

July 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



WHAT, WHERE, WHEN. CAPTION

Please send the editor details and a caption you would use for this photo.

GWK – Light Car

By Graeme Jarrett

FRONT COVER PHOTO

This lovely photograph of a GWK light car is one of the nicest I have seen, and has come from Tasmania via one of our members, Andrew Brand.

It was published in THE WEEKLY COURIER, Tasmania, Thursday September 4th, 1913. The event, at which it was an attendee, was 'Wattle Day' in Hobart - second prize winner DECORATED MOTOR CAR. The identities of the ladies is known, Missus Walker and Oldmeadow.

We do know that this car (registration number 2045) was registered, in 1916, to A. C. Walker, Macquarie Street, Hobart. Clearly a person of impeccable taste in motor cars. Many thanks to Kelvin Callahan for sharing the Tasmanian registration details with us.

The GWK was quite popular in Australia and were present in most states, NSW had more than a good few running in 1915.

These vehicles were largely manufactured in the GWK works, however, the engine was proprietary – made by Coventry Simplex. It was a vertical water-cooled twin of 8hp. Bore and stroke were 85.8mm x 92.0mm, giving an engine capacity of 1065cc. The engine in the GWK rotated in the opposite direction to that of most cars of that time. The Alldays Midget used the same engine – running clockwise.

Two GWK cars survive in Australia – both running and on the road now. Various parts of other GWK cars are known to exist here – insufficient to assemble another example.



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

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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.

Coming Events

11 October 2020	Day Drive - More Details to follow Contact: Ben Alcock
20 October 2020	Natter Night and Annual General Meeting - 8pm Location to be advised
16 - 18 October 2020	1&2 Cylinder Rally - Orange NSW Contact: Russel Holden or Dave Perry (EOI on our website)

Major Events

7 - 8 November 2020	RACV Veteran Car Club Annual Rally - SAVE THE DATE Details to follow - Contact: Ben Alcock
18 - 21 March 2021	RACV 1&2 Cylinder Rally RACV Cobram

National Events

7 - 13 April 2021	TAVCCA 1&2 Cylinder National Rally - Charleville, QLD www.vccaq.com/2020-1-2-national
18 - 21 April 2021	National Brush Rally - Cowra NSW Contact Alan Miller: mrchevman@bigpond.com
10 - 16 October 2021	RACV National Veteran Vehicle Rally, Swan Hill Rally Directors: Michael & Claudia Holding

1&2 Cylinder Rally

October 16-18th Orange NSW 2020

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive. Saturday we will tour the local area and a lunch stop and afternoon drive. Saturday Evening Dinner and Farewell Sunday.

Contact:

Dave & Larna Perry

“Willawong Homestead Cottage B&B”
1043 Mitchell Hwy Orange NSW 2800
patchnpanels@hotmail.com
Ph: 02 63 650 657 M: 0421 985 162
Or

Russell Holden

PO Box 786, Mudgee, NSW, 2850
Ph : 0422 219 911 russell@oldworldlamps.net

The HQ Motel will be the Oriana Motel
178-184 Woodward St Orange NSW 2800
026362 3066

Please ring & book a room, be sure to let them know that you are part of the

Veteran Car Club 1&2 Cylinder Rally



President's Message

By Paul Daley

Thank you Greg Smith and Contributors

In recent years we have combined the June/July editions of *Brass Notes*, as winter sees less activity in veteran motoring, and enables the Editorial team to have a break. With the Covid-19 restrictions bringing our Club to a standstill, *Greg Smith* offered to put together this special July edition. The Committee heartily thanks Greg and all the contributors who have made this additional magazine possible.

Passing of Ralph Provan

The Club was deeply saddened to learn of the sudden passing of Honoured Life Member, *Ralph Provan* on June 9. We send our condolences to his wife *Lois* and children *Jennifer*, *Michelle*, *Suzanne* and *Rodney*. We are advised that due to the Covid-19 restrictions Club members will be able to attend a memorial service later in the year. A Vale is published on page 10.

2021 National Brush Rally



The Brush marque on tour

The veteran motoring calendar for 2021 is filling quickly, with the National Brush Rally April 18 – 21 scheduled for Cowra NSW. The event follows on just 10 days after the 1&2 Cylinder National at Charleville QLD, and Rally Director *Alan Miller* has planned four interesting days of Brush touring.

Contact Alan: mrchevman@bigpond.com

Promoting our Hobby Locally and Overseas

Many of our members use the electronic version of *Brass Notes* to circulate and promote our Club to friends and potential members. I have a group of local and overseas friends and acquaintances that I keep in contact with. Members who were at the National Veteran Rally in Clare, SA, September 2017, will recall the Victorian evening I hosted when over 85 veteran enthusiasts joined for a pub meal, and were fortunate to hear our



Prof Heinz Stoewer

guest speaker, *Prof. Heinz Stoewer* from Germany. Heinz was in Australia attending a global conference, and is President of Space Associates, Germany, and a member of the International Academy of Astronautics as well as many other distinctions! Heinz is from the lineage of the Stoewer automobile family, and our *John Stanley* who has curated the *Stoewer Museum* in Tawonga South, Victoria, is a close friend. I regularly keep in contact with Heinz and he recently wrote:

Hallo Paul,

*I truly admire your dedication and energy to the history of classic cars around the world. It is always impressive to recollect the huge variety of car manufacturers and models that existed in the early years. And the more because you and your Australian friends have such a dedication to this period. Thanks also for keeping me in copy of your recent volumes and pointing me occasionally to some special German history pieces. **John Stanley** must have told you about the opening of the Stettin Stoewer section of the Technical Museum there. It resulted from the transfer of Manfred Bauer's collection to Stettin.*

Thanks again and all the best!

Heinz Stoewer



The Stoewer section in the Stettin Technical Museum

The Stettin Technical Museum has acquired an extensive collection of Stoewer products from the collections of Mr Manfred Bauer, and this significant German Marque now has its history preserved.

Motorclassica to be in 2021

Regarded as Australasia's premier event for veteran, vintage, classic and exotic motor vehicles, Motorclassica 2020 is a victim of Covid-19, and has been rescheduled for 2021. Although veteran vehicles are not usually the major highlight of the event, Motorclassica highlights the diversity of the historic motoring movement and is a conduit for gaining new members to our movement. The date is not set yet, and hopefully will not clash with our RACV 2021 National Veteran Vehicle Rally at Swan Hill.

Trailer Storage for Spirit of Tasmania?

Our story in June *Brass Notes* on the future relocation of the Spirit of Tasmania terminal from Port Melbourne to Geelong, saw a quick reaction from our **Andrew McDougall**. Andrew originally hails from Tasmania, and his family were significant contributors to the early veteran motoring movement there. At the suggestion of *Francis Ransley*, Andrew wrote to The Association of Veteran Car Clubs requesting they prepare a submission to the Spirit of Tasmania management for the provision in the new Corio Terminal for a secure free storage area for trailers that are used to convey veteran vehicles.

Hamish McDonald, Secretary/Treasurer of TAVCCA sent the following submission:

I write to you on behalf of the Association of Veteran Car Club in Australia to offer our congratulations on your decision to relocate your Port Melbourne presence and operations to Geelong. For a long time, members of our respective car associations have found it challenging to navigate and set down/pick up vehicles in the tight confines of the Port Melbourne Precinct. The move to Corio from Station Pier will make it easier for many interstate travellers not having to negotiate Melbourne road and traffic.

As you may well know, the veteran car movement is alive, and owners and vehicles come together annually for national rallies. We regularly hold these rallies in Tasmania, and these are some of the most memorable events when they take place.

Putting this aside, when vehicles are venturing to Tasmania for these events, both local and interstate owners are challenged to locate storage for their modern cars and trailers at the terminal or nearby, as they prefer to drive their historic vehicles on the ferry.

This does present some challenges but also many opportunities and possibilities. We would very much like to communicate to you in your development and design of the new terminal, some possible short and long term car and trailer parking facilities. This way travellers in our unique situation could easily and safely drive to Corio, unload their historic vehicle for the journey on the ferry and head off for an amazing experience in Tasmania, knowing that their modern vehicle and car trailer is left nearby in secure parking awaiting their eventual return and journey back home.

Lynden Park Club Rooms Restrictions

At our June Committee meeting, *John Prior* gave an overview of the current restrictions that apply to our Club Rooms. The City of Boroondara's Covid-19 Club Guide has the following restrictions –

Allowed:

Clubs can now access outdoor sporting facilities with no more than 10 people in a group at one time only if they have completed a Council COVID-19 Safe Plan.

Plans must cover how the club intends to meet all the current restrictions.

You must record participant names and date and time of entry to the club

Access to use toilets only within the club house/pavilion (if detailed in your COVID-19 Safe Plan – including cleaning the area twice a day with disinfectant)

Committee members may gain access to the club house/pavilion for essential needs only.

Clubs Cannot:

Access the club house/pavilions for any other use than to use the toilet facilities (must be noted in your COVID-19 Plan)

So, at this stage it is impossible to resume meetings at the Club rooms. The situation is an ongoing Agenda item for your Committee. Obviously it is some time before our Club meetings resume at Lynden Park, as even when greater numbers are permitted to meet inside as a group, with the current social distancing rules our Club rooms could cater only for 36 persons. We are also aware that due to the age of many of our members, it is essential we provide a solution which enables members to feel comfortable again socialising.

Warning – Veteran Car Scammers



Don Larkin's 1913 Model 71 USL Overland, is garaged in Sword, Ireland

When *Rod Cripps* placed an advert in *Brass Notes* way back in 2017, he never dreamt that it would turn into **'The Great Overland Scam Attempt of 2020'** Evidently Rod was interested in acquiring a USL Electrical System that was introduced to Overland auto in 1913. Out of the blue Rod received an email from a Mike Wilson in the USA, and so began an intriguing exchange of emails:

2020 – May 22 at 10:05pm, Mike Wilson wrote: *Hi, Are you still interested in the Overland parts, that you requested for? And if so let me know ASAP. Best Regards, Mike*

2020 – May 24 Rod Cripps wrote: *Hi Mike, Yes, I am still interested in any veteran Overland parts, my phone number is 0409988455 or email me. Rod*

2020 – May 26 Mike Wilson wrote: *I'm not selling the complete car because my son also need some of the parts to complete his project. So, go ahead with the parts you, I'm in Mississippi.*

2020 – May 25 at 2:20am Mike Wilson wrote: *Hi, Regarding the Overland 71 series parts. Here is the attached photo of my Overland 71 series. I'm trying to wreck it for parts as it is on the picture. But I don't know if you will need more parts, apart from the particular parts you have in mind before. But if you do, I want you to send me the list of parts that you may need. So that I can let you know the cost. I'd also need your door step address for delivery especially for the sake of the COVID-19. Stay isolated and healthy, put on a mask and gloves. Mike*

And so continued a flurry of emails over the next week – of course Rod Cripps smelt the proverbial rat, and furthermore Overland guru, **Les Johnson** in NSW was assisting in getting to the bottom of things. By May 31, Les had linked in with his contacts in the US; and finally, Les had tracked own the real owner of the car, which is located in Ireland, and its proud owner is Don Larkin:

2020 – May 31 From: Don Larkin Sent: Sunday 31 May

To: Les & Roselee Johnson **CC:** Rod Cripps **Subject:** Re 1913 Model 71 USL Overland – Hi guys I'm confused by this thread. Who was the enquiry from originally? My car has been mine since 2014 and previous to that she was in a well-known collection in Portugal having been bought for that collection from the Harrah collection in Reno in from memory 1982. I have the receipt for that purchase. Also in one of those photos you can see my relatively recent acquisition, a 1917 Model 85 light 6 tourer. It's super car to drive and feels so advanced for its year. I'll also send a photo of her on her own. Cheers **Don Larkin**

Fortunately with the combined detective work of Rod Cripps, Les Johnson and Don Larkin the attempted scam sale was averted, so remember to keep your guard up when dealing with overseas enquiries.

