

November 2021



# Brass Notes

[www.veterancarclub.org.au](http://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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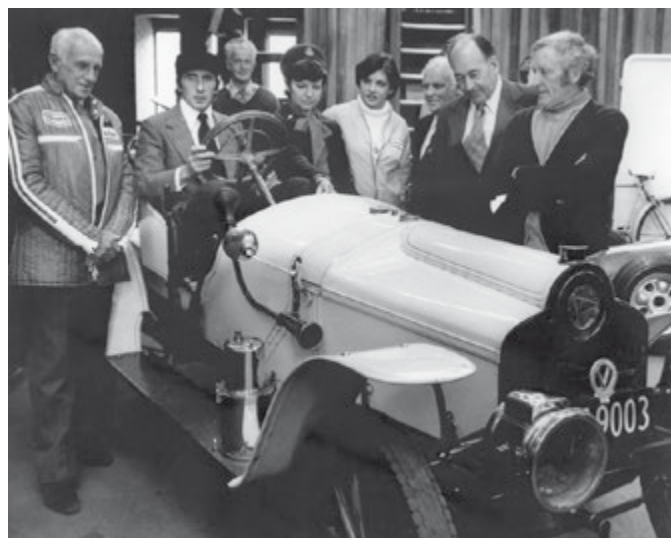
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**The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.**

### The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneer Run



## Flashback



The flashback photo for November features a De Dion Bouton c1903. It was photographed on the 3rd National 1&2 Cylinder Rally held at Wangaratta in 1986, and run by the late, great, Barry Vinen. I recall it rained heavily this day, but that didn't curb the enthusiasm of the intrepid motorists.

The owner is pictured in the driver's seat, with the late Neil Ferguson looking on. He and Betty participated in the Alldays Midget (seen next to the De Dion Bouton).

Let's hope we are able to gain feedback on this De Dion and on who owned it, and possibly the history of it. I was particularly partial to the car as, if my memory serves me correctly, it was a two speed model. Others may be able to confirm or deny this detail. Please respond to the editor if you can identify the car, the model, who owned it or where it is now. Any other history or relevant information would also be appreciated.

## Sizaire et Naudin

*Alan Meredith sent this photo to Andrew McDougall.*

It was taken October 1976 and shows International racing driver, Jackie Stewart at the controls of a 1908 Sizaire et Naudin racing car at MOTAT 05-3061. Image courtesy of the Walsh Memorial Library, the Museum of Transport and Technology (MOTAT)

This is Andrew's car now, and Andrew reckons that he hoped Jackie's other racers were in better fettle than the Sizaire when Andrew got it or otherwise he wouldn't have won many Formula 1 races.

Notwithstanding this the Sizaire's value must have increased markedly as many cars are sold at high prices by reference to notable people!

## Coming Events

9 November 2021	<b>November Natter Night - Ladies Night</b> 8pm Start - ZOOM Meeting ID: 827 3370 0878 Passcode: 483781
13 November 2021	<b>Veteran Car Club Annual Rally Weekend - Beechworth and NE VIC/NSW</b> Contact: David Boyd
20 - 21 November 2021	<b>Veteran Car Club Annual Rally Weekend - Drouin</b> Contact: Ben Alcock
21 November 2021	<b>Veteran Car Club Annual Rally Weekend - Geelong, Ballarat &amp; Bendigo</b> Contact: Callum Walsh, Daryl Meek or Greg Smith
23 November 2021	<b>Mid Week Event / Lights Display</b> Clubrooms 11am - 3pm
12 December 2021	<b>VSCC Vic. 2-Wheel Brake Rally</b> Details to come - Contact: Callum Walsh
14 December 2021	<b>December Natter Night - Presentation Night</b> Clubrooms - refreshments from 7:00pm

## Major Events

10 - 13 February 2022	<b>President's 'Let's Rally Again' Weekend - Benalla, VIC</b> Rally Director: Ben Alcock
17 - 20 March 2022	<b>RACV 1 &amp; 2 Cylinder Rally - Horsham</b> Rally Director: Daryl Meek <a href="mailto:fafnir@iinet.net.au">fafnir@iinet.net.au</a>
29 April - 1 May 2022	<b>RACV Pre-1905 Pioneers Run - Ballarat</b> Rally Director: Greg Smith
9 - 10 July 2022	<b>RACV Midwinter Rally - Rosebud</b> Rally Director: David Jones
9 - 11 September 2022	<b>RACV Four &amp; More Rally - Beechworth</b> Rally Director: David Boyd

## National Events

8 - 14 May 2022	<b>National 1 &amp; 2 Cylinder Rally - Narrandera, NSW</b> <a href="https://www.vccansw.com/narrandera2022">https://www.vccansw.com/narrandera2022</a>
23 - 28 October 2022	<b>National Veteran Vehicle Rally - Busselton, WA</b> Contact: Peter and Pauline Hume <a href="mailto:busso2021@gmail.com">busso2021@gmail.com</a> More information: <a href="https://veterancarclubofwesternaustralia.wildapricot.org/event-3737504">https://veterancarclubofwesternaustralia.wildapricot.org/event-3737504</a>



# President's Message

By Ben Alcock

The Clubs AGM was held in October and I welcome back the executive team unchanged as I'm joined by Daryl Meek (Vice President), Darren Savory (Secretary) and Claudia Holding (Treasurer) for another 12 months. We're all hoping to end 2021 on a high with the Annual Rally Weekend - same format as last year, runs in your local area - followed by the Mid-week event and lights display on November 23, and we will cap off the year with our December Natter Night and Presentation Evening back in the club rooms, and online for those that wish to join in virtually. All of this before a big year of rallying and activity for the Club in 2022.

As we have a large spread of members, we are giving you plenty of options for touring, including regional day trips and a full weekend away. It's up to you which events you attend. If you are planning to join in the fun of the upcoming annual rally weekends, make sure you contact the person organising in the area you would like to attend:

- Beechworth and NE VIC/NSW: David Boyd (Saturday 13th November)
- Bendigo region: Greg Smith (Sunday 21st November)
- Ballarat region: Daryl Meek (Sunday 21st November)
- Geelong region: Callum Walsh (Sunday 21st November)
- Melbourne/Gippsland: Ben Alcock (Drouin, 20-21 November)

We have re-jigged our 2022 calendar to make the most of our events and avoid as many clashes as possible so please make sure you mark your diaries early to avoid any disappointment, see page 3 for calendar. We will be starting the year off with a 'Lets Rally Again' Rally held in Benalla between 10-13 February to blow off the cobwebs. This rally will be for all vehicles and while we are still working through the final details, we hope to have entry forms out with the December Brass Notes.

