old Hume Highway”) and it is still in use by locals today. Every time I drive that section of road I think of Hugh Fraser and his mates driving the last leg of their journey at night with lousy 6 volt headlights on an unknown to them, steep, winding and rough road whilst near exhausted.

It seems that every time you do a bit of research you may answer one question but you raise others. Just who was Geo. R. Broadbent and how did he come to write his “excellent guide”? As I discovered he was a very interesting and forward thinking man and aside

from his map making activities was a columnist, one of the founders of the organisation that became the RACV and a champion cyclist .

George Robert Broadbent was born on 3 November 1863 at Ashby near Geelong, Even in his eighties George remembered his rough rides on the floor of Sumpter's leather hung Royal Mail coaches as he travelled with his parents on the Geelong-Colac road. The roads were so rough that small children were placed on the floor lest they be thrown from the coach. The family moved to North Melbourne where George attended the Errol Street school. After school George would often wander to the toll gate at Flemington Bridge to watch the coaches and bullock wagons passing to and from the city and talk with the toll keeper. Its no wonder then that he developed a deep interest in roads and a wide understanding of their importance in the development of the country. In 1877 toll gates were abolished, and all roads in Victoria were placed under supervision of the municipalities. But George maintained that this did not bring about an improvement in the condition of the roads. And many became worse. George left school and became a draper like his father.

George, now in his thirties, was an early adopter of a new form of transport - the bicycle. It was a high wheel machine, successor to the hobby-horse and the velocipede, or "bone-shaker. Later on they were referred to as "penny farthing bicycles" – a term that George disliked. George took to cycling with the kind of enthusiasm that characterised him. Although cycling was rather dangerous on the rough roads it was a popular pursuit amongst young men both as a hobby and as a means of transport. Bicycle clubs were formed, and at weekends "parties of 20 or more used to ride out from Melbourne, with a bugler in the lead, and race through country towns at speeds up to 10 miles an hour, amidst cheers from the inhabitants and clouds of dust from the roads." George set many records and two of his performances on solid tyres—203 miles (327 km) in 24 hours on a penny farthing, and 100 miles (161 km) in 6 hours 20 minutes on a 'safety' bicycle—were never bettered. The Australian Cyclist acknowledged him 'the finest road rider that Australia has ever produced' and he has been called the father of Australian cycling.

George was a foundation councillor of the League of Victorian Wheelmen and was active in the Good Roads Movement. In 1896 he issued a road map of Victoria, 'prepared ... after some sixteen years riding and touring in all parts of the Colony', which indicated general topography, distances, and roads classified as 'good', 'fair' or 'ridden with difficulty'. It was to become Victoria's standard map, and the basis of a continuous publishing programme by Broadbent's Official Road Guides Co.

Not surprisingly George Broadbent was among the first of Australia's motorists. In 1898 he drove the Thomson steam car and rode one of the first motor tricycles,

"a De Dion, fitted with tube ignition". He became one of Victoria's leading motorists, was one of the state's foremost advocates for good roads and one of the 55 foundation members of the Automobile Club of Victoria which was formed in 1903. In 1912 he became vice-president of the Good Roads Association of Victoria and was consulted regularly during the preparation of the country roads bill. That year he took over the Argus motoring column and wrote tirelessly on road improvements and maintenance. In 1914 he established and took charge of the Automobile Club's touring department. In 1946, at the age of 82, George was still advocating for better roads given the end of World War 2. George died on 28 October 1947 at his home in Hawthorn.

One small sentence in the account of Hugh Fraser's trip led me to learn a bit about this amazing man. Which led me to wondering what about New South Wales. Well there is a real parallel there with the story of Joseph Pearson – draper, champion cyclist and map-maker. And then I discovered that Percy Armstrong, who accompanied Hugh Fraser on their pioneering trip was also a champion cyclist and early motoring enthusiast who set records for transcontinental crossings on both bike and car. I guess that means that there are more stories to be told, but they will have to wait for now.

Footnote:

George also published a road guide for the trip from Melbourne to Adelaide and back in 1913. The only copy I can find reference to is in the Monash library. It doesn't appear to have been digitised, unfortunately, so at present I don't have access to it.



The guides were officially recognised by RAC Clubs

1906 Cadillac Model K #21939 - Part 1

By Russell Holden

Thankfully, Cadillac have records of most of their vehicles from the very earliest days up till present. I am somewhat fastidious about detailing what history we can gather on all our cars. This model K runabout started life leaving the Cadillac factory on the 31st October 1906, sporting a Green body with black pin stripe and the larger than normal 30 x 3 ½ tyres. It was delivered to Allan J Fuller of Boston Ma.