'The Early Cadillac Group' – Contacts Yield Results!

As a member of an online chat group 'The Early Cadillac Group' catering for pre-1915 Cadillacs, **Ian Berg** recently received an alert from someone wanting to know the whereabouts of a 1910 Cadillac owned in the 1960s by the late Mr Tom Patris. The car had been shown at Pebble Beach and other events in 1960 and 1961. The writer stated that it was very important that he make contact with the current owner of the vehicle.

Intrigued, Ian immediately replied that the car was his as Ian had purchased it from Mr Patris in San Diego in 1989. Ian also advised the American gentleman seeking the contact that while in Australia last year he had in fact ridden in that very Cadillac as a passenger with Ian! This during the Horseless Carriage Club Australia tour held at Bathurst that was hosted by **Russell** and **Chris Holden** and which many of our American friends attended.

The reason for seeking contact? A massive folder of information and history of the car that was put together

in 1961 had turned up, having been gathering dust and passing through various hands over the last 60 years. It includes correspondence with the Cadillac archivists at that time, books, manuals and a host of other information. Needless to say Ian is now eager to see what this folder reveals and it is on its way to Australia now!



Ian Berg's 1910 Cadillac

The Last Word...

Peter Fitzgerald has been busy over the COVID-19 lockdown, and has contributed a very useful article *Wooden Spoked Wheel Repair*, featured on page 27. And in his new role as an aspiring Poet Laureate, he has penned the following ode:

A Veteran Car's Ode to 'Corona Virus'

We've seen it before you know, just over a hundred years ago, we were young and in our prime, when forced into isolation.

The Spanish flu had hit our land; it was a curse upon the nation; killing our owners one by one, causing massive trepidation.

They locked us in our sheds in total desperation, with nothing else we could do; we sat, slowly rusting in our isolation.

Starting to get older whilst in this depravation, as well as rusting everywhere, our tyres suffered from deflation.

Just like our owners of the time, some of us failed to make it. Upon our release, a popular theme was 'might as well just break it'.

They chopped us up and hauled us off to other occupations, cutting wood or pumping water was a popular destination.

This time around it will be different, once it is all over, we will be treated with respect by our current dotting owners.

This virus is not the first we've seen, nor will it be the last, we'll drive through it all again, in the future not the past.

It's happened every 100 years or so, since the plague of 1720; then came Cholera; the Spanish flu; now a Corona is here in Twenty-Twenty.

Peter Fitzgerald

The 'I Forgot To Bring' Moment...

Compiled by Paul Daley

Have you ever arrived at a Veteran Car Rally and had a 'I forgot to bring' moment? Well it's surprising what a jar of peanut butter can do to solve a problem... or twelve!

Shaving Cream – If you're all out of shaving cream, never fear! Smear on a thin layer of smooth peanut butter and shave as you normally would. The oils in the peanut butter keep the razor from nicking your face or legs, and also acts as a moisturizer!

Leather Cleaner – Use smooth or creamy peanut butter to clean up the leather on your veteran car. Put a small amount on a soft cloth and rub it over the leather surface in a circular motion. The natural oils in the peanut butter will clean and shine your leather.

Cockroach Motel – Lay a jar of peanut butter on it's side. Place it wherever you've noticed roaches, spiders, and other bugs. The bugs will crawl into the jar to eat the peanut butter, but their legs will stick. When it's full, put the lid back on and throw those critters in the garbage!

Ant Bait – Instead of buying chemical-laden ant bait, make some yourself using simple ingredients. Mix two teaspoons of peanut butter, ½ teaspoon of baking soda, and a teaspoon of borax. Apply it wherever you've noticed ants coming in. Be sure to keep your pets away from this bait, though.



Squeak Eliminator – Instead of using WD-40 or another lubricant on squeaky hinges or drawers, try applying a bit of peanut butter. The natural oils work just as well as any lubricant you can buy at the hardware store.

Lubricant – Similar to how peanut butter's oils can eliminate squeaks, they can also act as a lubricant for other things – blades, saws and a variety of other tools

Gum Remover – Kids and gum are a dangerous mix, and it's inevitable that they'll get gum in their hair, or in the carpet, or on their clothes. Regardless of the surface, rub a little peanut butter over the gum, let it sit for a few minutes, and then wipe it all away with a cloth.

Glue Remover – If you're making crafts or doing a project that requires a lot of glue, you're bound to get it all over your hands before you're finished. Instead of scrubbing your hands raw with soap, or using a chemical to slough off the glue, use some peanut butter. The natural oils will loosen the glue, so it washes right off. This solution works for other glue-covered surfaces as well.



Old Rally Sticker Removal – No matter how carefully you try to peel off an old Rally sticker, it seems to always leave behind sticky residue. Just smear a little peanut butter on the sticky area and rub it off with a cloth. Viola!

Windshield Cleaner – It seems like nothing short of a hard scrub will loosen those bug remains off of your windshield after a road trip. Peanut butter to the rescue! Rub some peanut butter into those stubborn spots and let it sit for ten minutes. Spray it off with a hose, and not only is the peanut butter gone, but so are the bug carcasses!

Wood Scratch Repair – For those scratches on your wooden doorjambs, firewall, or feature try some peanut butter. Apply smooth peanut butter on the scratch and let it soak in for thirty minutes to an hour. Rub it away with a cloth and the scratch will be almost impossible to see!

Moisturize your hair – It might sound gross but if you're lucky enough to still have a mane you can massage peanut butter right onto your scalp to moisturize your hair! Follow it up with shampoo, and be amazed at how shiny your hair can be.



Editorial

By Greg Smith

For the last four years the Club has not produced a regular edition of Brass Notes for July. Personally, I am not in favour of the break mid- year, and on speaking to many of the country members, they too, love to receive the monthly magazine, as it is very important to them to feel connected to the Club, and the edition arriving each month, helps fulfil that need.

I also understand, that the editorial team work tirelessly every month, on a voluntary basis, to produce a quality article that in my mind, is the envy of all other clubs throughout Australia. They need, or are entitled to a break to keep their batteries charged to fulfil the challenging obligation of producing an excellent publication that keeps us all informed and connected.

We have all had to injure a time of unparalleled circumstances with the COVID 19 restrictions. We as a Club have been forced to cancel all events, social gatherings and use of our vehicles. More than ever before, I believe we needed to stay connected, and with all the isolation rules, we needed that feeling of belonging and unitedness. So it was with these thoughts, I again approached the committee to see if we could re-instate the July edition of Brass Notes. The decision was made in the affirmative, and because of my strong opinion on the matter, it was a case of then, "you do it".

A song from the Beatles was to be my inspiration. – I get by with a little help from my friends. We have had an extraordinary response, to the extent we could have filled two editions. So to the people who have contributed to this July edition, and now the subsequent editions, we thank you so, so much.

It give me great heart and confidence that the July edition could again be part of our regular monthly newsletters that keep us so eloquently informed and connected. Let's hope next year will be different and someone may put up their hand (preferably not me), and give our editors the deserved rest and compile another July Brass Notes.

Greg Smith

Home Built Motor Car

By Graeme Jarrett

Motor cars were very expensive in the early years of motoring. The intrepid engineers and mechanically minded enthusiasts tried their hand at building a motor vehicle. This appears to be another one of those.



The car pictured here is not one I have seen before. The image was found, by accident, on the internet, and emanates from Victorian Collections. It is described there as 1901, attributed to Arthur Rob and Harold of Ballarat.

The running gear owes much to a bicycle tradition of engineering. The engine has an appearance of a motorcycle item but looks a little too large for that era – perhaps it was built later than 1901.

I do own a home built car (Burrell) and much of the engineering is simple (crude perhaps) but largely effective.

A preliminary search has not uncovered any more information on this vehicle or its alleged makers. The 1912 motor vehicles registration does not include Arthur Rob.

If you have any more information on the history of this vehicle or its builder(s) we would be very pleased to hear from you.

MEMBERSHIP

WELCOME TO NEW MEMBERS

The committee and members warmly welcome the following new members to the Club.

- Lyndon and Angela James of Wodonga Vic.

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Valē - Ralph Provan

Compiled from a submission by Jenny Towt (Provan), eldest of four siblings – Suzanne, Michelle and Rodney



Ralph Provan passed away on June 9 at the age of 86. As a foundation member, he and Lois were active in the life of the Club for more than six decades. Along with his father Robert and brother Alan, he joined the Club in 1955. Ralph completed every annual rally in his reliable and dependable 1909 AX Renault since 1957. After finishing the restoration of a 1915 Dodge that he acquired back in 1964, Ralph also recently drove the car in its first rally at the 2019 RACV Veteran Car Club Annual Rally to Wangaratta.

His mantra was simple: 'the cheapest thing in this world is another man's brains, so for goodness sake ask & listen!' He did ask and he did listen and took notes and read extensively - a rare intellect, in a man who didn't finish high school yet was blessed with an inquisitive brain on many subjects. Ralph's discussions were serious, with advice equally sought and dished out on many subjects. Interests extended to politics, economics, money supply, sovereign financial independence, energy independence, automotive engineering, aviation and flying, travel (he and Lois travelled extensively), farming and irrigation. He argued his case and he listened to others.

Ralph was always fair and generous and made his family feel secure and loved. Contributing to society through voluntary work was demonstrated to his children at an early age through his school council involvement. This continued through his life with his CFA membership. He was also generous with his time not only with his family but with so many car enthusiasts that would often contact him.

Ralph was an exceptional engineer who developed a great interest and expertise in old cars. His goal was to make things better, smarter and stronger, and his knowledge of cars was extraordinary. He loved nothing more than talking about cars and asking about a person's car and then in turn discussing his latest restoration.