While we are reading this month's Brass Notes we will hopefully be enjoying our new found freedoms, please continue to stay safe and well,

Ben Alcock,  
President – VCCA (Vic)

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# Front Cover Photograph

By Greg Smith

This month's front cover features an amazing photograph of the E.W. Brown motorcycle establishment. It has been provided by hopefully, a future member of our club, Howard Burrows from Tasmania. The background story on how we were able to obtain a copy of this photograph is a rather long episode, but in brief, I contacted John Cox who is the editor of Exhaust Notes (Vintage Motorcycle Club of Victoria). John is also a 50 year member of our club and I asked him to identify some of the owners of the surviving EWB motorcycles for an article we are to feature in Brass Notes. In John's typical enthusiastic, helpful and knowledgeable manner, it was soon "around the traps" and he provided information that Howard had a magnificent photo of the E.W. Brown premises. We thank Howard for providing this photograph.

The details on when and where this photograph was taken is unknown. E.W. Brown had premises in 207-213 Swanston Street Melbourne. Is this the same building? When was the photo taken, is also a question we would like answered. If you look closely there are a number of people in "costumes". Is this some type of opening celebration? There is an F.N. motorcycle, a couple of Triumphs and, looking in the reflections of the windows, I can also identify a couple of Peugeot motorcycles as well as a De Dion Bouton car. These may all help date the photograph, but member feedback is encouraged to help us out.

The photo is a precursor to a multi-part article provided by David Chantrell, who is a member of the Veteran Car Club of South Australia, who has researched E.W. Brown extensively and produced a very informative article on the man and his business. We thank David for his wonderful contribution.

Any details that can be provided on this photograph will gratefully accepted by the Editor.

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# F.N. in Tasmania

By Stan Bone

Stan Bone has contributed this article to gain further information. Stan a self-confessed enthusiast of F.Ns was given this article many years ago by someone he cannot remember. The claims in the article are somewhat debateable, such as being the first motor car to tour Tasmania! However Stan does believe it is a 1908 F.N. and would love to know more details. The participants involved, Kellow and Day, are both famous occupants. The statement that the car ran out of petrol and was just left has Stan intrigued, as I think he wants to find out where this was, so he can recover the F.N. If anyone knows further details contact Stan or write in with your information for all to enjoy.



*Charles Kellow on the left (facing the camera) of Kellow Falkiner Automobile Agents, Melbourne.*

## “Captured” on Film Tourist to Tasmania

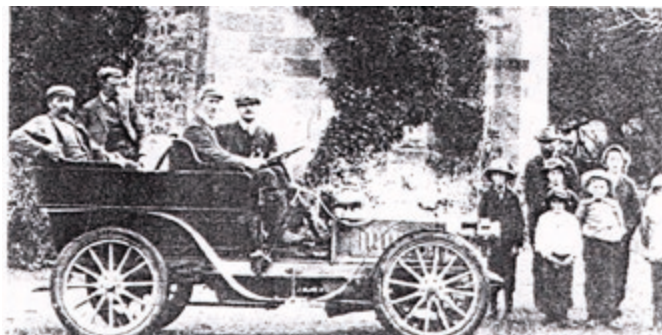
The photograph reproduced here is of a truly historic nature.

It shows the first motor car ever to tour Tasmania and is believed to be an early model FN-possibly 1908. It is pictured in front of the convict church at Port Arthur with its driver, passengers and the inevitable, inquisitive, onlookers.

The driver of the car is Charles Kellow, his front seat passenger is Syd Day, who were both original members of the RACV. The local postmaster is in the rear of the vehicle to the right and to the left is Mr W. P. Hurst, father of Mr W. Hurst of Kew, from whom the original photograph has been borrowed. A group of locals are standing close by, not to miss the opportunity of being photographed or perhaps they gathered through genuine curiosity at the rare sight?

The spare tyre, which can be seen reclining in the back passenger compartment, apparently has a puncture and the front tyre in the photograph is held together with string—a method of running repair which could not be so easily effected. The car had candle headlamps and kerosene side lamps.

The vehicle ran out of petrol in Tasmania and was left, never to be returned to the mainland.



## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Jason Palmer from Ascot Vale
- Leslie & Roselee Johnson from Chatswood West with 3 x Overlands + a Clement Bayard.



# EWB Motorcycles - Part 1

By David Chantrell, With Additional Information & Photos by Peter Allen, Terry Parker & Greg Smith.



*Edwin Walker Brown  
Born in Avoca, July 1871.  
Died in Caulfield, 18th July 1948.*

## Edwin Walker Brown

Edwin Walker Brown, or EWB as he was commonly known, was born in July 1871 in Avoca. Little is known about his early life, but some scraps of information have survived.

It is known that he travelled through Queensland by horse selling fence posts to farmers. In 1894 he purchased 80 acres at Kyabram, for use unknown. In the late 1890s he purchased a property at Cobram

named "Seven Hills", where he established a vineyard. EWB married in July 1903, but had no children.

It is also known that EWB lived at Ardmona (1895-1898), Maldon (1899), Hawthorn (1901), Auburn (1903) and St Kilda (1908-1920).

According to the Brown family, EWB, his siblings and cousins were infrequent visitors to "Coolart", one of the stations owned by his wealthy uncle John Benn. "Coolart" was situated on the western side of Westernport Bay, Victoria. EWB was known to be interested in motorcycles in his early days and raced them on the sand at low tide on Coles' Beach, known then as Benn's Beach.

Some of the southwestern corner of "Coolart", including the Homestead and Wetlands, is maintained by Parks Victoria and is open to the public. Much of the remainder of the area includes the Australian Naval base H.M.A.S. Cerebus.

Appearing in the "Ballarat Star" on 11th November 1916, page 2, the newspaper ran an article describing how the motor bicycle trade began in Victoria with EWB foreseeing the motorcycle having a large impact in the near future.

"The first motor-cycle offered for sale in Melbourne was a 1½ HP Werner imported by Mr. C. B. Kellow in 1902. At that time he was the proprietor of one of the leading cycle depots in Swanston Street, and it is not at all unlikely that this first motorcycle was actually the foundation stone of Mr. Kellow's now extensive motor business.

Other makes of machines which followed closely on the Werner, and which were constructed on similar lines, were the 1¾ HP Clement Garrard, 1 HP and the 2 HP F.N., which introduced a wooden rear belt pulley and a flat belt. A later model F.N. was fitted with the float flood carburettor having a cork float, and it was considered at the time to be 'the climax of motorcycle progress'. It was imported by Mr. E.W. Brown, who had at this time opened a motorcycle depot in Queen Street.