Little is known about the car until the late 1980's when it was purchased by a flamboyant Australian investor who allegedly imported vehicles with an under inflated value so as to circumnavigate the 22% Australian sales tax applicable at the time. This practice did not go unnoticed and the little Cadillac was seized by Customs along with other vehicles and sold at auction to recover lost government revenue in Sydney in 1994.

The car went to a Sydney based dealer who then on sold it to Cyril Stanbridge. Cyril and Penny had a substantial collection of vehicles already, however, the little runabout took their fancy and they decided to refurbish it and for many years toured with it on both 1 and 2 cylinder and National tours.

Unfortunately, Cyril passed away in 2009 and the little Cadillac was placed on blocks at the family home in the New England highlands town of Tenterfield, New South Wales. There it sat until early August 2019 when the 1st of the devastating Summer of Fires started through the east coast of Australia. Cyril and Penny's house was the 1st home to burn and unfortunately the Cadillac and a 23/60 Vauxhall both shared the garage connected to the house, which was burned to the ground.

News of the loss was broadcast throughout the car movement and on social and mainstream media. Having been burnt out and losing many, many cars in a previous bushfire, Chris and I had the greatest amount of sympathy for their loss. Some weeks later, just after the completion of the 7th HCCA International tour, Penny's son Ross rang to enquire if I had any interest in re-restoring the Cadillac. Our good friend

Steve Hammatt from Seattle was still visiting with us after the International tour and we had planned to go to Bundaberg, Queensland for the National Veteran Tour, taking my 1918 Cadillac, so after some discussion Steve and I decided to detour via Tenterfield to look at the Cadillac. What a sad sight both the house and the cars were! What was left of the Vauxhall remained in the burnt-out shell of the house and the Cadillac had been moved to a nearby shed that had survived the fires. I took a video of the wreckage and plenty of photos of the Cadillac.

So, some discussions took place over the fate of the Cadillac both at home in Mudgee and with the Stanbridge's, deciding whether the car was salvageable and what was needed to both purchase and complete the re-restoration. Chris had a real soft spot for Cyril and Penny and always admired the little Caddy painted with Penny's decoupage roses and was determined that it could be restored and that she wanted the little Caddy!

During my annual visit to Hershey I started enquiries on a suitable replacement body for a Model K runabout, with the early Cadillac fraternity, however I was careful not to commit as obtaining the Caddy was far from a "done deal". A suitable well renown body builder was identified, and that information was filed away in the event the Caddy was to end up in Mudgee.

As we knew from our own experiences, emotions run high when you lose so much to fires. Early January saw Chris and I drive the 7 hours to Tenterfield to purchase the remains of the Caddy only to be informed that it would not be sold when we were only 45mins away – this was very disappointing and provided for a long "quiet" return journey home. So, it was not until mid February 2020 that an agreement was reached, and I drove back to Tenterfield and picked up the Cadillac.

That is when the real fun started - Valentine's day 2020 I brought home Chris's Caddy, (she brought flowers) and with champagne in hand, we spent several hours getting the wheel-less Caddy out of the trailer and onto



Cadillac as retrieved



The babbit in the bottom of the crankcase

stands so we could assess the situation. We started by removing the fenders, hood, radiator, firewall and other miscellaneous parts so we could examine the extent of the underlying damage.

After sending those items off to have sympathetic (gentle) sand blasting, we spent several hours each evening the following week slowly uncovering the damage the heat of the fire had caused. The front of the car was in considerably better condition than the back - surprisingly the radiator was intact, and the front spring was still in sound condition. Unfortunately, the same could not be said for the rear of the car. Careful dismantling un-covered that all the Babbitt bearing had run out of (melted) the main and big-end bearings and that the aluminium piston had deformed in the bore and the passenger side rear spring was totally sagged, so the heat was intense. Interestingly the oiler, which had an aluminium housing, had melted but the adjacent petrol tank which you would think should have exploded was in very good condition? The high-speed clutch face was burnt but the planetary transmission bands were still ok. The internal gears showed signs of heat but were otherwise in very good condition and will need re-hardening, but the bronze bushings showed no signs of damage apart from normal wear.

Eventually after the slow dismantling process and 100's of photos to aid the re-assembly, the bare frame was revealed. It is somewhat twisted and will need both straightening and testing for integrity but should hopefully be fine to provide the platform to commence the re-restoration of this fantastic little car.

After a bit of work with chains, jacks and the odd wack with a 14lb hammer it is back in shape and nearly ready for paint



What was left of the piston



Straightening the chassis and fitting components

Salsbury-Bleriot - The First Successful Automobile Headlamp

By Gordon Berg

Recently Greg Smith completed a magnificent job of restoring a self generating acetylene headlamp for my 1904 Wolseley 6hp. And you can read more about Greg's restoration of veteran brass lamps in his article following this one.