Anything related to cars or anything 'old' was important. The family were ever on the lookout for the rare 5.00 - 24 tyres for the Dodge. Many a family holiday was spent checking out a lead or a contact and sometimes in the most isolated locations. Clearing sales, tips, op-shops, garage sales and hard-garbage were an everyday pastime and many a bargain or item found or bought was added to the 'Provan collection'. Car rallies were always part of the annual diary and there are many happy memories of swapping cars, car and foot races and shared times with other families.

Ralph Provan loved life, loved the truth and people who spoke it plainly and knowledgeably. He had a journey of exploration across many fields, in many countries. He will be missed by his family and by many members of the Veteran Car Club. We extend our condolences to Lois and his family.



Ralph & Lois in the 1915 Dodge November 2019



Ralph and Lois in the ever-reliable 1909 Renault pictured on the 1959 Annual Rally.

Dame Nellie Melba - Another Car Attributed To Her Ownership

By Graeme Jarrett

The cars owned by Dame Nellie Melba seem to be a minor preoccupation with early motoring enthusiasts.

Thank you to those who have, in the past, assisted in documenting these. In particular Murray Murfett for his article on that subject – Brass Notes, April 2015.

I happened, quite accidentally (in 'Trove'), upon another car that has been closely connected to her in 1907 – a 60 horsepower NAPIER.

Her singing performances took her internationally and to Australian states and her vehicles, very often, travelled with her. These were, at times by ship or coastal steamer.

In September (Sat 21st) 1907 it was reported, in the 'Daily Mercury' (Mackay, North Queensland), that her motor car would follow her back to Victoria. The car was described in some considerable detail including make, body type, colour, fittings and additional equipment. The extract shown herewith.

MADAME MELBA'S MOTOR CAR.

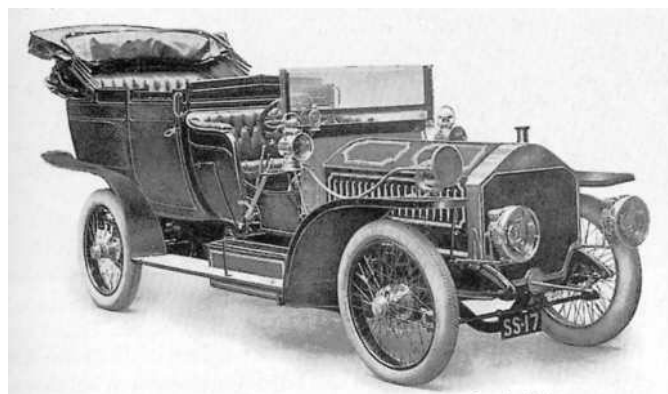
Madame Melba's motor car which has been sent on to Melbourne to await her arrival, has been specially designed for touring in comfort. The car possesses all the latest improvements. It is a 60 h.p. Napier, with liberal seating accommodation, and it is capable of attaining a very high speed. The general scheme of colouring is dark green with black lines. In dusty or rainy weather it can be completely closed in, large side windows being provided. Inside there is a lounge, as well as provision for extra seats, if desired. One advantage is that the occupants can communicate any instruction to the chauffeur without leaving the enclosed car. A speaking tube is fitted to permit of special instructions being given, but regular orders are communicated by an electric indicator. The passenger simply presses the button required, and the order is transmitted to an indicator in front of the chauffeur. The car is also fitted with speed and distance recorders, electric lights, and a whistle which would silence that of an ordinary railway locomotive. This siren is, however, not intended for use in the city. The fact that the car has all the latest improvements for touring may be accepted as an indication that it is not Madame Melba's intention to spend her holiday exclusively at Ereidoun.

From the description it would appear that this car was a 1907 Napier type 37, 60hp.

In addition to the above claim of 60 horsepower other interstate newspapers also carried similar detail, however, describing the car as 40 horsepower.

It was also reported that her driver was French; he spoke Italian, French and "ze English".

The car shown here is a circa 1907 Napier and believed to be similar in description to her motor car. In spite of my research, so far, I have not been able to discover an identifiable photograph of the Napier claimed to have been owned by her. Photograph caption: - This



is an early 60 horsepower NAPIER - thought to be very similar to Dame Melba's alleged car. This image has been derived from an early Napier company catalogue and downloaded from Grace's Guide to British Industrial History; we gratefully recognise their generous sharing of this in the public domain.

There is an on-line website for her vehicles but does not mention a 60hp Napier. However there is a photograph of an unidentified large car. It has not been specifically identified as belonging to Dame Nellie Melba. I am not sufficiently well versed with the marque to confirm it as a Napier; it may be the car mentioned as hers in Mackay, Qld.

In spite of the above reporting of the time I remain unconvinced Dame Nellie actually owned the car. It may well have been on loan to her or a car on hire for her touring. It does also occur to me that the Napier agent may have given over the car for her use, as a promotional gesture.

On the same theme, my late father-in-law, Bob Gardiner, did, at one time, own and rally the 1912 red Marlborough light car in our club; it is reputed to be from the stable of Dame Nellie Melba. I drove this car many times in club events when I first joined the club in the late 1970's. It was a very memorable experience.

Graeme Jarrett

graemejarrett@gmail.com

Our Club Emblem - The Ziegler Car

by Murray Murfett & Graeme McLeod



Help us name these vehicles, the centre car is the Ziegler, the other two cars and motorcycle are unidentified, however.

The Warrnambool & District Historical Vehicle Club was founded in 1972, and in the following year, a Club badge was designed - circular to represent a steering wheel and in the centrepiece, the Ziegler steam car, which has strong local connections. The Club's logo remains unaltered, but what has changed, following extensive research over two decades, is our knowledge of the steam powered vehicle, and the man who built it, in Allansford - Johannes Ziegler.

THE VEHICLE

While there had always been anecdotal evidence and even images of the Ziegler steam-powered vehicle, the actual date of manufacture could never be determined. However, a reference to the vehicle was finally found by chance in 1993 when a descendant of the local Downing family was researching the history of the local Alderdice Foundry. An article in the *Warrnambool Standard* of 8th March, 1905 announced the successful completion of the vehicle by Mr Ziegler, having taken 4 years to build. Described as handsome in appearance, capable of seating 6 people, with a working steam pressure of 300 pounds, developing 9 horsepower, transmitted from the engine by chain to an intermediate axle fitted with differentiating gear and connected to the rear wheels by chains. It was supplied with several 'ingenious contrivances', including an electric bell to warn of a low water level in the boiler, and an 'exceedingly strong frame'.

The article stated that 'the attainment of high speeds not having been the object of the builder, and the maximum speed is about 20 miles per hour (32kph) which most people will deem quite fast enough a rate

to travel on any road! It is also recorded that he wore asbestos trousers, to shield his legs from the heat from the boiler!

What was omitted from the description however was mention of the vehicle's obvious lack of power and anecdotal stories have surfaced that bystanders were often called upon to help push the vehicle up even the slightest hill. In other reports, it apparently took a whole day to travel to Terang and back!

In the *Motor News*, of June 1926, an article headed *The First Steam Car in Australia*, details were given of Ziegler's vehicle, stating that he sold when he left Allansford. It went on to say that 'the engine and boiler are now lying unused in a local blacksmiths shop, but the other parts of the car have not been preserved'. Other anecdotes existed that the wheels were later used on a milk delivery cart in the Camperdown area and that at some time after 1926, the steam engine and boiler were used in a boat on the Curdies River near Peterborough and that the chassis rails became part of a water tank stand on a farm. The engine and boiler were, years later, rescued from the derelict boat by two local steam enthusiasts, Joe Timms and Les Wallace, who recognized their historical worth and donated them to the State Museum in 1954, who later restored the steam engine for display purposes.

THE MAN

Born in Germany in 1861, immigrant Johannes August Carl Ziegler married Pauline in Melbourne in 1884 and shortly after, moved to Allansford where he worked for the Palmer family at the Tooram Estate, having 3 children. Johannes was a talented engineer and

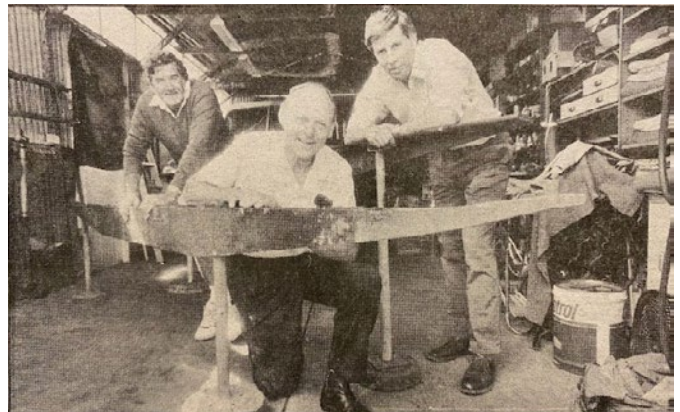
inventor who initially operated a blacksmith shop, and later a successful engineering workshop where he busied himself with developments including food processing, water boring, (for which patents were granted) and tool making. His workshop was located behind the general store and dwelling that Pauline established (later known as the 'West End' Allansford store, beside the Public Hall and now converted to a residence). In 1888 he took out patents for the production of preserved milk, powdered milk and the machine for manufacturing the powdered milk. He also attempted to dehydrate vegetables and meat. Another invention was his pedal-driven generating plant to provide lighting for his workshop as well as a pedal powered lathe. Following the construction of his first vehicle, he opened a branch office in Warrnambool, becoming the agent for Thompson steam cars, and Benz and Holley gasoline cars.

While his business ventures were initially successful, the anti-German sentiment around the period of the 1914-18 First World War had an adverse affect, resulting in the family's move to a more secluded community in Tasmania. However his business never recovered and he died in poverty in 1939, aged 78 years, and was buried in the pauper section of the Ballarat cemetery. Following his death, the blueprints of his steam car and other plans and information regarding his inventions were unfortunately discarded. When the Princes Highway was re-routed to bypass Allansford, Club member and Ziegler researcher Graeme McLeod, was instrumental in having the main street of Allansford renamed 'Ziegler Parade'.

Note : While there are currently several similar sounding surnames in the area, these are spelt differently, and are not related to Johannes Ziegler.

THE SEARCH FOR THE ZIEGLER VEHICLE

While many local residents had historical recollections of such a vehicle passed on to them, and contemporary photographs were in existence, searches of any written references in the the Warrnambool Standard remained elusive. An actual construction date of the vehicle had been lost to history and could not be determined, largely because the appearance of the vehicle was similar to other early vehicles built in Europe around the 1890s and it was wrongly assumed that the Ziegler vehicle had a similar construction date. In fact some publications suggested the date of manufacture was as early as 1892! Searches undertaken of local newspapers back in the 1970s were therefore confined to pre-1900. It is believed that Johannes Ziegler brought the original plans out from Germany with him and it wasn't until his engineering business was properly established that he was in a position to commence the project. It is rumoured that he actually built two similar vehicles, the other one being sold to a doctor in Adelaide.



