



Orange District Antique Motor Club Inc.

Restoration Rambler

July 2024



1912 Brasier

The Brasier was owned by the Sharpe Family, read about the restoration story in the magazine.

Postal address P.O. BOX 664, ORANGE N.S.W. 2800

Orange District Antique Motor Club Inc.

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Officer Bearers 2024

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VICE PRESIDENT	John Nicholson	0498049084	
SECRETARY	Carol Ryan	0448682211	
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WEBSITE			odamc.org.au
WEBSITE CO- ORDINATOR	Andrew McDougall	6362 2942	

Meetings are held in the Lucknow school building, Lucknow, on the 3rd Monday of each month commencing at 7.30pm. All visitors are welcome. Note that the editor and/or club members do not necessarily share the opinions that may be expressed in the magazine.

Presidents Report

On a recent trip to Forster I was quite taken by the fact that the Council still has several silent cops on some of the intersections. I don't think that a lot of the younger generation would realise how we were taught not to cut corners in our day.



I also found a Goggomobile panel van on a trailer parked in the street, I hadn't realised that the company had ever built one.



We have now left the shortest day of the year behind us, so hopefully we will start to get some warmer and longer days to enjoy our vintage motoring days.

I hope you enjoy the Jack Sharpe Brasier story, they certainly searched long and hard for the parts. The car is now in the UK which is where the cover picture was taken. Andrew obviously got his love of old cars from his father. What a great achievement for both of them.

We decided at our June meeting that we would support "Little Wings" as this years charity with a donation, below is the response from Clare Pearson the CEO of Little Wings.

Happy Motoring, Peter

Dear Euan and all at the Orange District Antique Motor Club,

I wanted to reach out personally and thank you for this incredibly generous donation, we are so grateful for both your support and belief in our mission. 100% of this donation will go directly into support more seriously ill children from regional and remote NSW who need access to lifesaving medical treatment that is only available in a major city.

I would also love the opportunity to provide an update to the club on the impact of your support. We should be in Orange in the coming months, so I will be sure to reach out and see if this is possible closer to the time. Can you please confirm what night of the week your club meets?

Further, please find attached a tax deductible receipt to acknowledge the donation has been received.

Please do not hesitate to ask if I can be of any further assistance.

Enjoy your weekend and kindest regards,

Clare



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ORANGE DISTRICT ANTIQUE MOTOR CLUBS INC.

AGENDA / MINUTES FOR MONTHLY MEETING

DATE: 17th June 2024

TIME: 7.30pm

MEMBERS PRESENT: As per the attendance book

APOLOGIES

Nigel Coutts, John & Kerrie Nicholson, George Tait, David & Susan Toy, Owen & Anne Magill

VISITORS

Rob McConnell

President opened the meeting and welcomed all members and visitors.

MINUTES OF PREVIOUS MEETING: Accepted as printed in magazine

Moved; Wilga Coutts Seconded: Kevin Ryan Carried

BUSINESS ARISING:

Request to change contact details at RMS forwarded

CORRESPONDENCE IN:

Nil

MAGAZINES FROM CLUB

The Dinkum Oil CHMC

Retro autos

Crank Torque Parkes Antique Motor Club

Model A Flyer

2024 Cootamundra Sprints

The Rusty Relic - Tamworth

CORRESPONDENCE OUT:

Register of Members to those without email

Thank You Letter to Mike Temora Aviation Museum

Moved: Rosemarie Amos Seconded: Chris Bromley Carried

BUSINESS ARISING FROM CORRESPONDENCE:

Nil

TREASURERS REPORT: Euan presented the current financial report:

Accounts to Pay

Reimburse Postage Carol Ryan Members Registers

Moved: Euan Coutts

Seconded: Chris Bromley

Carried

EDITORS REPORT:

Nil

EVENTS REPORT

Presidents Run Temora: 16 members 8 cars Great Weekend as reported in June Magazine

Golden Plough: 5-6 members attended. Very wet and muddy.

Grenfell Car Show: Chris Bromley attended. All activities held in main street

Manildra Movies: Not big numbers. Only 4 or 5 from club attended.

Veteran Run at Singleton. Euan & Wilga attended. New museum at Denman worth a look.