Mr. Brown was considered by the trade to have more money than foresight, and numerous prophecies were made regarding a man who had the temerity to attempt to run a business devoted exclusively to the motorcycle. Today E. W. Brown's machines are sold throughout the Commonwealth.

An engine imported by Messrs. A. G. Healing and Company in 1903 was destined to become one of the most popular for several years. It was the 2 HP Minerva. This engine was sold by them to the trade with a set of fittings, and was the 'beginning' of the present extensive Australian built motorcycle. The Minerva people shortly afterwards manufactured a

3½ HP machine, which was looked upon by everyone as a freak, much too powerful for anything but a car. This belief was short lived, as in 1904 there were several machines running about up to 6 HP twins. The most prominent being the Rex. Other motorcycles that established a name for themselves from 1904 to 1907 were the Motosacoche, 1¾ HP (Bennett, Wood and Roche), the Fafnir 2 HP and 3 HP (M. S. Thornley), the M.M.C. (Ernest Leech and Company) and the Griffon (E. W. Brown).

Among the early riders were Messrs C. B. Kellow, George Irish, H. James (now Advertising Manager of the Dunlop Rubber Company). Edgar Tozer, E. Beauchamp, Arthur Sutton, S. and H. Dunn, D. M. Charleston, Sam Thornley, E. Glass (of the Barnet Glass Rubber Company), James Anderson, W. Whitbourne, J. Coleman, Cecil D. Fraga, J. H. Rhodes, Frank Bennett (Acme-Motor Company), Syd Darby, C. Neunhoffer (C.C. and M. Company), Howard Lewis, Col. Tarrant, and E. W. Brown."

EWB is riding in good company with fellow early motor enthusiasts such as Ed Tozer, Ernie Glass from Barnett Glass Tyre fame, and of course Harley Tarrant.

In late 1903 and newly married, his interest in motorcycles caused EWB to leave his new bride and travel to England & the Continent. He returned in early 1904 having obtained agencies for several makes of machines.

In February 1904 EWB starts operating his motorcycle agencies and begins selling his shipment of motorcycles due to arrive in a few days.

**MOTOR BICYCLES.**—Large shipment high-grade English MACHINES landing in few days; intending purchasers inspect before buying. Temporary address, E. W. Brown, 1 Bayview-avenue, Auburn.

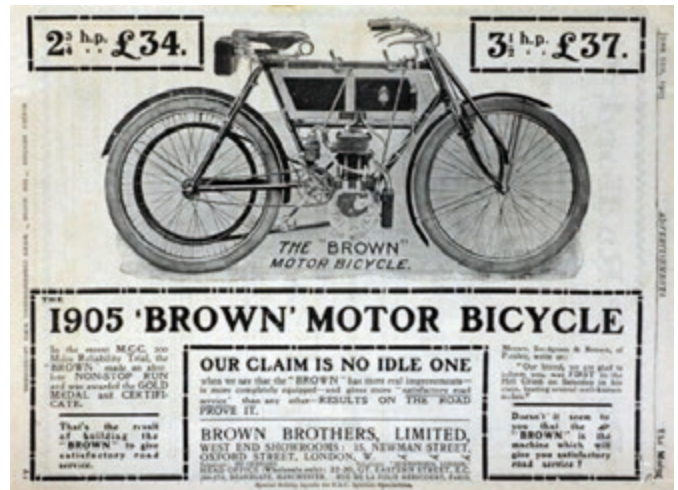
Melbourne's newspaper "The Argus", Saturday, 13th February 1904, page 8.

Interestingly, No.1 Bayview Avenue, Auburn was actually his residential address where he lived with his widowed mother, Rebecca Brown.

On 18th March 1904 we see the first advertisements for "The Brown" motorcycle. "The Brown" motorcycle, contrary to the name, was a fully imported British manufactured motor cycle. Note that EWB had also secured new premises and is now listed as 108 Queen Street, Melbourne.

**MOTOR CYCLES.** "The Brown," British built throughout, 2, 2½, 3½ h.p. Please inspect these high-grade machines; they are England's best production; cash or terms. E. W. Brown, 108 Queen-st., Melbourne.

Melbourne's newspaper "The Argus", Saturday, 18th March 1904, page 2.



The 1905 "The Brown" motorcycle, fully imported & sold by EWB in Melbourne.

On Saturday 16th July 1904, for the first time, his business is now listed at 211-213 Swanston Street, Melbourne. His large stock included the French made Peugeot, the British made Griffon and Brown motorcycles where he also sought agents. He was to remain in trade from this address for many years.

**MOTOR CYCLES.** landed, large stock, English and Continental, "Peugeot," "Griffon," "Brown," all powers and prices; S.H. Motors, £25; Motor Accessories; terms. Agents wanted. E. W. Brown, 211, 213 Swanston-st., Melbourne.

Melbourne's newspaper "The Argus", Saturday, 16th July 1904, page 3.

Over the years, Edwin Walker Brown emerged as one of the leaders of the motorcycle trade, advertising his cycles, parts and accessories in Melbourne's "The Argus" newspaper mainly on Tuesdays and Saturdays and also in "The Australian Motorist" on a monthly basis. The business was growing in size as the advertisement from January 1905 indicates.

**MOTOR CYCLES.**—100 choose from, including world's best makers, viz., "Griffon," "Peugeot," "F.N.," "Brown"; also large assortment secondhand Motors, all powers, from £28; easy terms, low prices; complete assortment Motor Accessories; Accumulators Charged. Fore Carriages, Side Carriages Stocked. E. W. BROWN, 211, 213 Swanston-street, Melbourne.

Melbourne's newspaper "The Age", 30th January 1905, page 5.

Following suit from the formation of the Automobile Club of Victoria (ACV) on 3rd December 1903, with their focus on automobiles, there were calls for the fledgling motor cyclists to also join together too. Answering these calls the "Victorian Motor Cycle Club" (VMCC) was formed on the 24th March 1905 to promote and cater for their popular and rapidly growing form of transport. Subscriptions were set at 1 guinea per annum and meetings were usually held at the Port Phillip Hotel.



What is interesting, at its inception the VMCC stopped members of the trade from taking positions of office;

"As is the case in all cycling institution, "the trade" had to be considered and provided for, and it was decided to debar from permanent office any member connected with or interested in the cycle or motor industry."

However, it is believed that EWB was one of the very first people to pay his VMCC subscription fees.