History uncovered: Warrnambool and District Historical Vehicle Club members Graeme McLeod, left, Jack Brittain and Murray Murfett with what they firmly believe are the chassis rails from the vintage vehicle.

While two photographs, and the steam engine and boiler of Ziegler's vehicle existed in the archives of the State Museum (now Scienceworks), anything further remained a mystery, despite rumours of the chassis being used as a tankstand on a district farm. A chance conversation and some further detective work in 1993 resulted in the finding of the pair of chassis rails supporting a rainwater tank on a farm owned by Len Henderson (later Porters), in Billets Rd, Panmure. The substantial chassis rails (exactly 4 metres in metric length, with 'paired' holes) were donated to the Club by the Porters, and currently reside in our Museum at Cheeseworld together with the original steam engine and boiler, which are on long-term loan from the Scienceworks Museum.

CONNECTIONS TO OUR CLUB

The Ziegler family and the steam vehicle have quite a connection to our Club, apart from our new Clubroom being located in Ziegler Pde, and the Club's display board and Ziegler vehicle remains which are displayed in our museum at Cheeseworld .

A free-standing, sandstone party wall which originally formed part of Ziegler's workshop, adjacent to the Allansford Public Hall, was demolished by Council in 2018 following concerns raised about its safety. Several of the intact sandstone blocks were donated to the Club, by the Council, for a future project.

The two locals, Joe Timms and Les Wallace, who rescued the engine & boiler and subsequently donated them to the State Museum, both have family connections to current Club members. And it was Club members Jack Brittain, Graeme McLeod and Murray Murfett who tracked down and rescued the original chassis rails of Ziegler's vehicle, and later initiated the long-term loan of the engine and boiler from Scienceworks.

In 1997 at the Bendigo Swap Meet, a Club member found an unusual pair of self-generating acetylene headlamps, identical to those on the front of the Ziegler vehicle.

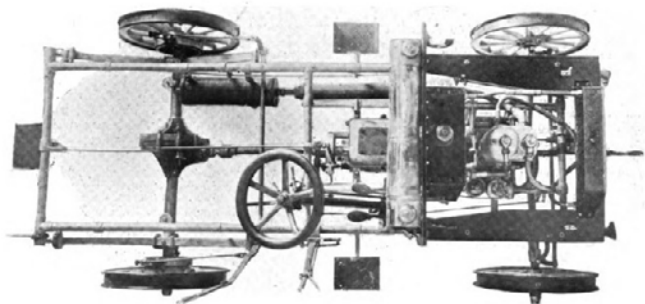
Most of this research work has been conducted by Club members, Graeme McLeod and Murray Murfett.

Lacoste & Battmann 'Down Under'

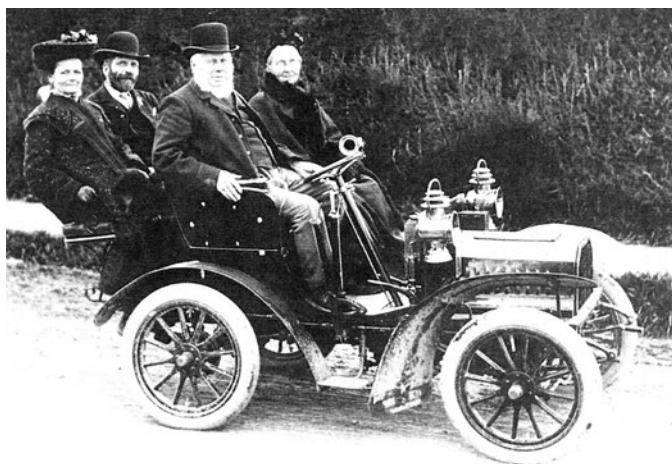
By Alan Meredith

Lacoste and Battmann had their beginnings in 1897 when Jacques Lacoste founded a business at Levallois, Paris under the name of J. Lacoste & Cie. The purpose of this concern was the manufacture of automobiles. After initially launching production with a 4 h.p. quadricycle, the firm progressed to constructing conventional voitures with Mutel or Aster engines. The manufacture of tubular chassis and other components looks to have become a significant diversion. Emile Battmann joined the concern in 1900 at which point there was a change of name to Lacoste and Battman. Mechanical components were manufactured as well as complete cars, usually equipped with De Dion or Aster engines. These units were built to the order of small time vehicle retailers in accordance with agreed specifications. The business philosophies adopted stood the firm in good stead and the business thrived. The customer base increased rapidly as a growing number of 'assemblers' set up business in France and England.

The motoring boom gained further momentum during 1903. The firm excelled in providing a product that was well suited to the middle ground. Standard configurations of both 6 h.p. and 8 h.p. single cylinder models were available on a personalised basis to suit clients' needs. Larger two and four cylinder cars were also erected, but in smaller numbers. Often the product was supplied without bodywork or a radiator leaving the client free to opt for fittings of their choice.



A typical L&B tubular rolling chassis as popularised in 1904



This Type 1 4 1/2 h.p. Lacoste is thought to have resided in the Marlborough district of New Zealand's South Island

It was not until 1905 that limited numbers of complete vehicles were sold direct to the public. At that point there was another trading name change to Lacoste and Battmann Ltd. By 1907 the product range had been expanded to a point where the firm could rightly have claimed to be all things to all people. The base alternatives offered grew to span seven different 'types' that were available as complete vehicles or as components. At the low end the Type 1, a 4 1/2 h.p. De Dion powered voiturette, was promoted as an entry level option.



A French bodied 6 h.p. Type 2 Lacoste built Etoile with the customary back seat detached.

The 4 1/2 h.p. model was supplemented by the 6 h.p. Type 2 which was also most frequently De Dion powered although Aster was installed as a power source by some 'assemblers'. The 8 h.p. Type 3 was built to the same design as the Type 2, but components were as a rule at least 10% larger than the Type 2 in size. Again De Dion was the power source preferred by the factory but alternative mounting brackets allowed customers to fit other engines of a different type.



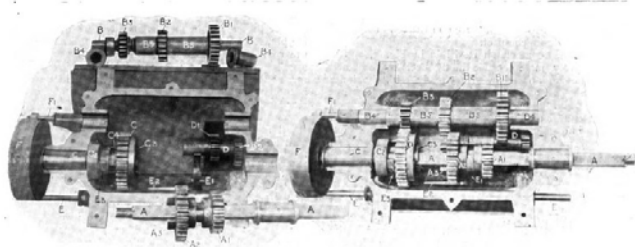
The 8 h.p. Type 3 Lacoste was probably the most popular of any model produced.

The Type 4 was offered as a 2 cylinder model and largely mirrored the Type 3 but came with a wheelbase which was 350mm longer. The Types 5, 6 and 7 were four cylinder cars rated at 12/14, 16/20 and 20/24 h.p. respectively. Comparatively low volumes of these models were constructed. A short lived modest diversification into the commercial world saw a fleet of 29 motor buses sold to the London Standard Motor Omnibus Company in 1906. Commercial chassis were offered in 1907 and motor trucks were still being offered

in 1908. The strength and core focus of the business, however, continued to be the production of 6 and 8 h.p. small car components and, to a lesser extent, complete assembled vehicles. Over time the number of brands built primarily using Lacoste and Battmann manufactured components grew to exceed sixty in number. It was not unusual for less than fifty vehicles to be produced under any one brand name.

The basic mechanical designs standardised on in 1903 remained little changed throughout the life of these models. It was only when market sentiment shifted away from one and two cylinder cars that there was a steep reduction in demand. Production terminated in 1908 and the company went into liquidation. The firm was revived in 1910 at which point it again manufactured components including a novel backbone chassis for the short lived *Simplicia*. In March 1913 Lacoste and Battmann was dissolved. There is little doubt that the halcyon years for Lacoste and Battmann spanned the 1904 to 1906 period during which all preferences were covered in the burgeoning market for one and two cylinder cars. Although designs were standardised a number of options were offered to suit individual customer tastes.

The majority of vehicles produced were of the single cylinder type with a tubular chassis. While chassis of tubular construction were the type most commonly encountered, earlier on fitch plate and timber styles were available and in later times a pressed steel alternative was used too. The tubular sub-frame which carried the engine and gearbox was suspended from the chassis cross members by distinctive brackets which, in the case of *Etoiles*, were shorter than the standard drop to give extra ground clearance. The 6 h.p. sub-frame was offset to provide an adequate space beside the chassis side member for the steering gear. Then a compensating offset was achieved by means of unequally balanced engine and gearbox mounting brackets which resulted in the engine and gearbox being centrally positioned. In the instance of 8 h.p. models the sub-frame was centrally positioned. Rear axles were always of the bevel drive type positioned by two centrally located radius rods. One rod ran from the differential housing to the rear chassis cross member while the other was attached to the midway positioned chassis cross member.



A typical sliding pinion Lacoste gearbox.

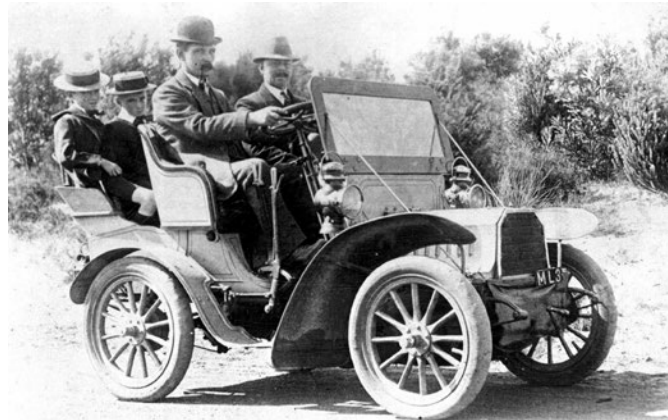
The tubular style chassis itself was typical of the period. However the unusual step plate mounting arrangement was a unique distinguishing feature. The solid round support step plate mounting bracket was secured inside the chassis attachment socket and clamped in position by pinch bolts. Solid steel step plates were either left plain or embossed with the supplier's insignia as were the hub caps. In some instances the 'maker's' name lettering was cast into the differential housing and/or gearbox lid. De Dion manufactured spring driven water pumps were sometimes mounted on the front cross member or alternatively a third party friction drive water pump was fitted adjacent to the flywheel. In the latter instance the timing case on the De Dion engine was supplied without a water pump drive gear or provision to fit one. Radiators on most early cars were either of the lateral (top hung) or vertical 'Panhard' gilled tube type but after 1903 the fashion changed to the vertical 'Mercedes' style, as it was commonly referred to. For complete cars radiators were often sourced from the favoured French manufacturers Refroid Cloisonne or Radiateur Rosseau. Unusually the sliding pinion style gearboxes featured a substantial bronze casing, the early small cars sometimes being two speed while the remainder were three speed. These were produced in a range of sizes to suit individual models. Unless a surviving vehicle has an established provenance or a brand marking, accurate identification of the maker can be difficult to establish.