UPCOMING EVENTS:

20th June Run to Cargo Pub - cancelled

4th July Tennessee Tucker Cudal

15th Monthly Meeting

21st July Andrew Sharpe Memorial Run

GENERAL BUSINESS:

Discuss donation recipient for extra \$10 from membership fees. After some discussion it was suggested that donation should go to Little Wings.

Moved: Bob McNeill Seconded: Wilga Coutts

A donation of \$500 was made to Little Wings

Euan proposed that vehicle inspectors that are required to travel to members residences to do out-of- sequence inspections should be compensated. After some discussion it was decided that as there are so few to do that this was not necessary.

Euan is still looking into the possibility of the Club being required to do a tax return and its looking more like an exemption will be available.

Supper for next meeting:

Don Eisenhuth

MEETING CLOSED: 8.05pm

ODAMC Events

Club events are generally organised on the 1st Thursday and the 3rd Sunday of each month. Other events of interest are listed that members may wish to attend using their log books.

Date	Events	Contact
Thursday 4 th July	Run to Cudal for lunch at Tennessee Tucker. Leave Cook Park 10am	
Monday 9 th July	Ladies Day at Lucknow	
Monday 16 July	Monthly Meeting 7.30	
Sun 21 st July	Andrew Sharpe Memorial Run to Newbridge Hotel for lunch. Meet at Lucknow 10.00 am or Ironbark Blayney 10.30am	Numbers to Peter Amos 0447 401928
Monday 12 th Aug	Ladies Day Lucknow	
Monday 19 th Aug	Monthly Meeting 7.30pm	
Sunday 25 th Aug	Bathurst Swap Meet – Mt Panorama	
Monday 9 th Sep	Ladies Day at Lucknow	
Monday 16 th Sep	Monthly Meeting 7.30pm	
Thur 19 th Sept	Visit to Grant Wonnocott car collection Mandurama followed by lunch at Mando Pub. Meet at Lucknow 10.00 am	Richard Bloomfield
Sat 26 th Oct	Carcoar Show	

Andrew Sharpe Memorial Run – Sunday 21st July 2024 – Lunch at Newbridge Hotel.

Please note we have had to change the venue due to kitchen renovations at the Neville Hotel.
Orange members to meet at Lucknow at 10.00am and all to meet at Ironbark Blayney at 10.30.

Lunch will be at 12 noon at the Gladstone Hotel Newbridge.



BATHURST HISTORIC CAR CLUB

35TH ANNUAL SWAP MEET
SUNDAY 25TH AUGUST 6AM-3PM

ENTRY: \$5 Per Person (Accompanied Children Free)

SITE CO\$T: Outdoor Sites FREE (Indoor Sites \$40)