I had obtained my lamp many years ago and it was branded 'Salsbury-Flario.' These lamps, and the slightly earlier 'Salsbury-Bleriot' lamps, were often used on the horizontal-engined Wolseleys as well as several other makes in the pre 1905 era. I had little knowledge about the lamps so decided to seek out more information.



Salsbury-Flario lamp and manufacturer's name plate

My first source, and indeed about the only detailed source of information I could find, was a small booklet, Shire Album #185 - 'Early Vehicle Lighting' written by P.W. Card in 1987. This mentions that Henry Salsbury of Long Acre, London was one of the most successful pioneers in the development of acetylene motor lamps. At first this seemed surprising as I thought horse drawn carriage lamps developed in prior eras would surely have been readily adaptable to automobiles. However thinking more about it, a headlamp placed behind the horse(s) on the front of a horse drawn carriage

would have mainly illuminated the horse's 'derrière', sometimes not a pretty sight, and would probably do little in lighting the way for the driver. Oil and candle powered lamps mounted at the sides were used mainly to allow others to be aware of the carriage at night. So the early nocturnal motorist was only aided by moonlight and other unsatisfactory sources of light to negotiate their way along mostly very poor roads. I can understand why early motoring trials in Australia, such as the 1905 Sydney to Melbourne Dunlop Reliability Trial, were conducted in daylight hours. Imagine the challenges facing Mrs Thomson in her 6hp Wolseley if it had included night sections!

Henry Salsbury's father John Edward Salsbury (born in 1846) was the son of Charles Salsbury who had founded the Salsbury Lamp Company in 1806. It would remain a family controlled Company for several generations of Salsburys. Henry collaborated with Louis Blériot (also of aviation fame) in Paris to develop an acetylene lamp and produced the 'Salsbury-Bleriot' lamp in 1899. These were assembled in London and distributed by Salsbury's depots throughout Europe. Later the lamps were branded 'Salsbury-Flario' but were essentially the same design. Soon other manufacturers such as Lucas rose to prominence.

The lamps were advertised in various catalogues and publications of the day and some examples are reproduced here. Some of their marketing claims show that, even then, firms were willing to stretch their claims well beyond the truth. Much like a lot of advertising today you might say - but at least in the case of the Salsbury lamps the claims could be easily recognised as unbelievable.



John Edward Salsbury (Shire Albums)

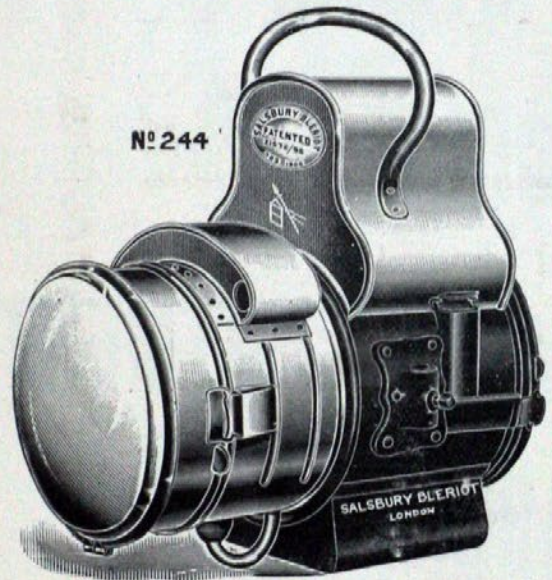


Louis Blériot (Wikipedia)

THE ONLY
**LIGHT THAT MAKES
 NIGHT GLORIOUS**

And enables the swiftest automobiles to travel safely at the highest possible speed without the slightest danger of its being accidentally extinguished, either by the fury of the elements or the vibration and jolting of the roughest roads,

IS THE
SALSBUURY-BLERIOT



Acetylene Motor Lamp

Nor can the steady brilliancy of its light be in any way affected by either hurricane or vibration. It is an absolutely reliable Lamp of enormous power for the swiftest Automobiles. None of the objections against other Acetylene Lamps apply to it. The light is always the same owing to the new principle employed for the automatic regulation of the gas. Burners cannot clog. The charge cannot waste, but can be left in the lamp for days without deterioration.

THE MOST PERFECT LAMP EVER INVENTED.
 WRITE FOR NEW LISTS.

SALSBUURY & SON, SALSBUURY LAMP WORKS,
 GREEN ST., BLACKFRIARS,
 LONDON, S.E.

Showrooms: 124, Long Acre, W.C.

SALSBUURY LAMPS

A Message to Mars

NEW DESIGNS FOR 1903.

TRADE MARK

SALSBUURY-DIETZ.

SALSBUURY-FLARIO. INDEPENDENT GENERATOR.

SEND FOR CATALOGUE.

SALSBUURY & SON, Ltd.
 GREEN STREET, BLACKFRIARS, S.E.

Showrooms: 124, Long Acre, London, W.C.