This Type 3 Lacoste was sold in Adelaide as a Lewis. Note the dropped sub-frame suspension brackets

In Australia and New Zealand a cross section of Lacoste based brands were either sold (and in some cases assembled) by motor dealers or brought into the country by private individuals who had purchased them overseas during a trip 'back home'. A handful of cars were built up by George Innes and Co. in Sydney and the Lewis Motor and Cycle Works in Adelaide using their own brand names. The Knowles Automobile and Power Motor Power Co. in Melbourne were similarly active along with many other entrepreneurial pioneers in the major cities. Some of the Lacoste based brands commonly encountered 'down under' included *Éclair*, *Etoile*, *Jackson*, *Napoleon*, *Régal* and *Speedwell*.

Both Napoleons and Régals are known to have reached New Zealand as private imports. More significantly in excess of fifty Etoiles were imported into New Zealand as fully assembled vehicles by the country's largest motor agency, Adams Star Cycle Company, during the 1904 to 1907 period. The adopted Etoile label was Adams' Star brand name with a French twist. By the end of 1906 Adams had sensed that demand for single cylinder cars was rapidly falling and the Etoile product then entered a run out phase. In early 1907 an active Brisbane agent, Jas. Howard and Coy began advertising Etoiles with a channel chassis. New and used Etoiles were being offered for sale twelve months later including a 6 h.p. model with a pressed steel chassis. In December 1908 the Perth Motor House offered a (presumably) used 6 h.p Etoile for sale at a bargain price of £70. Perhaps this one had gravitated there from Brisbane. In any case a likely explanation is that these Etoiles were surplus items from an anticipated Adams order that did not eventuate.



The 6 h.p. Type 2 Etoile pictured was owned by Mr D.C. Beaumont of Perth in 1915.

Fewer than twenty substantially complete survivors of Lacoste and Battmann based cars exist in Australia and New Zealand which is a remarkably small percentage of the number that were exported to this side of the world.

Editor's Note: Refer p31-32 for existing vehicles.

Jessie Faulconer - Lady Scorcher

By Daryl Meek and Fiona Lane

In January 1914, twenty-year-old Jessie Faulconer, on her 2¾ hp 1913 Douglas, became the first woman motorcyclist to complete the Melbourne-Sydney journey.



Described as “a dark eyed debutant from Bombay”, Jessie told reporters that she was visiting Australia, but gave no reason as to why she wished to ride between the two capitals.

In December 1913 she had recorded the fastest time in the Ladies Section at the Automobile Club of Victoria's Wildwood hill-climb, driving Louis M. Whyte's Hispano-Suiza. She challenged “any woman in the world on a motor car to a test in speed and consistency”.

Speeding was something Jessie was well acquainted with. Earlier in 1914 she had appeared on a charge of speeding but managed to escape a fine with a “tyranny of tears”.

The trip to Sydney was completed in three and a half days but was not without mishap. Between Yass and Goulburn, a collision with a tree resulted in a break to the front forks which necessitated hitching a ride with her companion on his JAP into Goulburn where repairs to the Douglas could be undertaken and the journey recommenced. She also fractured her wrist in this fall, so it would have been no mean feat to get back on the road.

Along the route, newspapers seemed more interested in reporting on her appearance rather than the actual journey. “Miss Faulconer wears a divided skirt with a dust coat reaching well down past her waist. She also wears leggings and for head gear is a cap coming down over her ears. In mounting her cycle, she jumps on sideways and then smartly shoots her leg over the middle bar onto the foot-rest”.

Fortunately, a few words regarding her background and ability were also included. “She understands all about motor cars and, when necessary, can be a mechanic as well as a chauffeur”. It was reported that her interest in motorcycles had come from her younger brothers who rode them to school in India.

Upon arrival, there was probably less fanfare than Jessie had hoped for. Unfortunately, there are no photographs of her appearance in Sydney, only the following rather unflattering description, “*She was in a sorry plight. Her linen overall was in tatters and showed liberal spatter-dashes of mud and blood.*”

The original intention had been to return to Melbourne on the Douglas, but for reasons unknown this does not appear to have occurred. However, return to Melbourne she did.

A Woman of Mystery and Scandal

Jessie Faulconer was born Agnes Jessie Beatrice Babington, in Hobart in 1893, the eighth of nine children. She had never been to India and was certainly not from Bombay. The family, in fact, lived in New Norfolk where her one and only brother may or may not have ridden a motorcycle to and from the local school.

In 1910, when she was seventeen, Jessie married Harold Faulconer in Hobart. Five years older than Jessie, it was Harold who was from India and born in Bombay, the son of an English civil engineer. Harold was a motor mechanic and had obtained his Tasmanian driver's licence in 1909.

Harold and Jessie moved to Melbourne where a daughter, Veata, was born in 1911. Soon after Harold relocated to Sydney without his family. There he gained employment as chauffeur to William Kelly, member for Wentworth, prior to joining the AIF in September 1914. Deployed overseas that same year, he did not return to Australia until late 1918.

Jessie on the other hand, proved to be a girl who would not let any mere absence deter her intentions. While he was in Sydney, Harold was arrested for failing to comply with a maintenance order for their daughter.



In June 1914 scandalous headlines appeared when she claimed that the young man who accompanied her on the motorcycle trip to Sydney had assaulted her, been making unwelcome advances and threatened to murder her after drawing a pistol on her in Swanston Street. She went on to claim in court that the man in question, nineteen-year-old Samuel Claye, had in fact "followed" her to Sydney on his bike and then stolen £65 from her.

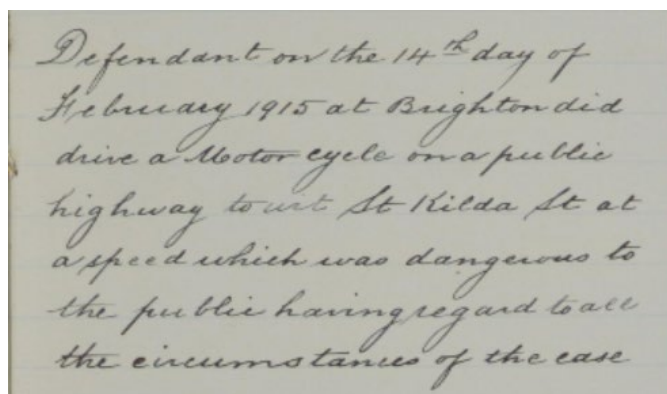
Claims also emerged that the pair had been "intimate", that Samuel had fired his pistol on one occasion leaving her with a hole in her hat, and that Jessie had had to move between various boarding houses on account of Samuel's mother turning up at each one! At the conclusion of her evidence Jessie "commenced crying and swooned on leaving the witness-box, falling heavily." She was carried out of court in a "helpless condition, recovering shortly afterwards". Samuel was fined £5 on the charge of assault and was required to lodge a surety of £20 for a twelve-month good behaviour bond.

Undaunted, Jessie attended an event in July organised by the Victorian Motor Cycle Club at Craigieburn. After the event, trouble with the Douglas led to accepting a lift in a sidecar offered by a fellow club member. Unfortunately, they ran off the road, Jessie was thrown from the sidecar and rendered unconscious. Initially taken to the Cyclist Hotel in Campbellfield, she was eventually conveyed to the Melbourne Hospital where she was finally declared to be suffering "more from hysteria than anything else".

In December 1914 it was reported that "Miss Jessie Faulconer, the well-known Douglas rider, has transferred her affections to a Perry light car".



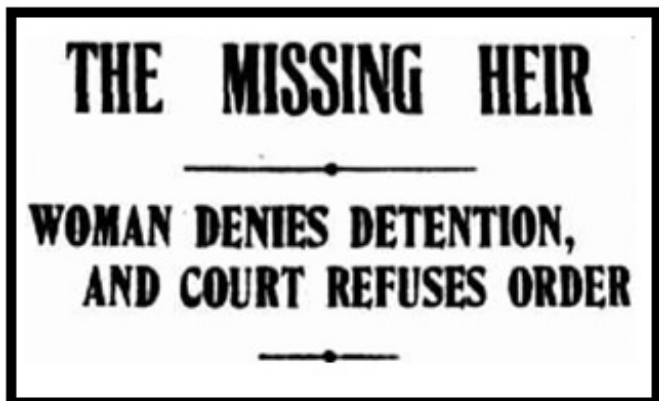
Jessie kept her Douglas and in February 1915 considered entering it in the Isaacson Cup, a Motor Cycle Club event for two-cylinder machines. Whilst she did not enter, she certainly got in some practise, being fined on two occasions that month for speeding on the Douglas.



It is interesting to note that contemporary records indicate that the registration number attached to the Douglas, 11936, was issued in July 1913 to Miss Mona Faulconer of 17 Havelock Street, St Kilda. Whilst this was Jessie's address, it is likely that Mona was one of the numerous aliases that Jessie used throughout her lifetime.

During 1916 Jessie again found herself in court. This time Samuel was missing, and his mother was convinced that Jessie was hiding and detaining him. His mother was so distressed that a warrant was issued for his arrest claiming he was insane and unable to care for himself as he was technically still a minor.

Samuel Claye was about to turn twenty-one and inherit a large fortune. His grandfather, an English railway manufacturer, had died in 1887 leaving an estate valued at £65,000. Accusations flew around the courtroom about how much money Jessie already had. Samuel's mother exclaimed *"You have plenty of money and seem to throw it about on motor cars"*. Evidence emerged that Jessie and Samuel had been living together as man and wife for the past two years, having made up after their last court appearance.



In Justice Hood's opinion neither Samuel nor Jessie had any morals and he concluded that he did not believe Jessie's evidence and that she was "wilfully lying". Whilst no one knew, or would say, where Samuel Claye was, there was no evidence that Jessie was detaining him. The case was dismissed.

Things settled down for Jessie for a while. However, in May 1918 she was fined £5 for *"driving a motorcycle in a manner dangerous to the public"*. This time her licence was suspended for twelve months. It was reported that *"Eight prior convictions for similar offences were recorded against the defendant, who did not appear to answer the charge"* with one newspaper headline reading *"Lady Scorcher – used to being fined"*.

The suspension of her licence appears not to have deterred her in the least.

In July 1918 three separate warrants were issued against Jessie. One for not having a rear lamp on her motorcycle, one for not having a "proper" lamp on the front of her motorcycle and the last for driving a motor car at a dangerous speed. It took her until October to pay the fines and have the warrants withdrawn.

On his return from active duty in late 1918, Jessie's husband, Harold, commenced divorce proceedings with Samuel Claye named as the co-respondent. Trouble was, no one could find Samuel to serve the papers on him.