SETUP: Mountain Straight Access From 12pm Saturday 24th

FOOD: Catered By Local Service Clubs From 6am

CAMPING: Saturday Night \$25 SELLERS ONLY

NEED TO BE IN BY 8pm Curfew.
WHEN GATES WILL BE LOCKED

'SHOW n SHINE' -
Registrations 8-10:30am
Judging from 11am

AT ENTRY GATE

NO PRIOR ACCESS TO THE CAMPGROUND & NO SELLING UNTIL SUNDAY
NO PARKING ON SIDE GRASS VERGES ANYWHERE AROUND THE TRACK

bhccswapmeet@outlook.com

Bathurst Historic Car Club

Lee-Ann - 0400 751 668

Mount Panorama - Mountain Straight

www.bathursthistoriccarclub.com

NO SELLERS INSURANCE REQUIRED

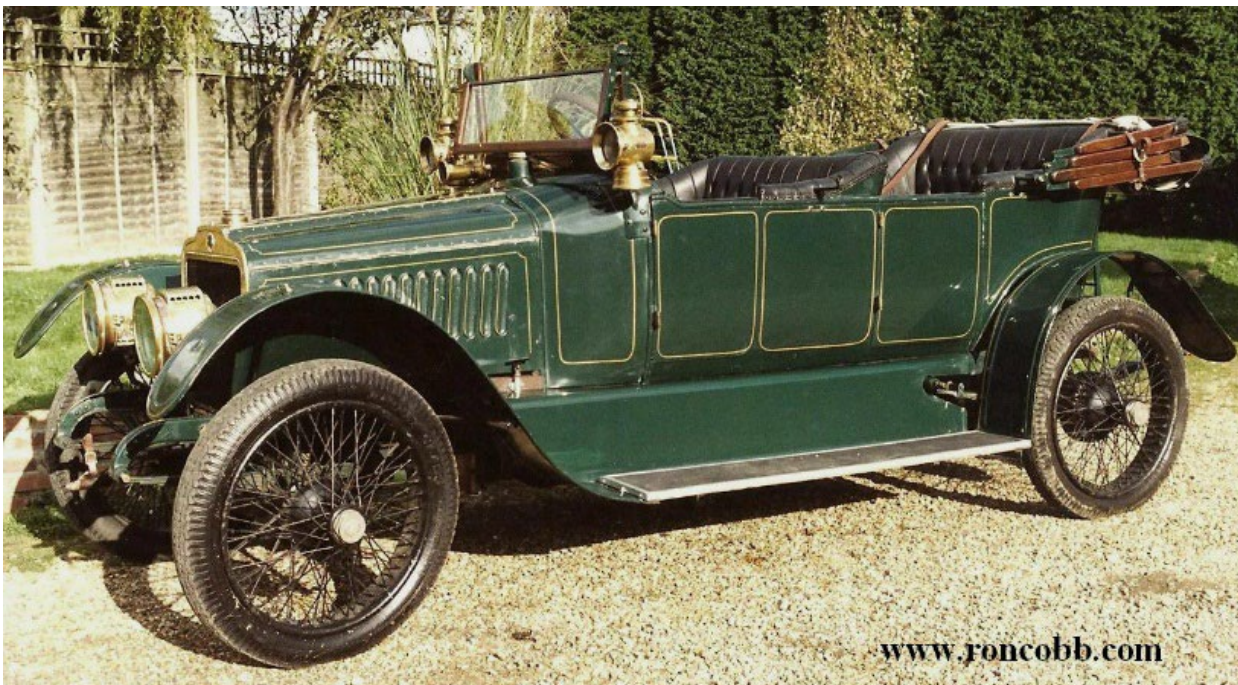
Editors Report

Thank you to Richard Bloomfield for suggesting we publish the story of the 1912 Brasier. Andrew Sharpe and his father managed to find all the parts to rebuild this magnificent machine. I did try to increase the size of the text, but found that it would NOT print out as it was too close to the edges. So, get your magnifying glass out to read it as it was printed in the Restored Cars magazine in the May-June edition in 1977. It is quite a tale to tell. I do have the enlarged version saved, which would be easier to read so please email if you would like a copy.

Sue Sharpe has found a photo of the Brasier taken at Andrew's sister's wedding along with the Buick which would have made impressive wedding cars.



A side view of the Brasier taken from the UK website roncobb.com, we wonder where it is now.



VETERAN CAR 1912 BRASIER

Not everyone realizes the problems of restoring a veteran car, particularly if the car is incomplete. Jack Sharpe achieved almost the impossible with his restoration of a 1912 Brasier. Brasier, a French vehicle, was in production from 1897 to 1930.

Here is his story:—

It was in 1972, while driving my truck on a property about six miles south of Molong, that I noticed a few old car parts lying under a tree.

I asked the owner of the place about them, and was told he bought them at a clearing sale near Cudal in 1960.

They comprised two rear wheels and the "diff" complete, the tail shaft, gear box and brake lever, also the petrol tank and brake rods.

I asked him if he would sell the parts to me and he said he would.

He thought that they were early Fiat.

I advertised them as such in the magazine and offered to swap them for Veteran Ford Material, as I was always keen to own a Veteran.

An answer was received from Gilgandra, so we took them up there in a trailer to do business, but the fellow told me they were not Fiat, so no business was done.

A few weeks later, my son Andrew and myself took them to Cooma to the Swap Meeting, to have them identified by the experts—we were told they were Minerva parts.

We brought them back to Molong, and I went back to the person I bought them from, to get the locality of the place, where he had bought them.

He drew me a mud map and explained where the property was so I contacted the present owner of the property, who informed me of the name of the previous owner and that they had settled on Kangaroo Island.

Further inquiries were made and I discovered that they had shifted back to the mainland, and were living in Adelaide.

I wrote to them and his wife answered my letter saying she remembered the old car but could not remember its name.