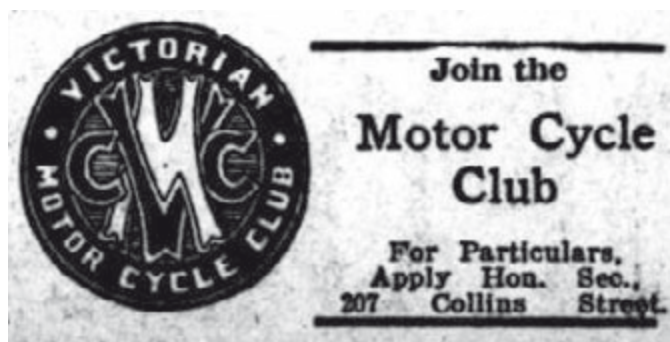
#### MOTOR CYCLE CLUB.

At a representative meeting, held at the Port Phillip Club, on Friday evening, it was unanimously agreed that a motor cycle club for Victoria be formed. Mr. E. C. Joshua occupied the chair, and stated that he hoped the new club would work in harmony with the Automobile club, which had not seen its way to cater for motor cyclists to any extent. On the motion of Dr. Rolleston it was agreed to call the club the Victorian Motor Cycle Club. The annual subscription fee was fixed at one guinea, without entrance fee, payable half yearly. At the expiration of twelve months the subscription and entrance fee to be one guinea each. It was decided that no member interested in the cycle or motor trade be eligible for any permanent office. A provisional committee, comprising Messrs. Arkley, Darby, Joshua, Rice and Rae were elected to draw up rules, same to be submitted to a meeting to be held at some future date. The establishment of the club should give a very necessary fillip to the motor cycle industry.

*The formation of the Victorian Motor Cycle Club as reported in the Melbourne newspaper "The Age", 27th March 1905, page 8.*

The VMCC did not waste any time and at the end of May 1905 organised a hill climb event to be staged at Heidelberg. The 32 competitors were handicapped on cylinder dimensions, weight of machine and weight of rider. The results were published in "Punch" on the 1st June were competing in his own right. EWB lost the semi-final and finished out of the major placings.

On the 16th June 1905, the VMCC held their first Reliability Trial from Essendon to Gisborne. EWB was the Official Starter and Judge of the 60-mile event. EWB had a busy weekend because on 17th June the VMCC organised a 1,094 yard "Test" near Keilor. 12 entrants took part with EWB winning the event on a 1½ HP machine in 50.6 seconds.



The VMCC rapidly gained momentum and EWB participated frequently as an entrant and as a volunteer in their ever-growing frequency of events. EWB was also active on their Events Committee. In November 1905, the VMCC announced a series of 3 Reliability Trials starting at Haymarket and riding out to Coburg. Strict rules were announced based on capacity and there was a monetary prize offered to the winner. In November 1905 EWB rode 3½ HP Griffon motorcycle in the 572-mile Melbourne to Sydney Reliability Trial. Conducted from the 11-14th November it was sponsored by the Dunlop Tyre Company and attracted a good field with 27 cars and 9 motorcycles entering the event.

**MOTOR CYCLES ONLY.—E. W. Brown, 212 Swanston st., agent for "Griffon" Motors, winner all competitions this season. Minerva Motor, 2½ h.p., £45.**

*Melbourne's newspaper "The Herald", 8th December 1905, page 5.*

The VMCC slowly gained their voice and on the 11th December 1905, took a political step of organising a deputation to gather and wait at the Victorian Railway Offices in Spencer Street hoping to meet with the Victorian Railway Commissioner to discuss how motorcycles will be freighted and standardising the cost of freight.

The VMCC also organised a 227-mile social tour for 1905 Christmas Holidays. The itinerary was quite ambitious with Saturday 23rd leaving Princess Bridge in Melbourne through to Daylesford. Sunday 24th, riding to Maryborough. Monday 25th, riding to Ballarat via Talbot, Clunes & Creswick. Tuesday 26th, returning to Melbourne via Bacchus Marsh.

In a little under a year, the VMCC had organised all sorts of motor cycling events from competition, sporting to social, thus driving the popularity of motor cycles and actively promoting their use. EWB was a highly active member. After all, the more popular motorcycles became the more motorcycles he could sell.

Whilst the initial concept of the VMCC was to "...debar from permanent office any member connected with or interested in the cycle or motor industry...", within a couple of years of their establishment this policy, for reasons unclear to these researchers, the policy was somewhat relaxed. Certainly by their 2nd Annual General Meeting in June 1907 saw EWB voted in as a Vice President. At the 3rd Annual General Meeting in June 1908, EWB was now on Committee.

However, at the 4th Annual General Meeting in June 1909 EWB's name does not appear in any of the elected positions.

On the 1908 "Prince Of Wales' Birthday" June long weekend, the 100-mile road race postponed from the previous April was held. EWB had the event starting opposite his Swanston Street premises, which no doubt would have been open for the member's use. Acts like this further demonstrate his unwavering support for the VMCC and motorcycling.



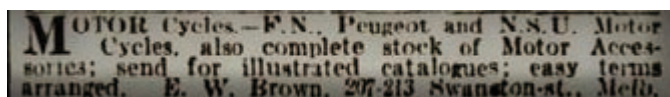


EWB voted in as Vice – President of the VMCC, seen standing at far left.

Melbourne's magazine "Table Talk", 25th April 1907, page 32.

He was an astute businessman and capitalised on the good performance of bikes with which he was associated by taking out full page advertisements in "The Australian Motorist" and other publications following their successes worldwide. He also lavishly entertained riders who won events riding his machines and entertained members of the VMCC at picnics and day outings and ensured such events came to the notice of the public.

In early February 1909, E.W. Brown's premises expanded once more and now extend from 207-213 Swanston Street.



Melbourne's newspaper "The Age", 15th February 1909, page 2.

## The "E.W.B." Motorcycle

Into this flourishing and popular market, now with larger premises at 207-213 Swanston Street, 1910 saw E.W. Brown make the transition from importing motorcycles to assembling and marketing his own brand of motorcycle. It was aptly named the "E.W.B.".

Readers please note E.W. Brown is Edwin Walker Brown & "E.W.B." is the motorcycle.



Two period photos of c1910 "E.W.B." motorcycles. Above - Fafnir 2¾ HP engine, B&B carburettor, Bosch magneto and with the Truffault front suspension.



The larger 3½ HP JAP version. Note the differing tank signwriting.

The earliest mention of the "E.W.B." brand motorcycle found so far appears on 20th August 1910 at a 1-mile speed test. The "E.W.B.", rated at 3½ HP, wins the event clocked at just under 60 mph. It is powered by a fully imported, reliable English made JAP engine.



E.W. Brown's earliest mention the "E.W.B." 3½HP brand motorcycle.

Melbourne's newspaper "The Australasian", 20th August 1910, page 27.