The construction of the lamp is illustrated in the accompanying photos. The acetylene generator with carbide and water compartments sits in a tall rectangular box which could be removed from the lamp via the hinged lid for refilling. Acetylene gas was piped from the generator to the rear of the lamp and then to the twin burners in the front compartment by a series of brass and rubber tubes. A chimney above the front burner and reflector compartment exhausted the burnt gas. A hinged bezel with lens, which was opened to light the lamp, completed the main construction.

Contemporary and recent photos of cars shown with these lamps show some variations in construction and finish such as polished brass and various combinations of black paint and nickel plating. There also appears to be several sizes of the lamps available. My lamp is large and probably wouldn't look out of place on a small locomotive. The lens is approximately 18 cm in diameter, the lamp is about 35cm tall and without water or carbide weighs over 7 kg. It is of brass construction

and showed remnants of nickel plating when obtained so was restored with nickel plating. Nickel plating was more common on some very early veteran cars than later veterans until the mid teens when nickel plated lamps were again in fashion.

Automobile owners could choose to fit one or two lamps on their cars with suitable brackets. The brackets allowed the lamps to be easily removed from the cars when not required. On the smaller single cylinder Wolseleys usually only one lamp was fitted. On the larger 2 cylinder Wolseleys, the even larger 4 cylinder Wolseley racers and commercial vehicles one or two lamps were chosen. Two lamps with water and carbide would have added nearly 20 kg of weight and probably further reduce a 6hp Wolseley's modest performance. So I am glad I only had to find one lamp. The other factor is that to purchase these lamps today is difficult. When restoring my lamp Greg Smith found a pair for sale on Pre-War car. He asked the seller if he could advise him what was the correct burner for the lamp.



Lamp components

He was informed at the time that the pair of lamps for sale was the 'crème de la crème' of early veteran headlamps and reportedly available for 18,000 Euro!

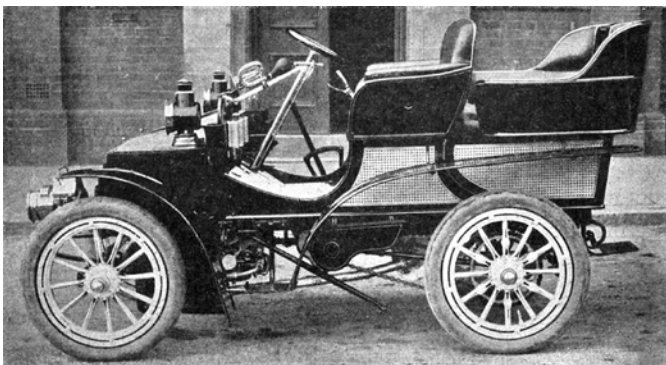
No doubt the Salsbury lamps would have been an expensive accessory in their day. Fast track to more recent times and the development of elaborate, and expensive, LED headlamps on modern automobiles. The associated heavy investment in this new technology today has attracted the following interesting comments by Andrew English about changes in headlamp technology (www.automotivedesign.eu.com):

They used to call it following the puddle, as drivers slowly picked their way along darkened country roads, behind a watery pool of light cast, invariably, by Lucas 'Prince of Darkness' headlamps.

He also quotes Rainer Neumann from the lighting supplier Visten:

Trouble is, the current generation of LED headlamps are like works of art, not dissimilar to the very first 1899 Salsbury-Bleriot acetylene lamps. We are like artists, he says, designing each headlamp from scratch. At Bentley for example the individual investment is huge, with over 200 parts to assemble for each lamp....each lamp is like a Rolex version of the wrist watch.

At the beginning of the last century, the automotive lighting industry suffered similar financial problems, and it was the heavy investment and technical developments by giants such as Lucas for its King of the Road range of lamps that lit the path to future. Could it be that this is history repeating itself?



xvi. THE AUTOCAR. ADVERTISEMENTS.—SUPPLEMENT. NOV. 1ST, 1902.

THE HALL MARK OF THE MOTOR TRADE—

SALSBURY.

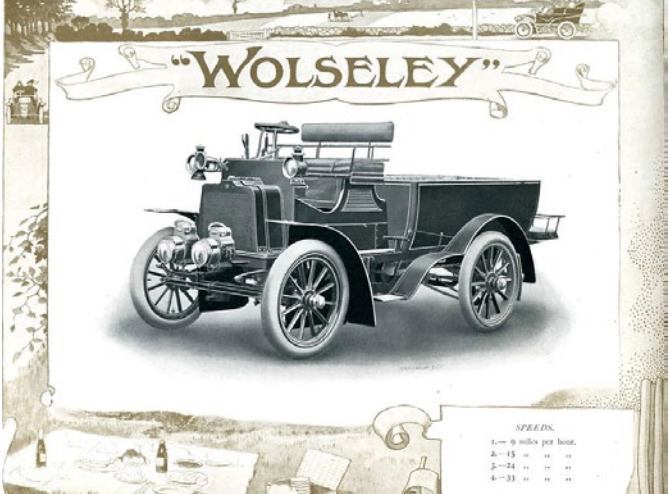
LAMPS. HORNS. JACKS.