She said they had a man employed on the property, who had taken it all to pieces and built it into farm machinery, that it would be scattered far and wide.

She said "Good Hunting"—this lady also supplied me with the name of the fellow who took the car to pieces. He was a Mr Harry Snell.

She said she did not think that he would still be living, as he was an old man, but said he had a son named Bill, and to find him.

He was located at Manildra, and after sitting down on his haunches for about half an hour thinking, he said it was a Brasier.

That was our big break through—we knew what it was.

He was able to tell us a lot about the old-timer and said that they had sold the radiator and engine to a fellow in Manildra to make a mobile saw.

This man had been killed in a rail accident many years ago, and his things were sold by auction.

Through Bill Snell I was able to discover who bought the Mobile Saw—it had gone to a farm at Toogong.

Later we had arrived at the property where we were informed that it had left there many years before and had gone to another property further down the river.

Once again we got the same answer, it used to back-fire and start fires, so they got rid of it.

They sent us to another farmer further down the Lachlan.

Upon finding the place the only person at home was the farmer's wife, who informed us that her husband had gone to Melbourne.

She said that they had a grave-yard of old machinery, down where the creek ran into the river and to go down there and have a look. Sure enough, there among all the derelicts, was the old mobile saw.

The engine was full of water, but it was aluminium, so there was not much harm done.

The radiator, being brass, was in good condition, with the emblem of "The Four Leaf Clover" standing out like new.

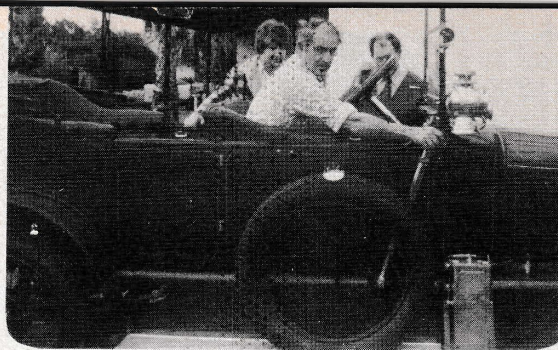
Somebody had taken the cap off the radiator, also the magneto was missing but apart from that we had a complete engine, radiator and fan.

About this time I received a letter from the lady in Adelaide, who was able to tell me who the original owners were and that the steering had been built into an old header, that had gone to Canowindra.

She also stated that one of the brass head lamps had been made into a spotlight that had been lost by one of the Pilots of Hazelton's Air Service, while shooting foxes at Goolagong.

Another feature that proved most helpful was the fact that the undercoat had been a sort of yellow-khaki and all the parts remained that color.

This was the way that we identified a lot of them.



Andrew Sharpe [left], John Smith and Jack Sharpe.

As soon as we saw any old pieces that were this colour we investigated them.

I remember seeing a home-made trailer for carrying irrigation pipes on a property and noticed some brackets sticking up on the sides of it to stop the pipes from falling off, they were the yellowish-khaki.

Upon investigation I could see that they were off the Brasier, they were the mudguards and running boards brackets.

About this time I paid another visit to the property where the car had been taken to pieces.

I spoke to the owner and asked if I could search the property—I could see that he thought that I was a bit of a nut, but he allowed me to search the place.

In one of the paddocks I noticed a car bonnet, blocking a hole in the fence, to stop the sheep from going through—I examined it and there was no doubt that it belonged to the Brasier.

In another paddock, on the top of the hill, among some green trees, I came upon the place that was without doubt the last resting place of the Brasier.

There were body pieces scattered about all over the place and they were all khaki-yellow.

All the body panels were there, also the scuttle, they were all rusted through and had holes in them but they were good for patterns.

There also were the two back mud-guards, only fit for patterns.

Shortly after this while driving along a street in Molong I saw a car chassis hanging on a back fence.

It was also the right colour.

I inquired at the house and the woman informed me that her husband had got it to make a saw-bench some years earlier but had never got around to doing it.

We had a look at it and I was quite sure it was off the Brasier.

Three feet was missing off the front end. The husband was away at the time but he arrived home some months later and I was able to get it for \$20.

The missing front end of the chassis became quite a problem.

I made a lot of enquiries and came up with a lot of different answers, the most likely being that a broken down motor-car had been swapped at Manildra in the 1930's for a horse-drawn car or sulky.