It took until September 1919 for Samuel to be located by his lawyers and his response received. His explosive allegations included that Jessie had tricked him into a false marriage in October 1916. Samuel claimed he was "so stupid and dazed with drink" that he did not know what he was doing. The marriage records also showed that Jessie had used her sister's name instead of her own. Samuel's part in the marriage breakdown was rejected and the proceedings were dropped.

In a further matter pertaining to Harold's war pension, Jessie was described by a Detective W. P. Jones as *"a most notorious woman for her years and I would be loath to place any credence in her statements, as I could not conscientiously believe she could speak the truth"*.

Harold Faulconer eventually ran out of money and moved back to Sydney where he tried to join the NSW police force before moving on to other pursuits.

Jessie no longer made headlines nor received any further fines for speeding or dangerous driving.

In February 1919, The Argus reported that *"a Douglas motorcycle was found in the river Yarra near Prince's Bridge yesterday"*. It had only been in the water about a day and was awaiting the return of its owner to collect it from police at the Town Hall.

Perhaps it had belonged to the "Lady Scorcher".

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Comings, Goings and Restoration News

By Greg Smith

It may have been a period of restrictions and lockdowns, but that has not stopped the intrepid veteran vehicle people pursuing their passions, There has been quite a deal of movements/sales and continued restoration, progressing around the state.

The Holding's Ford T which is making its way across the waters from the USA is getting closer by the day.

I hear on the grapevine that a Veteran Triumph motorcycle is coming onto the market from one of our members in the near future- watch this space.



1904 Peugeot tank fittings

Also on the motorcycle front, Colin Sargent from Ballarat has started restoration work on a lovely little 1904 Peugeot. I have been informed he has had the engine going, and a fuel tank is being fabricated as we speak. Catrina has machined up all the tank fittings, so nice progress is being made. Exciting news for the Pre 1905 Pioneers event. Colin is looking for information on "barrel" throttle Longuemare carburettor.

The other Sargents from Ararat, Ian and Jenny, have just got an Australian built veteran G.C.S motorcycle on the road, to add to the others they campaigned recently at Hamilton 1&2 Rally.

Ballarat has also seen Graeme Clark do a swap deal with Greg Smith, for a pair of French Auteroche headlights and matching acetylene generator, that will suit the 1912 Hurtu. I believe Graeme is looking for someone to pour white metal bearings. Any good leads would be appreciated. He is steam bending timber to run around the top of the body and dash using very old maple timber.

On another front, Graeme has parted with the 1913 2 cylinder De Dion Bouton, and it has gone to the peninsula to a new home of Barry Smith. Barry was seen at the recent 1&2 cylinder Rally at Hamilton, and must of caught the bug bad. They went and saw the De Dion on the way home from the rally. The De Dion may not have liked the move initially, as it "kicked back" whilst being cranked and broke Barry's wrist. Even with one arm Barry has disassembled the car for painting, and it is happening at the present moment.



Emmerson Cadillac sporting new grey tyres

The self- confessed Cadillac fanatic Scott Emmerson has given me the Cadillac news around the state. 1912 "Mabelene" of the two boys has had a mechanical birthday and back on the road sporting heaps of new nickel plating and flash grey tyres. "Grey is the new black for 2020" he stated.



1912 Cadillac

This is a 1912 Cadillac recently imported into Melbourne. Rare wide track model, that basically needs paint and upholstery.



1909 Cadillac of Bill Dineen

Bill Dineen's 1909 Cadillac purchased from Russell Holden out of the USA, is looking very impressive and coming up well. Dave Dryden is fixing the radiator surround at the moment.

There is a 2 cylinder Maxwell from NSW now in the Bendigo district.

Those of you interested in a Veteran Straker Squire to purchase, then see:

<https://online.doningtonauktion.com.au>

Lot 170 shows a C1913 Straker Squire 15 hp. It is an online auction that concludes on the 26/7/20



1911 Buick of Murray Murfett



Murray's mudguard making

Murray Murfett is making excellent progress on his 1911 Buick. Fuel lines and the exhaust system has been fitted up and a recent engine start up was very successful. Latest job has been the making of new mudguards using a 3 wheel roller and swaging machine that he purchased second hand. Wonderful results are being achieved by Murray.

Also down the South West, David Rentsch (Terang), is progressing on his Napier with very good results, and the postponement of the National Rally at Swan Hill, till October next year has given David a deadline to attempt to achieve now.

Robert Caffyn has been toiling away fixing the fuel tank issue on his 1912 Talbot.

Nick Horn is working away on the 1915 T Ford giving it a complete face lift. He stated it was well overdue, as it was way back in the 1960's when it was first restored. I am looking forward to seeing the new colour.

The Mark McKibbin little 1913 Bebe Peugeot has been sold, and the great news is it has stayed in Australia. Even better, it has stayed in Victoria, with it joining the other 3, (yes three), that exist here in this state.

The 1909 IHC buggy of Deane and Pam Hill is progressing well. The body almost done, and once the woodwork is complete, Deane reckons he will have climbed to the top of the mountain. All mechanicals are pretty much complete, just requiring the assembly process. Painting is proving a bit of a challenge with the weather, but being overcome by a temporary paint booth with heater. The major holdup is the wheels, that are being done at Sovereign Hill. Hopefully they will be back soon when Sovereign Hill re-opens and work resumes.

Action is happening down Somerville way with Warwick Bayley's restoration of the C1913 Chenard Walker. Photos show good progress, and the motor has been set up and run via electrics to check flows etc. The body, which is aluminium, and will be in a polished state, is coming up amazingly, according to Warwick. Good work being done down there and I look forward to the end result.

Things certainly don't stand still in the Veteran scene, COVID 19 or not.

What Is It?

By Graeme Jarrett

I do love a mystery!

This shot is of an early car known to have been in the Hamilton district, western Victoria.

It comes to us courtesy of Doug Palmer, of 1 & 2 Cylinder Rally Director fame.



1913 Chenard Walker of Warwick Bayley



Engine from Chenard Walker



Initially, upon seeing this photograph, I thought the negative had been reversed to make the car look like it was left hand drive. I have subsequently considered this shot to be correctly printed.

Certainly left hand drive cars were very, very rare in these earliest years. For better or worse I believe it is left hand drive.

It has a European feel, and again I am going out on a limb. Both Germany and France were known, at this time, to have a smattering of left hand drive cars – most notably Benz.

I really do not know what this vehicle is.

What is it – can you help identify it?

Graeme Jarrett

graemejarrett@gmail.com

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75 Horsepower Mercedes – Charles Fairbairn’s Motor Car

By Graeme Jarrett

A touring car of this large size and horsepower in Australia came as a surprise to me. Certainly there were some big powerful cars that did arrive here in the early days, they were mostly racing cars or hybrids for racing. In general, from my experience, the largest were in the order of 60hp – notably by Napier. A few larger cars did arrive - the Gobron Brillie previously in SA is a good example.

This large Mercedes first came to my attention when I attended the Hamilton rally (2017). It was advertised as being available there in 1913 as a hire car, in the local newspaper. It was offered for hire along with a 35 hp Panhard Levassor, and other vehicles of more modest horsepower and a motorcycle. My initial thought that this was an error in the newspaper.

Quite by accident, I discovered that Charles Fairbairn had ordered a 75 hp Mercedes through Tarrant Motors & Engineering Co (Mercedes agent in Melbourne). This was requested to be delivered to London in April 1907. I can only presume (not yet supported by proof positive) that Charles travelled to London, took possession of the car and toured with it there prior to returning with it to Victoria.

...iveness, most satisfactory. Mr. Charles Fairbairn has also ordered, through the Tarrant Co., a 75-h.p. 6-cylinder Mercedes, of which delivery will be taken in London. This car is one of the most powerful of the tourist class, and can, under favourable conditions, attain a speed of 80 miles an hour. The firm has also on order a 92-h.p. Panhard

Charles was from a very wealthy farming family – one of six children. He owned the station west of Skipton named Banongil and was an avid motorist who played a strong role in the early years of the Automobile Club of Victoria (later RACV). He had a number of early cars prior to his acquisition of the 75hp Mercedes, this included a Benz 1904, a Mercedes 1906, and the latter of which he used for extended fast motoring trips – clearly a powerful car. He then bought the 75hp machine which must have given him great joy, it was alleged to be capable of 80 miles per hour!

This car is not that owned by Charles Fairbairn – but a very similar car (most likely bodied the same, a five seater tourer).



The next time this very large car is heard of in an advertisement by Tarrant Motors in March 1911; this time described as 70hp, surely the same car (a 70hp engine was not listed by Mercedes, which I could locate). The asking price for the car was 450 Pounds; I understand this car was 1500 Pounds when new in 1907. Phew!

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6 h.p.	DE DION, " " " "	... £100
6 h.p.	DE DION, " " " "	... £110
12/14 h.p.	ARGYLL, Five Seater, full equipment	... £185
70 h.p.	MERCEDES, " " " "	... £450
10/12 h.p.	HUMBER, Tonneau body, " " " "	... £145
8 h.p.	DE DION, Single Seater, " " " "	... £195
15 h.p.	FORD, " " " "	... £115
20 h.p.	ROVER, Five Seater, " " " "	... £325
10/12 h.p.	F.N., Single Seater, " " " "	... £295
20 h.p.	FORD, Five Seater, " " " "	... £220

Tarrant Motor Co..

The next time we see the car is in 1913 when it was offered by a Hamilton garage (Fraser & Hetherington), for auction. It is not known what happened to the car from then on – unable to locate any further references to it (so far).

Dissolution of Partnership.

6 MOTOR CARS 6
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75 h.p. **MERCEDES**, 4-cylinder, high tension magneto chain driven, 4 speeds and reverse, guaranteed in thorough order throughout, shod with 335 x 135 tyres, two new Limousine covers, back wheels.

The Mercedes in the above advert is described as being four cylinder, I believe it to be a misprint.

It is so interesting that such a large and significant motor car arrived here but sad that no mention of it in historical research of today. An original photo of that particular car would be nice to discover – with Charles, or anyone, in the driver’s seat.

The Man In The Bowler Hat

By Graeme Jarrett

Algernon Darge, an early photographer, took many photos of early motorists and their vehicles.

A number of these feature a man in a bowler hat on various vehicles with others. In light of the variety of cars it does occur to me the one with the bowler hat is, in fact, a car salesman – but who is he and which company did he work with?

These photographs appear to have been taken in approximately 1905 - or thereabouts. There were not a large number of dealers at that time, so could only be one of a few. Perhaps Tarrant, Kellow, Knowles, Hall & Warden, BW Bagenal, Acme Motor & Engineering Co, Carbine Cycle & Motor Depot and others of lesser fame. I had, for a time, thought this man may be Harry Okey, however, he seemed more of a motorcycle dealer in these earlier years.