We are Exhibiting at the STANLEY SHOW.
SALSBURY & SON, LIMITED,
 GREEN STREET, BLACKFRIARS, S.E.
 SHOWROOMS: 124, LONG ACRE, W.C., LONDON.

New Catalogue  Now ready.

SALSBURY-FLARIO HORN. **SALSBURY-FLARIO LAMP.** **SALSBURY-BARRETT JACK.**

"WOLSELEY"



SPEEDS.	
1—	9 miles per hour.
2—	15 " " " "
3—	24 " " " "
4—	33 " " " "



Early Wolseleys fitted with Salsbury-Bleriot and Salsbury-Flario headlamp

Productivity High During Lockdown Period

By Greg Smith

It certainly has been a time in history with unparalleled circumstances we are all enduring. I'm a bit of a "glass half full" type of bloke, so there has been a "silver lining" for me amongst the mayhem. The lockdown has "forced" me to the shed to do those jobs I have been procrastinating over for far too long. I have lamp and horn restoration jobs people had entrusted to me, and far too much time had elapsed between getting the jobs, and completion.

As well as those restoration jobs, it has been a time to tackle some of the maintenance and tasks that have been put on the back burner, for another day, on my vehicles. I thought re-packing wheel bearings would be a good job. This has led to replacing a tyre on the 1904 Maldon Motorcycle, and then to a more substantial job on the 1913 GWK. I found a broken spoke in the over engineered 60 spoke rear wheel. That was replaced, and my next thoughts were of a colour change, as I had never really liked the "silver frost" look. Four wheels all re-furbished in gloss black, and wheel bearings either re-packed or replaced. Four new tyres have been purchased and that is the next job, to actually fit them.

Of course, there has also been the more important jobs that Denise has entrusted my attention too as well. With all this, the lockdown time has literally flown, and productivity has spiked. I am positive many others within the club, have had good progress on many outstanding jobs as well, and now is a very appropriate time to put down on paper to share with others, what you have been up too. I/we all look forward to these writings. There is now, time to contribute to our wonderful magazine.

magnified lens, and a nice French touch of a green "eye lid" on the passenger side. Nice French design, and back door entry for lighting them up.



This is the Rushmore headlight for the Dunshea 1911 Hotchkiss. This was a nice lamp to repair, as I had spares parts in my stock to use as well. It was purchased at the Bendigo Swap Meet. It was very difficult to find a Rushmore with the 6 hole smoke bonnet. Was in nickel plate form, so required striping, dent repair, especially the back, which was scored badly. There was over a days work on the rear section alone. Mirror re-silvered. Came up well and will be nice to re-unite with the Hotchkiss.



Pair of Bleriot French sidelights for Paul and Kim Williams 1906 De Dion Bouton. I must admit, I was not entirely confident with what the result, if any, was going to be before starting these, as I thought they may have



Really special little pair of French Besnard side lights for a 1904 De Dion Bouton in NSW. They had cracking issues but have come up well and have some lovely features. Gorgeous original Besnard Autoclipse

been too far gone. Patience and perseverance were the key. So glad we did them as they are extremely desirable and a terrific looking pair now that will suit the De Dion perfectly. On looking through a 1905 Bleriot catalogue, these lights are featured. So not only do they look good, they are of the correct era. Luck was certainly on my side with these!

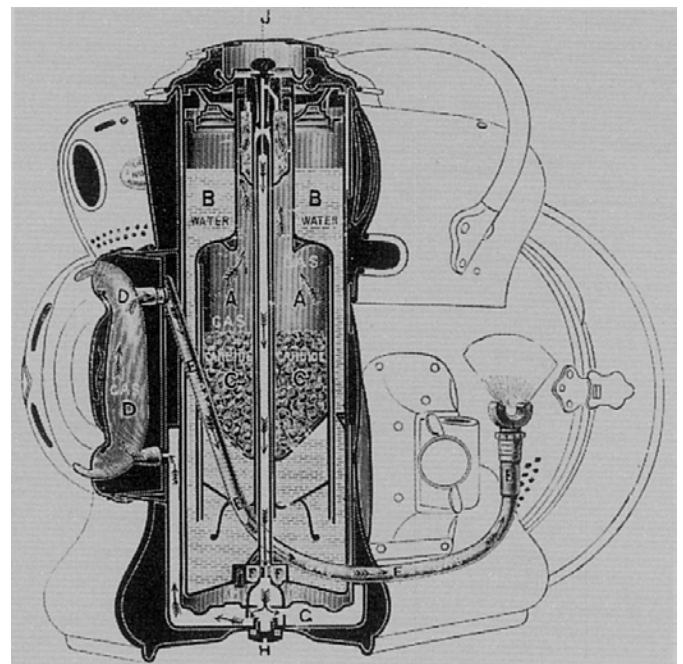


Lucas King of the Road - High end model, still in the process of restoration. These were earmarked for a 1901 Panhard Levassor in W.A., but never happened. Win some and lose some. These have the special magnified centre section in the lens. They should come up quite nicely when finished.