The "E.W.B." was clearly in development with at least a single machine being made and successfully raced in 1910. It appears that racing was used to sort out any issues with the machine and in September E.W. Brown was now ready to offer his new "E.W.B." motorcycle to the motorcycling public.

Initially it appears it was offered in 2 options; a 2¾ HP version at £50 and a more powerful version rated at 3½ HP at £57.

**E W. B. MOTOR CYCLES, ¾ H.P.**

First Flying Mile V.M.C.C., 13th August, giving 160 yds. to ¾ h.p. Triumph, and winning in a field of 25.

E.W.B. Motors, ¾ h.p., £57.  
 E.W.B. Motors, 2¾ h.p., £50.  
 Abingdon, ¾ h.p., £60.  
 F.N., two-speed, £58.  
 Triumph, ¾ h.p., £63.  
 Triumph, S.H., ¾ h.p., £38.

**Illustrated Catalogues. Easy Terms.**

**E. W. BROWN,**  
 207-213 Swanston-street, Melbourne.

EW Brown's earliest "E.W.B." sales advertisement offering it in either a 2¾ HP or a 3½ HP version. Melbourne's newspaper "The Age", 17th September 1910, page 11.

Apart from the fully imported 3½ HP JAP engine, he also used the extremely reliable Bosch magneto from Germany and French made Truffault front suspension.

**MOTOR CYCLES. E.W.B. Motors, 3½-h.p.,**  
 fitted with Truffault suspension forks, gear-driven Bosch magneto, adjustable pulley, handle-bar control, foot rests, foot brakes, stand, carrier, and all latest 1910 equipment, fully guaranteed; £57.

The E.W.B. is a low-built machine, simple, reliable, strong, very comfortable, free from vibration, and fitted with spring forks that are spring forks; acknowledged to be the best Motor-cycle ever offered in Australia at any price.

All powers stocked, from 2-h.p. to 5-h.p.  
 F.N., Abingdon, J.A.P., Peugeot, and N.S.U. Motor-cycles.

Send for Catalogues. Easy Terms.

**E. W. BROWN,**  
 207-213 Swanston-street,  
 Melbourne.

*E.W. Brown's first sales advertisement describing his "E.W.B." 3½HP brand motorcycle.*

*Melbourne's newspaper "The Age", 1st October 1910, page 17.*

The first "E.W.B." motorcycle was in the style of the day with fixed drive. Fixed drive, or "Bump & Jump" motorcycles, is where the engine has to be stalled by pulling the decompression lever when the motorcycle has to be stopped. To "get going", the rider has run alongside like a push bike to gain some forward speed, "jump" on board and disengage the decompression lever at the same time allowing the motor "bump" over compression and re-start.

As advertised, the "E.W.B." was fitted with an "... adjustable pulley system" allowing the gearing on the fixed drive to be raised or lowered depending on the terrain. The idea was relatively new and already in use on brands such as Triumph and the famous Rudge "Multi".

However, it was quite modern inclusion for 1910. The same cannot be said for the already out of date Truffault front suspension system.

Another 'fad' around this period was powered flight, and Australia was caught up in its magic too. One intrepid pioneer aviator in this field was John Duigan and his brother Reg.

John Robertson Duigan was born at Terang, Victoria, on 31st May 1882. Educated at Brighton Grammar in Melbourne, he travelled to England in 1901 where he studied electrical and motor engineering in London. Returning to Australia to join his younger brother Reg at the family property 'Spring Plains' at Mia Mia, in central Victoria, he purchased a motorcycle and rode it on long trips.

Inspired by the many flights of Wilbur Wright in France in 1908, Duigan built a Wright-type glider from a postcard photograph sent by a friend in Britain in late 1908 and managed to fly it in a strong wind tethered to 110 metres of fencing wire. Following this success, Duigan began work on a powered aircraft. Later, around 1910, an air-cooled four-cylinder engine for

the plane was built by J.E. Tilley Engineering Co. in Melbourne. (they also built small, lightweight "JET" motorcycles) and a propeller was made by John Fulton, a Carlton patternmaker. The remainder of the plane's components were made by Duigan and his brother Reginald in their rudimentary workshop at 'Spring Plains'.

Both John and other brother Reg were keen riders of motorcycles and competed in a Victorian 100 -Mile Race on four-cylinder F.N. machines. In 1910 the F.N. agent was E.W. Brown who was also the builder of the new "E.W.B." motorcycle. John Duigan had E.W. Brown build the undercarriage of his bi-plane and use wheels of the light motorcycle type.



*Brothers John & Reg Duigan with their hand made biplane at 'Spring Plains', Mia Mia Victoria, c1910*

*Photo courtesy of Collections Victoria 377477.*

John Duigan first flew his plane on 16th July 1910, but he considered that his first true 'controlled' flight actually occurred on 7th October 1910. Further modifications and improvements were made such as adding a third front wheel, until he managed sustained flights of up to a kilometre at heights of 30 metres. E.W. Brown is credited with making the undercarriage.



*John Duigan "In the Air" over the family property at Spring Plains, Mia Mia, Victoria. As the plane now has the third front wheel for stability, it is suggested this photo is from 7th October 1910.*

*Photo courtesy of Collections Victoria 351464*

In January 1911, Duigan demonstrated his plane to newspaper reporters, and on 3rd May 1911, he made several public flights before a crowd of 1,000 at the Bendigo Racecourse following a previous demonstration hop at the April Bendigo Easter Fair.



Duigan's achievement is all the more remarkable for the fact that he had never seen or flown an aircraft previously and had little technical information with which to work. His first design was based on little more than a postcard of the Wright Flyer, and theory drawn from Sir Hiram Maxim's 1908 book 'Artificial and Natural Flight' supplemented by information from subscriptions to British aviation journals.

The Duigan Brothers flight is incredible, but sadly is not well known, nor celebrated. This was the first powered flight in Australia with an Australian made machine, a truly remarkable achievement.

It is generally accepted that E.W. Brown, like most other Australian motorcycle assemblers of the time, bought the frame components and castings offered in catalogues from companies such as Charter Lea and Sun. Frames were brazed together "in-house" using these castings, the motor and front forks were imported, a local sheet metal supplier would have made the fuel tank and mudguards, rim and hubs catalogue bought and spoked locally, the nickel plating was probably a local supplier too. The product was then painted, final finished and assembled ready for sale.

It is also generally accepted that the "E.W.B." was built at Brown's Swanston Street site.

What follows is that it becomes clear is E.W. Brown sees competition as one of the best ways to advertise, prove reliability, and therefore boost sales. It is seen that from August 1910 onwards that an "E.W.B." machine is entered in numerous VMCC events. It is not known if it is a privately owned or a factory sponsored machine, but it is believed to be the latter. There may have also been a sponsorship deal with Shell benzine.