This was fitted with rubber-tyred motor wheels, motor axle and springs and the front-end of a car chassis believed to be the Brasier.

The sulky left Manildra heading west.

Some time later I heard of a front-end of a car being found at Mount Hope in South Australia and that it had been taken back to Dubbo.

I discovered that it had gone from Dubbo to the Swap Meeting at Cooma and that a notice had been placed on it stating "that anyone who identified it could have it". It was identified to be Brasier, and had gone to Canberra.

The Sharpe family went to Canberra for a Swap Meeting.

We inquired around all day, and discovered the person who had identified it. We also learned that he had given it to another fellow who was collecting pieces for a Brasier.

We were able to get his name when we called at his home, there was nobody there.

Some weeks later Andrew and myself returned to Canberra, and after a lot of discussion and some swapping we were able to get the Brasier pieces from him.

The front-end which had been brought back from Mount Hope was 1908 Model, however some of the parts were the same as our 1912 model and were used for restoration.

He also gave us the bonnet clips, the steering box, badly knocked about chassis for a 1912 model, the springs, the front axle and the steering box which fitted our car—however, the front section which we needed was in good order and we used this to complete our chassis.

I omitted to mention that we got a full set of lights to suit the Brasier at the Swap Meeting at Canberra—they comprised two brass side lamps, one very good, the other very rough, a very good tail lamp, brass.

They were "Lucas" King of the Road, two brass headlamps Rushmore Search Lights carbide gas operated, one good the other rough—the price being \$270. it broke all of us, but we raised it between us.

Shortly after this we paid a visit to Mr Bob Rutherford's home.

We were very fortunate that he had recently sold the property and was moving everything out.

He is the son of the original owner of the Brasier and during the shifting of all his goods and chattels had found a photo of the Brasier, which had been taken about 1925.

Being a photographer himself he did an enlargement of the photo and gave it to me—he also found the original gas generator off the Brasier when he was moving and gave this to me also.

It was Rushmore, so I knew the head-lamps I bought were the right brand.

One day in Molong I spoke to another brother, Toby Rutherford. I informed him I was going to restore the old Brasier and he was very interested.

We talked about it for some time and he informed me that he had one of the side-lights off it and that it was in the museum at Molong.

He told me that his brother David was the president of the Museum at Molong and that he would ask if I could have it.

About a month later he arrived at my home with the light and presented it to me—it was a beautiful brass light and was a "Lucas" King of the Road.

I asked John Smith from Dubbo to have a look at what I had found of the Brasier and asked his advice, if he thought I had enough to start the restoration.

He stated that he would restore it if he only had the radiator.

Andrew and myself now joined the Panel Beating classes at the Orange Tech. and went along one night a week for twelve months.

When we completed this course we had the two chassis made into one good one, the bonnet restored, the radiator finished and had some new body panels from the old pattern.

We also had the new back mudguards made using the old ones for patterns, but I could see it was going to be a long and slow job for the two of us.

I thought about ten years at least and did not think that I would be able to cope with it, so I asked John Smith if he would restore the Brasier for me and he agreed.

Around about this time my wife and myself went to Barmedman in the Buick for the Centenary Celebrations. We called on Jim Hewitt at West Wyalong and had a look at two cars he was restoring.

Win happened to mention that we were restoring a Brasier and he said "I have got the radiator cap for that"—he gave it to her and it was stamped with "The Four Leaf Clover". We were so delighted, as we did not even know what it looked like.

When we brought it home it fitted perfectly.

I wrote an article on the Brasier and the Club put it in the Central Western Daily.

I mentioned the parts that were still missing, hoping that someone would come forward with some of them and one day much to our delight a fellow arrived at our place with one of the front mudguards.

He had got it at a sale way back in 1960 with some irrigation piping—this was a tremendous help as we had no idea what they looked like.

The man told me that he thought he knew the person who had the magneto.

I approached him and he was agreeable to let me have it for another one which I had.

This left only three parts to be found. The wheels, coupling between the gearbox and the engine and the brass name-plate that screwed into the windscreen.

During my search for the Brasier parts I have come across a lot of pieces for different makes of cars and one of the club members had asked me to keep a look out for Model A parts for him, as he wanted to restore a car one of these days.