Full set of Dietz Dainty lights for Deane and Pam Hill's 1909 IHC Buggy. Dietz lamps are not my favourite lamps as they are prone to crack. Biggest issue in this restoration was that Deane wanted the taillight to face the opposite direction As the mounting bracket on a IHC is on the right, and the light faced to the wrong way. Not sure I wish to do this procedure again!! They are a nice set now, and the side lights are getting new glass which will add to the appearance.



GWK wheels re- furbished in gloss black, ready for tyre fitting. Will be a pretty car then!!



Lucas published a cutaway drawing of one of their self generating acetylene lamps which illustrates the principles of its operation.

- A. Gas
- B. Water
- C. Coated Carbide
- D. Gas Bag
- E. Gas to Burner
- F. Gas-tight Seating
- G. Condensing and Cooling Chamber
- H. Draining Screw
- J. Plug Tap
- K. Gas Purifier

RUSHMORE

GAS ALWAYS ON TAP

if you have the **Rushmore Generator**. It turns on and off at will ; it never fails to work ; it does not heat when working or waste carbide when idle.

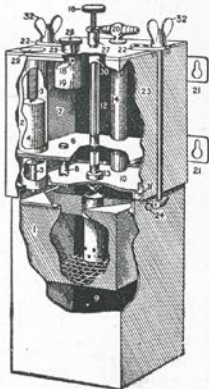
It is like no other generator made—scientific, yet so simple it can't go wrong. Only one valve to open and shut, nothing to regulate, and common commercial carbide used.

On all the best cars, especially those used frequently at night, the **Rushmore Generator** will almost invariably be found.

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GENERATORS

Private Classifieds

FOR SALE

1. Large Triple Twist Brass Horn.

This horn is not branded, so therefore enables it to be used on a multitude of vehicles. It is in perfect restored condition with no imperfections. Has a lovely sound when used and is ready for use once mounted. The brass flex is over 4 foot in length, and the trumpet opening size is 8 1/4 inches by 6 1/4 inches.

Price \$600



2. E&J Brass and Steel tail light.

Suit 1915/16 Ford T or similar. All complete in nice restored condition, with original lens, ready to fit to a vehicle.

Price \$280



3. French Tail Light, J.A.M Paris.

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Price \$455



CONTACT: Greg Smith

M: 0447 395 233

E: schacht09@bigpond.com

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Various T Ford parts

1. 1913-14 front wheel 30X3 1/2 \$120
2. 1915 steering column with steering wheel and wood rim \$230
3. 1913 headlamps "Brown brand Model 16 and side and tail - full set \$900
4. 1912 E&J model 666 headlamps on forks with original glass reflectors VGC \$850
5. 1909 -10 pair headlamp forks \$520 also body and hood supports that bolts to the buggy rail \$470
6. N.H. carby, straight through type vintage era \$180
7. 1912 'Brown 105' taillight \$700
8. 1915 'Stewart 100' speedo \$250
9. 1919 'Stewart 100' speedo \$150
10. 1920-25 'Stewart' speedo \$75
11. 1912 rear taillight (complete) 'JNO Brown' \$560
12. 'JNO' new carbide generator \$2,800
13. JNO' Brown carbide generator \$2,800
14. 1915 complete steering column \$500

CONTACT: Bill Formby

Address: PO Box 3, Drouin East 3818

M: 0488 288 164 T: 03 5625 2344

Another WWI Vehicle



Our member Rick Cove owns this 1916 Albion A10 General Service Truck from the WWI period

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

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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FIVA REPRESENTATIVE (TAVCCA)

Andrew McDougall

SUB COMMITTEE CHAIR

DATING

Andrew McDougall

LIBRARIAN AND ARCHIVIST

Daryl Meek

SUBCOMMITTEE: MEMBERSHIP

Geoff Payne and Darren Savory

EVENTS SUBCOMMITTEE

The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in Brass Notes. Chair – Ben Alcock, Participants - Paul Daley, David Provan, David Wright, Daryl Meek, James Dunshea, Ben Alcock, Chris Dillon, Robert Couper, Brendan Pierce, John Prior, Michael Holding.