It can now be seen that E.W. Brown's advertisements change in both design and the inclusion of the "E.W.B." brand.



One of the newly designed '1911' advertisements championing the racing theme beginning to appear in many of the local newspapers.

Continuing on with the racing theme, an "E.W.B." is placed a credible 2nd in a 50-mile road race conducted by the VMCC. There are numerous events continuing into 1911 and 1912 where the "E.W.B." is entered with reasonable results.

Riders include A.E. Cox, F. Hall & Herb Tilburn. Herb is by far the most successful rider and his name comes up time after time in VMCC events.

USING

# **SHELL SPIRIT**

MR. A. E. COX **WON**

ONE MILE MOTOR CYCLE SPEED TEST,  
Aug. 13, 1910, on 3½ E.W.B. MOTOR CYCLE.

*Speed Attained : Over 60 Miles Per Hour.*

Melbourne's newspaper "Punch", 25th August 1910, pg40.

AT THE

# **MOTOR CYCLE RACES**

Held at KEILOR, 20/5/11,

THE

# **Flying Mile**

WAS WON BY

# **F. HALL,**

ON HIS 3½ h.p. "E.W.B.,"

IN RECORD TIME,

USING

# **"SHELL"**

Melbourne's newspaper "Punch", 25th May 1911, page 40.

In June 1911, 2 dozen "motor outfits" were stolen from the Melbourne wharves that were being imported by E.W. Brown. It is believed that these were imported JAP engines for his "E.W.B." motorcycles. If so, then it could be reasonable to believe that at least another 24 machines were planned to be built.

(See page 12 for the results)



## CYCLES & MOTORS

BY "CYCLIST"

The Victorian Motor Cycle Club conducted its annual 50 mile road race at Campbellfield on October 22. A stretch of the Sydney road, 12¼ miles long, formed the course, and the competitors had to ride out and back twice. H. Okey, off the limit mark, won the race on a 3½ h.p. Triumph. The result was—H. Okey (3½ h.p. Triumph), 16min., riding time 1h. 15min., 1; H. A. Tilburn (3½ h.p. E.W.B.), 10min., riding time 1h. 12min. 15 sec., 2; H. Jenkins (3½ h.p. Triumph, ser., riding time 1h. 3min. 30sec., 3. Jenkins put up the fastest riding time. Considering that he had to ease right up to make three turns his performance is a particularly fine one. T. W. Green, the New South Wales representative, fell when holding a prominent position, and did not finish.

Melbourne's newspaper "Weekly Times", 29th October 1910, page 25.

## TWO BROTHERS CHARGED.

In the City Court yesterday, William and Alexander Fullerton were charged with having stolen from the wharfs a case containing twelve dozen motor outfits and 2000 rubber patches, the property of the Customs department. Mr. Hogan appeared on behalf of William Fullerton; Alexander Fullerton conducted his own defence.

George Henderson, delivery clerk, gave evidence to the effect that on 16th May, at 10 p.m., the case was last seen on the wharf. It was consigned to E. W. Brown, cycle importer.

Detective Howard said that in company with Detectives Murray and Cantlon he had arrested the two accused at a house in Wellington-street, Collingwood, on 6th June. The missing property was discovered in the house. Alexander Fullerton stated that a man who intended to rent a front room had left it there on the previous night. William Fullerton afterwards said to his brother, "You had better tell the truth; Griffiths brought it here last night." When questioned by the detectives concerning the whereabouts of the man Griffiths, they were unable to make any satisfactory reply.

The two accused were remanded for a week, bail being allowed in one surety of £50, or two sureties of £25 each.

On further charges of having stolen two phonographs the accused were remanded to the same day, and similar bail was allowed.

Melbourne's newspaper "The Age", 16th June 1911, page 8.

To be continued in next edition of Brass Notes.

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# Findings, Feedback & Follow-Ups

By Damien O'Doherty and Brian Love

Hi Greg,

I noted with some interest the reference to "Apthorpe" in the July edition of Brass Notes. (Page 20 – Article - Daily Telegraph Launceston February 14)

I have a partially restored small early Peugeot (Type 163) which wears "Apthorpe" body plates on a tourer body. I have not seen another reference to this firm, but note the comment in the article that the body (for the Mitchell) will be constructed in Apthorpe's establishment. The Peugeot's timber framing is not particularly well constructed using quite a lot of pine. It is a 3 door affair with no off side rear door. I would be interested to know more about Apthorpe and if they became Peugeot concessionaires, or would the body have been an "outside" job. I never realised that the car had a Tasmanian connection. I have enclosed a photograph of the body plate. I would be interested to hear from anyone with knowledge of Apthorpe's establishment.

Kind Regards

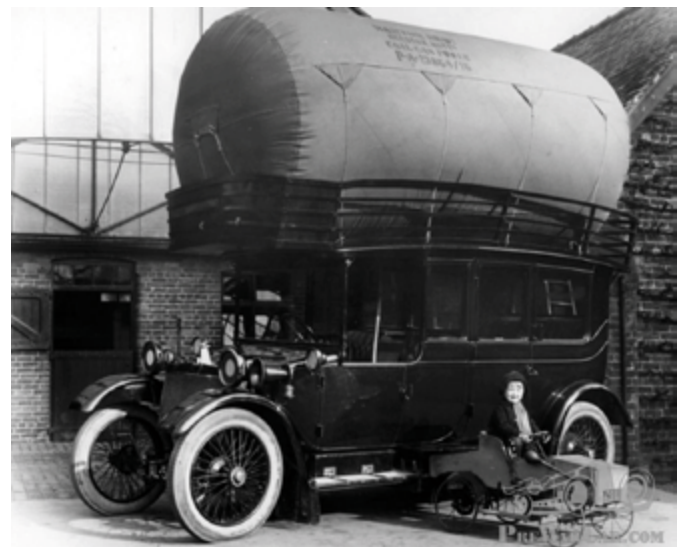
Damian O'Doherty



## More Gas Powered Vehicles

Brian Love very kindly responded to the photo of the BSA Laundale being adapted to coal gas propulsion in last month's Brass Notes. The image Brian provided showed vehicles from London photographed during WW1 that were coal gas powered. The photographs were taken from the WOKR Newsletter (Willys-Overland-Knight Registry).

Also found on the PreWarCar.com website was this wonderful photograph of a coal gas powered Lanchester



London, 1916, and a 1913 Lacre along with a 1915 Overland were powered by coal gas.