I had given parts to him and he asked me what he could do for me in return. Jokingly I told him to give me some wheels for the Brasier.

He asked me what they were like so I sat down and drew one for him in the dirt.

I drew the hub in great detail, as they were very unusual and explained the spline to him, as it was quite different to anything I had seen before.

When I had finished he said he thought he knew where there were some

of them on an old chassis on a property at Borenore, under some big old pine trees.

I had the truck with me so Win and myself went out to have a look—the people were very friendly and told me that if they were for restoration purposes and were what I needed would give them to me.

One of them even drove me out on a tractor to the paddock to have a look, you could imagine my surprise to find they were the right ones.

He hooked the tractor on to the chassis and towed it back to where I had left the truck and even loaded it for me with a fork-lift—he told me I would have to bring the Brasier back one day and give him a ride in it.

I was so pleased that I decided to take it straight through to John Smith at Dubbo.

When I arrived John came out of his work-shop and said "What have you got there?". I said "Come and have a look."

He came over and walked around the truck and said "I can see what you have got there, but I don't believe it—it just could not happen."

He removed one of the wheels and took it into his workshop where the Brasier was up on blocks, half restored, and the wheel fitted straight on to the hub.

He then took one of the Brasier wheels out to the truck and tried it on to the hub where he had taken the wheel from.

It was a perfect fit so we not only had the wheels but the hubs too.

Not long after that I received a phone call from one of the Dubbo Club members one night saying that he had come across a fellow near Nevertire who said he had some of the Brasier parts.

John Smith, Andrew and myself drove out there the following Saturday morning and after driving around for some time and asking questions we found the property where he worked.

We saw his wife at the house and he arrived home a bit later, it seems that he was handyman, mechanic, brass, copper and scrap merchant and collector.

He had tins and boxes all over the place with bits and pieces in them, he eventually found the right metal box and after scratching around for some time he came upon the coupling between the gear box and the engine.

After much more scratching around he found the brass nameplate with all the particulars of the car and the name "Brasier" in scrolled lettering on it, which screws on to the windscreen frame.

He told us he had got it in Parkes many years earlier.

The final buy was the horn which came out all the way from England through a friend of ours.

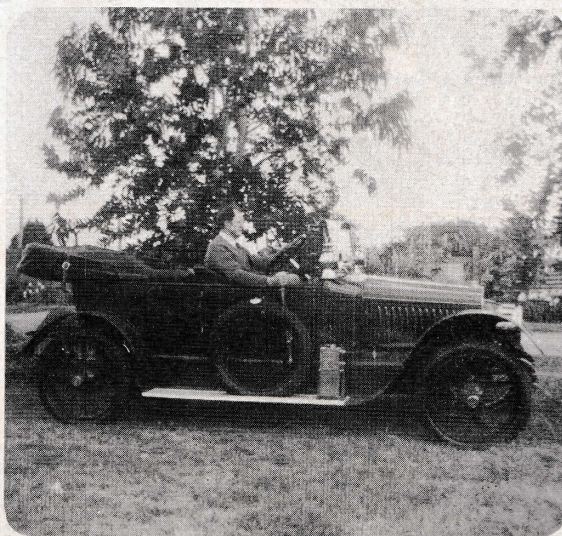
The restoration went on for some time and was finished in time for the exhibition at The Trade Fair in September.

We took delivery of it for the Scorpio Rally in October and drove it back to Molong after the Rally was over.

I guess that most of you have seen the Brasier at the Club outings over the last couple of months.

It is going like a charm and we are very proud of it.

—Jack Sharpe



Jack Sharpe with his faithfully restored Brasier.

For Sale



EK Holden 1962. Sedan, 3 speed manual, 54,361 miles, original condition. Price \$29,500

Contact Sue Sharpe 0427 543 080

For Sale

Triumph Tiger Cub T20S Scrambler 1959. Owned for 40 years.

Last Club rego 1994. Dry stored since.

Started regularly but not ridden.

Very good condition. Rare model. Sold with spares. \$7000.

0419 492 108.



For Sale

B.S.A. Bantam DI. 1953. Original condition.

Stored 20 years.

Started regularly but not ridden.

Sold with spares. \$4000.

0419 492 108.



Wanted: Two used tyres - 175" X 13" – for use on a box trailer. Peter 0447 401928.