SUBCOMMITTEE:

CLUBROOMS MANAGEMENT

John Prior and Jim McCaffrey

SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION

Ben Alcock, James Dunshea and Callum Walsh

CLUBROOMS COORDINATOR

John Prior (Sign-in book, Scott Staples)

REGISTRAR & PERMIT

APPLICATIONS & RENEWALS

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e registrar@veterancarclub.org.au
Postal:
26 Windella Cres, Glen Waverley, 3150

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John Prior (Paula)

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Bob Ballinger (Helen)
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AOMC & FEDERATION DELEGATES

Daryl Meek
Andrew McDougall

TRADITIONAL OWNERS' LIAISON

John Stanley 0409 001 836

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 (Vic.) 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 Darren Savory, mobile 0438 873 053, email secretary@veterancarclub.org.au.

Download the application form at veterancarclub.org.au.

BRASS NOTES

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

EDITORIAL POLICY

Opinions expressed in Brass Notes are not necessarily those of the editor, the VCCA (Victoria) or its officers. Technical articles are published in good faith and no responsibility for their accuracy will be accepted. All advertisements are published without endorsement by the VCCA (Victoria) or its officers.

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The editorial team reserves the right to edit or omit any material submitted for inclusion in Brass Notes. The decision to publish a letter in Brass Notes is the decision of the editorial team.

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PP 100018084

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.