# Hotchkiss Type T Motor Available

By Terry Parker

Terry Parker has provided the background to the Hotchkiss Type T motor he has available. In the first instance, Terry has supplied the story of a Hotchkiss Type T as provided by RM Auctions for their 2014 auction. Find below the write up provided by RM Auctions.

1909 Hotchkiss Type T Coupe de Ville by Eugene Boulogne et Fils

Offered by RM Auctions | London, U.K. | September 8, 2014

Look at that aerodynamic windshield. I love cars from this era because they were meant to do things. They moved people who no longer wished to use a horse. Yet they were exquisite in their detail and design. It wasn't about streamlining for gas mileage. It was about accomplishing a task.

Hotchkiss started life as an arms manufacturer (as did a couple of other French automobile companies). The Hotchkiss brothers who founded the company were actually from Connecticut but they were gone before auto production started in 1902.

The Type T was new for 1907 and lasted through 1911. It uses a 3.1 litre straight-four and it was the smallest car they offered (sic). The body is somewhat regal and was built by a little known French coachbuilder. It is believed this is the only Hotchkiss they bodied. This car is pretty much entirely original, which is amazing.

Less than 400 Type T's were built. Not many are left, but this is the only one from this coachbuilder and it is as it was in 1909. A simply incredible opportunity exists. The price range will be \$165,000-\$210,000.

Update: Sold on the cheap, \$65,327.

Terry then continues the story of how he was contacted by the purchaser of this vehicle some time later.

A few years ago a Portuguese Hotchkiss enthusiast contacted me, after a spare oil box I have for my 1910 'Z' Hotchkiss. He had bought a 20hp 1910 'T' landaulette (in first class original condition) which had a foreign oil box fitted to the dash. They have 3 sight-glass drippers where mine has one. He also asked if I knew where he might find another motor as when he got the car and filled the radiator, water ran out of the carby, not a good sign. The block had been badly damaged through freezing, welded unsuccessfully then bored and rebuilt, all unknown to the buyer. He then went through the same process, another bore and rebuild, failed again. I did know of a motor, disassembled which had been offered to me many years ago by Geoff Johnston, but it was way too big for my chassis. It was bought by another Hotchkiss enthusiast who stripped and reconditioned the bottom end, new whitemetal, crank ground etc. He then found the crankcase was too wide for his car and the motor too long, so it was left disassembled. When I asked, he advised that it was a 'T', and the correct oil box was with it. It needed to be re-built and access was available to the sheds where it was dismantled, to find out what was missing. An arrangement involving red wine was entered into and I brought the lot home and re-built it, with several trips back to find parts. Lots of drilling, tapping, plugging and re-tapping studs for the waterjacket etc. but it was re-built.

Then Covid hit and Lisbon harbor was shut. Then the Landau owner's business suffered and then we were locked down etc. He remains interested, but after 2 years, not yet in a position to take the motor (and may not be). I did phone around Australia to see if anyone knew about a 'T' needing a motor with no result. It is still here and maybe if included in your Advert section it might find an Aussie home. Anyone interested might email: [tgparkar@bigpond.net.au](mailto:tgparkar@bigpond.net.au)

See the classified advert section for photos on page 26.





# Letters To The Editor

*Max Vormister advises that on Facebook there is a page called AX Renault restorers and owners. Anyone interested is welcome to join.*

<https://www.facebook.com/groups/3794140544019205>



*Hi Greg,*

With regards to the lovely little BSA in the September issue of Brass Notes, the car is languishing in a warehouse in Mittagong, NSW, with the remains of a large collection of assorted, mainly post 1950 cars, the estate of a well known Sydney lawyer. I viewed it a year ago and was keen to acquire it however a price could not be established. It is in rather sad condition now, flat tyres, covered in dust and obviously not started since it joined that collection. I believe the engine will require some careful recommissioning when it does eventually change hands again. But it was a charming car with a well-patinated older restoration....

*All the best  
Antony Davies*

*To the editor;*

With reference to the BSA illustrated in September on pg 2.

This is the 1912 example that at the time was owned by Andrew Roseby (Roseberry?) from Beechworth, North/East Victoria. Apparently, this was a local car

to Beechworth all its life and in Andrew's family since new. This was sold probably in the early 2000s and apparently went to a private collection in Canberra. I have a colour photo or two of this at local events in the '90's I can forward on once I locate.

*Regards,  
Peter R Jowett*

*Hi Greg,*

In my article on BSA In October's Brass Notes, in my article title Even More BSAs on page 12, I made a mistake in crediting of the image of the ex-Eric Rainsford BSA.

That image was actually provided to me by Chester McKaige. Similarly, the image of the Ron Craze BSA in Flashback Response on page 24 was also provided by Chester.

My sincere apology to Chester for the error.

*Yours in embarrassment,*

*Daryl Meek*

*Dear Greg,*

Just came across this photo of a veteran car crossing over the Murray on a punt. The poster believes it is Mildura but I think the river is far too narrow.

I'm sure that your members will be able identify the make, and the image would make a great page filler when required.

*Regards  
Adam Auditori*



*Adam has set us the task to identify the make and details of this car. I think it is a marque close to Adam's heart, but let's get the opinion of our members. Please forward your replies to the editor.*

*As far as determining which part of the Murray River this punt is crossing over, again I would suggest Adam is probably best qualified to judge, being a riverboat captain! But if you think you know, please help us out.*

# Workshop Notes 4

By Doug Fulford

I haven't been able to spend as much time in the workshop this month and have yet to acquire all the stuff I need to attempt steam bending. But I am looking for the best chassis to use being in the fortunate (but confusing) position of having several to choose from. Mind you they all have their faults. Obviously the chassis needs to be structurally sound. It also needs to be straight if your car is going to steer and handle as it should and to minimise tyre wear. So our criteria are:

Is the chassis straight?

Are the joints sound?

Are there any cracks that need to be repaired?

Has it been corroded in any place that would seriously affect its strength?

Are there extraneous holes?

To test if a chassis is straight I mount it on a set of stands. It should be on a solid level floor and be set level. Screw type jacking stands assist in the process of setting it level. Then I use a plumb bob to place marks on the floor corresponding to symmetrical reference points on the chassis. At a minimum you need a set near the front of the chassis, another set near the rear and at least one set in the middle. With a 1915 Studebaker chassis I use the front and rear shackle points for the front springs, the chassis cross member in front of the rear seat and the rear corners of the frame. Check that all the diagonal measurements are the same. As a further check against compensating bends you can check the angles that any cross members make with the frame. Digital protractors can be purchased for \$20 to \$25 on ebay and you will find many other uses for them. Another useful test which will help to pick up possible twists in the frame is to test the effort required to just pick up each side of the chassis. A 50 kg electronic luggage scale – they sell on ebay for around \$15 is great for this purpose and sure beats the old spring scale I used to use. The style with the webbing strap to fit around the load will typically wrap around the steel channel of the frame. In interpreting the results you need to take into consideration the almost inevitable differences in the weight of the chassis side to side, such as mountings for steering boxes and battery supports. This test requires the frame to be level side to side. Check that if the frame is level front and back it is level all along its length. To check if your front dumb irons are twisted get a length of rod the diameter of the shackle pin holes and try to pass it through both holes. I have found a bit of a twist there.