The cars look clean and well-presented so may not be very old – perhaps a year or two. These photographs have been published variously – in the past.



The man in the bowler hat is behind the wheel of 5hp Humberette, Circa 1903-04.

The identity of the passenger is unknown but presumed to be a prospective buyer.



Again the man in the bowler hat is on board a car, this time it is a Crestmobile circa 1904. The front seat passenger is known as Mr William Henry Blakely who had a successful industrial blade & knife manufacture & sharpening business, at that time in Lonsdale Street, Melbourne. This began in 1867 and is still trading today in Clayton in the hands of the family.



The man in the bowler hat is again with William Blakely on a Curved Dash Oldsmobile – an early example.

Is anyone able to identify this man in the bowler hat or his employer?

We recognise the source of these photographs as the State Library of Victoria and thank that institution for our ability to access these quality photographs and publish them.



1916 Albion A10

By Rick Cove



1916 Albion A10 3-ton General Service truck Chassis No. 361A.

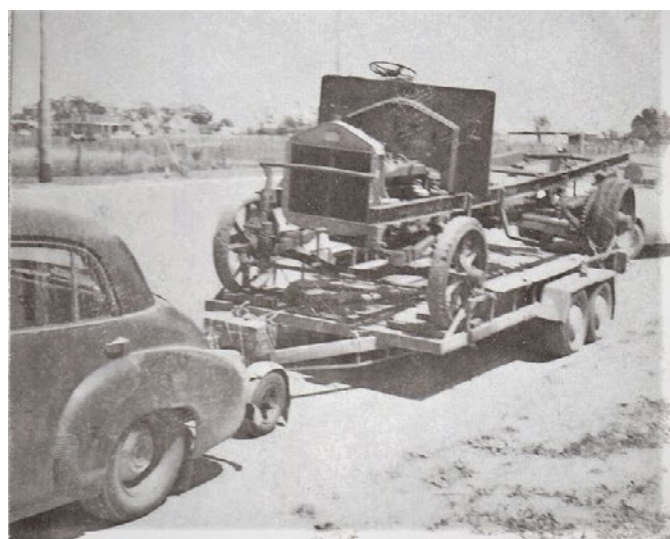
This is the story about finding my 1916 Albion A10 Chassis No. 361A, pictured in Brass Notes, April 2020, on page 13 and page 29 of the May 2020 issue. How I obtained her and the trials and tribulations to getting her ready for the making of 'The Anzacs' in 1985.

The story actually starts back in 1972, I was working in Leongatha in the Commercial Bank of Australia, and on this particular day, I had left something needed at work, back where I was living, and chose to go the long way home to get it. As I was turning a corner behind A W Smith and Sons Hardware shop and saw mill, I looked diagonally across the paddock and saw a radiator shape like a Rolls Royce shining in the sun, on a vehicle in the furthest of the corner of the paddock away from me.

The following Saturday I investigated and photographed the burnt and part buried wreck of a very old solid tyred Albion truck. I had previously owned another Albion truck, a 1926 LC24 model and still had a contact at the Albion factory in Scotland. I wrote to him and received a great letter back, complete with a copy of both the driver's handbook and the body builder's blueprints. They were amazed that the Albion was still around and he could not have been more help. Later during a visit to the Scottish town of Biggar where the Albion Museum and Albion archives store are found, I was fortunate to obtain a copy of the original build sheet for my Albion showing that chassis no. 361A was laid down on the 6th December 1915 for completion mid-February 1916.

Armed with copies of the information from the Albion works, I went and paid a visit to Bert Smith, the owner of the chassis. It was about 7.30pm and Bert was a bit abrupt and told me to stay away from the chassis as no-one was allowed near it. I explained that I had been in and taken some photos and had written to Albion in Scotland. As the truck was his, I suggested that the paper work that I had with me, should actually be his. Bert invited me in to his home and I spread the blueprints out on his kitchen table. A couple of hours later Bert asked me if I thought that the truck could be restored. I answered, "Yes, anything could be restored these days.". He then asked me if I thought that I could restore it and said that if I thought that could, I could have it. I didn't jump straight in but I asked if I could get my father to come over to have a look at it and I would give him an answer in a couple of weeks. Dad came over and said that "If you can get it, then take it". So, I became the owner of a veteran vehicle.

I needed somewhere to keep it as I had no actual fixed place of abode for I was being moved around by the bank at that time. Eric Haw from Leongatha South offered to keep it at his farm in Leongatha South for a while. Eric had a large Nuffield tractor, and with his help, we removed the big ships winch off the back of the chassis and attempted to tow it towards his farm. The chassis would roll forward for about 2/3 of a wheel and then lock up. We had to tow backwards all the way to Eric's farm. The steering wheel rim had been burnt off but I found a steering wheel from a Model A Ford mixed up in the surrounding scrap pile. I wired it to the spokes of the Albion's steering wheel and I sat on the remains of the petrol tank facing the rear of the chassis and back of the tractor for the 6 miles or so trip to the farm.



The chassis lay out at Eric's farm until 1976 when I brought it home on a tandem trailer behind my FJ Holden (My Holden FJ's registration number was FJ-225 but that is another story.) The chassis weighed over 3 tons and the trailer about half a ton so the FJ was pretty loaded up. I had a small dolly wheel set between the FJ and the trailer to take the weight off the rear of the car. Petrol was 64cents a gallon (or 14.22 cent a litre) in Rosedale that day.

I started the restoration and found that the engine was seized solid. I placed a jack under one of the clutch/flywheel bolts and jacked the weight of the truck up on the jack. I filled each cylinder with as much diesel as it would take and left it jacked up like that for months. One day I arrived home from work and saw that the truck was sitting back down level on all four wheels. I went inside and asked Bev if anyone had been near the Albion. Bev said no, so I went out for a look and found that the engine had become free and I was able to crank it over. Later when I stripped the engine, I found that it had locked up near bottom dead centre on No.3 and that the bores were not rusted. I found out later that Clarrie Smith, Bert's brother, had often, over the years, gone and cranked the engine over just to keep it free.

Clarrie was the Albion's last driver and drove it to Leongatha after A W Smith & Sons purchased Sampson's Mill at Mirboo North. (Sampson's Road is north of Mirboo North on the road to Morwell.)

The No.2 cast iron piston was in 3 pieces so I was welded back together and hand filed it to fit. The Albion has a dry sump and the oil is forced into the big end bearings by centrifugal action by a collector/thrower ring. One thrower ring was broken and fortunately for me the missing bit was in the sump and I was able to bronze it back together again. New piston rings, earings and a lot more went into the engine.

Sampson's Mill at Mirboo North had used the chain drive system on the Albion, first to move the truck around, then when in place, the drive chains were disconnected from the rear wheels and connected to the large ships winch used to haul the logs. The with

the weight of the winch and having been burnt at some stage, the chassis had more than a 3-inch sag in it. I took the two stripped sagged chassis rails to William Adams Caterpillar Co. in Bairnsdale and put them through the track breaking press straighten them. I thought that the rear axle was also bowed from over loading and I took it to a foundry in Sale to be heated and straightened. I was soon put right by the elderly factory owner who pointed out that the bow was meant to be there so the axle would straighten under load and the wheels would remain properly vertical. Today you would not get that sort of advice as all the old blokes have passed on, taking their knowledge with them.

I was in need of a full set of solid rubber tyres and Dunlop said that they could supply. The \$6,500.00 cost, which in 1978 was the price of a couple of new cars, put new tyres out of the question. In Cabbage Tree Creek, up passed Orbost, on Jim Swans farm, I had spotted a large maize drying blower, on a trailer, fitted with a pair of really good solid rubber tyres. These were the wrong size for the Albion, so I didn't worry about them, but I didn't forget about them either.

In 1983, I was asked if I would put the Albion into a TV series, "The Anzacs". This was to be the most extravagant TV series ever made in Australia. I agreed that I would let them have her for the duration of the filming.

I still needed tyres and had heard from Alan Lethborg, that there were a pair of brand-new old stock tyres in Belmont, Geelong. After I rang and confirmed that they were for sale, I went to see the chap who had them, but when I got there, he did not want to sell them. He had paid Alan Lethborg just \$50.00 for the pair and when I enquired about the possibility of them being available, if he decided that he did not want to use them on his vehicle, he replied that he would want at least \$750.00 each for them, so that didn't go anywhere. With the TV series hanging in the balance, I raced up to Cabbage Tree Creek to check out the maize blower again, only to find that the maize blower with the solid tyres had been sold to a farmer in Bombala NSW at a recent clearing sale. I was able to contact that farmer and he informed me that the maize blower had been on-sold to a group of farmers at Newmerella Vic. I went to see them and offered to provide them with a pneumatically tyred car trailer axle, which I would put under the maize blower so it could be towed from farm to farm at 100km/h instead of at 10km/h. behind a tractor. They agreed and I then had two 30" id tyres when I really needed two 28 1/2" tyres to fit my rear wheels. Also, I had seen another single 30" id tyre in Leongatha so I went and obtained that one from the tyre service in Leongatha. That left one tyre to find and I could not find one anywhere. I loaded all the solid tyres and the wheels off my Albion and headed to Melbourne to find an engineering firm who could help me fit the new second hand solids to my wheels. I spent a week going all over Melbourne to no avail and gave up and headed home. I stopped at my Mum's place in Newborough and had a brain wave. Why not try the SEC (State Electricity Commission).

I was fortunate to contact a bloke named Geoff Fullard who happened to be the SEC Workshop boss at

Yallourn. I explained what I was trying to do and to my surprise Geoff agreed that the SEC workshops could do the job on an hourly rate. Instead of doing them at the Yallourn Workshops, Geoff suggested I take them to the Morwell Workshops and that the night shift would do the job. In the end I had to use the best one of the two original front tyres as well as them cutting and re-rolling the single from Leongatha.. To fit the oversize rear tyres to my rims, the SEC blokes machined 4 rings out of 2" plate with a 30" od and a 28 1/2" id. and pressed the rings onto my wheels and the tyres onto the rings. This was very successful. The account for a full week's night shift for 4 blokes, to machine the rings and to fit them and the tyres onto my wheels came to \$158.00, I didn't ask any questions but paid up quickly.