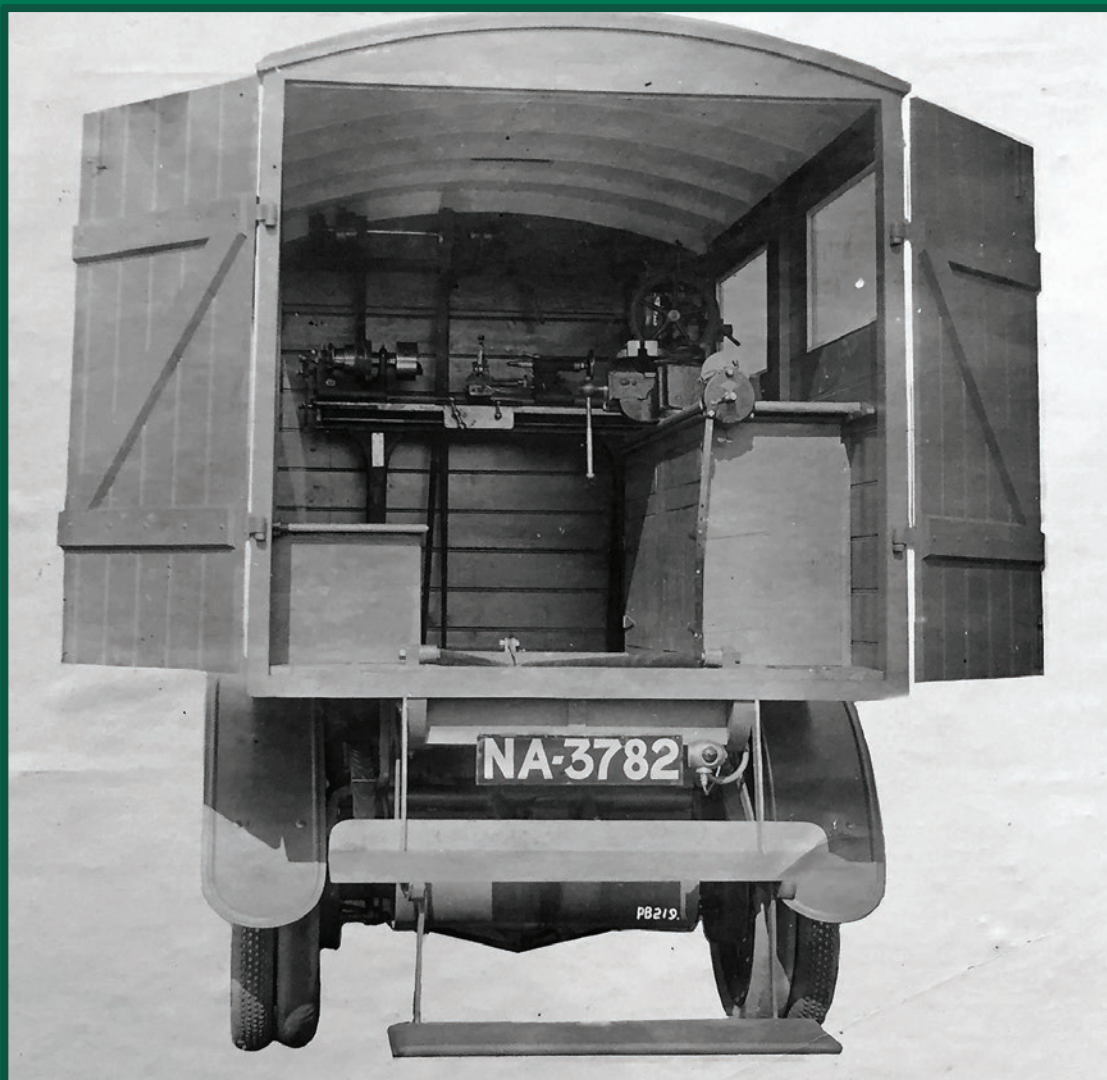
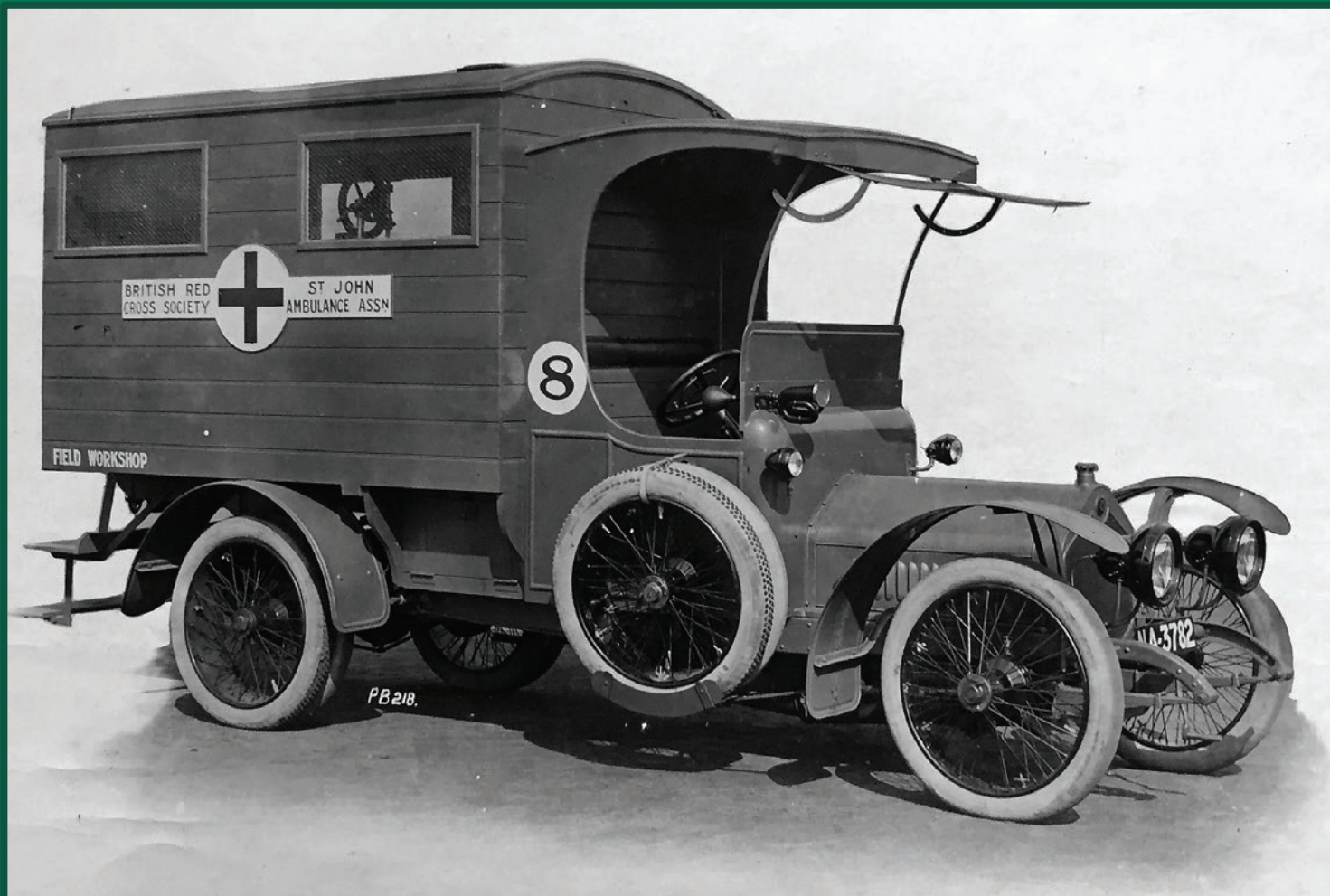
CLUB MEETINGS

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



**More on WWI
Crossley vehicles**

Last month we showed an ambulance from the album of Crossley Motors Ltd, Manchester photos which was provided to Jas A Munro & Co in Melbourne.

This month we show a Field Workshop erected on a 20/25 hp chassis supplied for use by the British Red Cross Society from the same album. The interior photo shows some of the fittings including a lathe, vice and work benches.





Andrew and Frances McDougall in their 1910 Brush and Byron and Audrey Dobson in their 1905 REO on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh).



Catrina and Merrilyn Sargent in their 1916 Morgan on the RACV 1&2 Cylinder Rally at Hamilton (Photo by Callum Walsh)