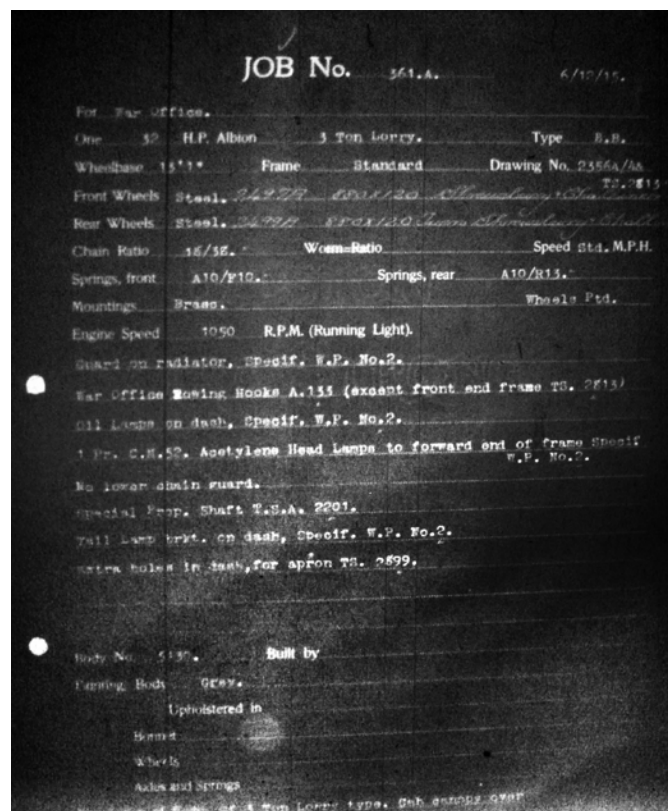
The body was built by the TV company from the blueprints sent out by Albion Motors in Scotland, mentioned at the start of this story. The TV company started filming in 1985 and had the Albion for about 9 months and I was well recompensed. The Cast included: - Jon Blake, Andrew Clarke, Paul Hogan, Christopher Cummins, Jonathon Sweet, Megan Williams, Bill Kerr, Tony Bonner, Elaine Lee and many more.

If it hadn't been for Alan Lethborg, I would not have been able to have been part of 'The Anzacs'. Thank you Alan for looking after it 'On Set' as well

I currently keep her, on loan, at the Bandiana Military museum. My Albion was on display in the Australian War Memorial's Anzac Hall for 4 1/2 years prior to it going to Bandiana.

In 2006 Jill and I took part in the VCCA Wangarally in the Albion around Wangaratta Vic. Which is when we became members of the VCCA (Vic) once again.

Recently my Albion has been in another TV series, The Anzac Girls on the ABC.



One Possible Solution For Tightening A Loose Spoke–Felloe Problem

By Peter Fitzgerald.

One possible solution for tightening a loose spoke–felloe problem.

Our 1912 Owen Clegg Rover Colonial has, on our watch attended many wonderful rallies including;

South Australia; Tasmania; Victoria; New South Wales, and Queensland (those were the good old days!). Pre-Carowner!

One of the very heavily painted wheels constantly accrued traces of a very fine talcum powder like dust, where the spokes merged with the felloe.

I eventually conceded it was not the result of road dust, as it was always the same colour and texture, no matter what the rally road/dust conditions.

Recalling the very interesting article that Stan Bone submitted to Brass Notes in August 2019 titled “Helpful hints about wheels”. I decided to investigate.

A fine pilot hole showed the problem. The dust was not the result of some unknown binder breaking down, but in fact the felloe in the wheel was made using a very white timber. The spokes are from a much darker timber.

Both timbers as it turned out, fortunately, are in excellent condition, just a tad sloppy!

I suspect the dust is a result of the spokes being of a slightly harder timber, finely abrading the felloe.

I decided in my opinion, that the movement between spoke and felloe was too small to satisfactorily either inject or drip feed a binder for adequate dispersion, as described in Stan’s article.

What to do?

Instead of injecting epoxy type binder with a syringe, I would use an easily obtainable **fluted hardwood furniture dowel** to both reinforce the joints as well as acting as a piston, forcing the epoxy into the suspect joints under pressure using a mallet and drift.

Now we come to fixing the problem!



Using a 10mm. fluted dowel and a 9.5mm. drill, I bored, (using a pedestal drill with depth setting) through the felloe, spoke, and halfway through the other side of the spoke/felloe. This gave me a cylinder that I could apply epoxy resin, from a recognised brand, that self-mixed whilst being injected.

Using a drift to force the fluted dowel into the hole, I achieved two outcomes.

Firstly the feathering on top of the dowel caused by the drift, prevented epoxy escaping past the dowel. This forced, as it happened to my great delight, epoxy into the **interstitial** spaces (I have just loved that word from the first time I heard it many-many years ago!) Finally got to use it!

Some of the spokes exuded small traces of epoxy at the felloe, showing that dispersal was successful. Careful hitting with the mallet indicated when the dowel had bottomed out.

All that remained was to apply a small amount of epoxy on top of the dowel, allowing it to level out.

This acts as both a sealer and, when sanded, a surface to paint over.

If your felloe is not painted, then finishing the timber plug level or proud of the felloe allows you to sand then oil or lacquer to assist in concealing the repair.

To date, my repair seems to have worked perfectly, in a very recent discussion with Stan about the process; he thought it was a method that should be shared with other members. After all, basically you are simply replacing wood with wood, with the addition of an epoxy binder.



This 21-year-old De Dion Bouton, owned by Mr C. E. Woods, of M'Ilwrick street, Windsor (seen at the wheel), has run three-quarter of a million miles and carries about 7 cwt. It does 40 miles to the gallon.—“Herald.”

LETTER TO THE PRESIDENT

Dear Paul,

As I've said in my letter I wish the club good luck and many years of fun motoring for all the members.

I have been associated with the VCCA (Vic) since the early 1960's when my parents Tom and Nancy Bailey joined the club. Soon after they joined dad purchased from Adelaide a 1912 Renault with he lovingly restored and so began his journey with the club. As there was 4 children in our family the Renault presented many problems with us not all fitting in it as it was a 2 seater and no hood, we used to have to take turns of going on runs in the car, many times one of us would be jammed between mum and dad on the front seat and quite often one of us sitting on the floor with our feet on the running boards. Not quite legal especially these days but it was so much fun as a kids and I remember those days vividly.

By 1964-65 dad purchased 1916 Studebaker, he again set to restoring this and had it on the road by June 1966, fortunately this did accomodate us all and gave us a lot great memories. Mum and dad did a lot of rallies and day runs with the club and even transporting the Studebaker to NZ to attend a international rally, shipping the car to Auckland rallying to the South Island and onto Nelson for the rally they then did a tour independently of the South Island in the Studi quite adventuresome for those days. Dad was always known for gathering "STUFF" so when the Studi got back quite some months after the rally it had many treasures strapped on the car including under the running boards. Wherever something could be strapped or attached there was an item.

Unfortunately dad's adventures ended abruptly when he suddenly passed away at 50 in 1978. That certainly left a void in mum's life as she supported dad on all outings and adventures and making many great friends during their time in the club. Mum did however continue her association

with club and went on to become secretary for some years until her premature death at 54 in 1984. I met Warren Smith in the late 70's and we married in 1980 and promptly joined the club accompanying mum on rallies and outings. 1983 saw us purchase our own veteran car a 1916 Model T Ford we also had many adventures in this car and we turned a full circle when our 3 boys were introduced to the old car movement and accompanied us on outings, weekends away and the such. In the early 2000's Warren's interest changed direction when he started to collect Model A Fords which provided us with lots of fun. We continued using the Model T intermittently as it always held a special part in our family as it was our introduction to the old car movement. Warren's health declined during 2018 and early 2019 he was diagnosed with MND and one day short of a year he passed away in January this year. So it's with much reluctance I resign my membership from the club and offer my Model T for sale. It has always been a very reliable rally car never letting us down.

It's a very unique car having never been fully restored. It was painted in the 60's and we put a new hood shortly after we purchased it. But interior and upholstery etc. are completely originally it has a TARRANT body another unique feature. I'm asking \$45,000 for it.

I also 2 model A's, 1929 roadster pick up \$25,000 and 1931 slant windshield sedan \$35,000 both LHD barn finds.

1966 Mustang convertible. Goes well and ready for fun. \$45,000 If anyone would like further details and information please free to ring me. **(Editors Note: This has already been sold)**

In closing I wish the club well and the members many years of fun and rallying,

Yours sincerely
Brenda Smith
Ph. 0407644777.

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Registration number A0097964Y

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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.

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Ben Alcock, James Dunshea and Callum Walsh

CLUBROOMS COORDINATOR

John Prior (Sign-in book, Scott Staples)

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VETERAN CARS & THE VCCA

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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.

Unless specified otherwise, articles may be copied with acknowledgement to Brass Notes of the VCCA (Victoria) as the source.

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.

PRINT POST APPROVED

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

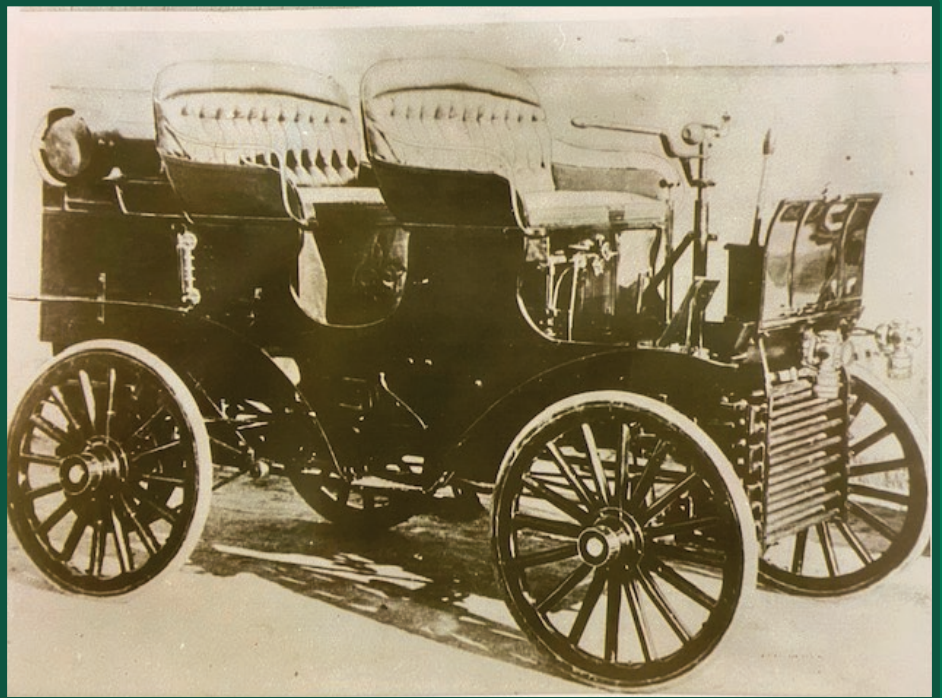
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.





VCCA Club Members Jack Brittain and Murray Murfett examining the chassis rails from the Ziegler.



The Ziegler, refer to page 12 of this issue for article.



Alan Meredith's 6 hp. Etoile under restoration



Bruce Shadbolt's newly restored 8hp. Etoile from New Zealand.



This two cylinder 10 h.p. 1904 Lacoste based Speedwell is owned by Nigel Steele Scott of Adelaide.