The chassis on a typical veteran "works" as the car travels. The engines vibrate and are often, like this Studebaker, bolted direct to the frame. This leads to stress and over time may cause the frame to fracture through fatigue and / or riveted joints to come loose. Fatigue cracks occur where stress is concentrated, typically where there is a change in

stiffness. For example where there is a hole or near where something providing extra rigidity is attached. Veteran Studebaker chassis almost always show signs of both. Rivets can be removed and new rivets installed and cracks can be welded and stress relieved. Strengthening plates may help if done correctly (a complicated subject) but most plates that I have seen will only serve to concentrate stress at the end of the plate and transfer the tendency to crack to that point. The example in the photo is typical and should be removed if the chassis it is attached to were to be used. It is far too rigid and isn't tapered at the ends to spread any stress over a larger area. The good news for the restorer is that the roads that their restored car will be travelling on are much, much kinder to a car than the roads that existed when they were new. So even if the repair is not quite as strong as the original it may well be more than sufficient given the state of our roads now, the low mileage the car is likely to be driven as well as the care with which it will be driven.



Figure 1: A very ill designed repair as found

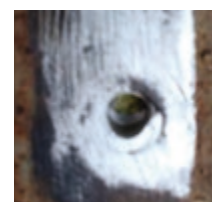
A riveted joint has different characteristics from a bolted joint and so in general rivets shouldn't be replaced with bolts. Also if one rivet is found to be loose in a joint then all the rivets in that joint should be replaced. When rivets are "set", they are deformed to be a tight fit in the hole. So unless they have worn very loose then you need to drill out most of the stem of the rivet in order for the walls to be able to collapse so you can drive it out with a suitable punch. The head is quite probably not concentric with the stem, particularly on the set side of the rivet. So the first step is to grind the head off the rivet which will expose the stem. Then centre punch the stem and progressively drill larger holes until the wall of the rivet is thin enough for it to collapse inwards so you can punch it out with a suitable punch without damaging any of the components the rivet was holding together. I try to drill only just beyond the material being held so there remains a head for the punch to apply force to. The process is shown in the accompanying pictures. You will see that the hole I drilled wasn't as concentric as it should have been.



The rivet



Head ground off



Drilled



# Opel Register

By Andrew McDougall

I am forwarding this enquiry onto you, which came via Richard Unkles. A fellow by the name of Bart Buts, in Belgium, is compiling a register of Opel cars. He is trying to find out about the current whereabouts of a 1914 Opel which was owned by Ray Standerwick in the 60s (?).

Can anyone help out with the possible whereabouts of this car or any other Opels that survive in Australia? I am sure Bart would be very pleased to learn about surviving Opel vehicles here in Australia. Please contact:

[bart.buts@pandora.be](mailto:bart.buts@pandora.be) or [richard@unkles.com](mailto:richard@unkles.com)



A riveted joint has different characteristics from a bolted joint and so in general rivets shouldn't be replaced with bolts. Also if one rivet is found to be loose in a joint then all the rivets in that joint should be replaced. When rivets are "set", they are deformed to be a tight fit in the hole. So unless they have worn very loose then you need to drill out most of the stem of the rivet in order for the walls to be able to collapse so you can drive it out with a suitable punch. The head is quite probably not concentric with the stem, particularly on the set side of the rivet. So the first step is to grind the head off the rivet which will expose the stem. Then centre punch the stem and progressively drill larger holes until the wall of the rivet is thin enough for it to collapse inwards so you can punch it out with a suitable punch without damaging any of the components the rivet was holding together. I try to drill only just beyond the material being held so there remains a head for the punch to apply force to. The process is shown in the accompanying pictures. You will see that the hole I drilled wasn't as concentric as it should have been.

## LATEST OPEL SUCCESSES

**In the Tatra-Adria Tour,** arranged by the Royal Hungarian Automobile Club from Budapest to Fiume, Agram, Tatra, Lomnitz and back to Budapest, a distance of 2,178 km., the **First Prize** was won by a 5/12 h.p. Opel driven by S. I. z. In addition to the **First Prize** Seitz received the **most important prize** of the Club, that given by the Archduke Joseph, whilst a second car, a 10/25 h.p. Opel driven by Lower, received the splendid prize given by the President, Count Andrassy.

Both Opel Cars were distinguished by **Diplomas of Honour.**

**THE GREAT INTERNATIONAL MOTOR CAR RACES AT HUY, BELGIUM.**

The small four-cylinder 6/16 h.p. OPEL Touring Car with cylinder capacity of 1.5 litres per cylinder, owned by Mr. P. d'Arnst, was victorious in Class I. of the Mountain Races and in the Kilometre Races on the level. With 53 points in the general classification for Amateurs, he beat all other competitors by **MORE THAN 20 POINTS.** In the mountain races he outdistanced all cars even with a cylinder content of 3 litres per cylinder.

In the Racing Car Classes, an OPEL Car with a cylinder capacity of 3.0 litres per cylinder, driven by Joerns, was successful in beating all cars up to 7 litres per cylinder capacity.

**OSTEND. June 28-29-30. International Reliability Handicap, over 260 Kilometres.**

8/20 h.p. Opel 1st. 6/16 h.p. Opel 2nd.

20 Kilometres and 2 Kilometres Races with Standing and Flying Starts.

8/20 h.p. Opel and 6/16 h.p. Opel obtained **1st Prizes** in their classes. The Prize for Special Elegance was also won by an Opel Car.

**HANOVER. The General German Automobile Club Handicap.**

Opel Cars again Victorious, taking **7 First Prizes.**

5/12 two-seater	- £225
6/16 four "	- £300
14/30 six "	- £520

8/20 four-seater	- £350
10/25 " "	- £470
18/40 " "	- £640
etc.	

In stock for immediate delivery.

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**TRIAL RUNS**

**ARRANGED.**

From the Autocar July 19th 1913



# Comings, Goings and Restorations

By Greg Smith

You may remember we featured a Bleriot single headlight back in the July issue of Brass Notes. I had originally sourced this light in Tasmania, and it was to return there once I had restored it to go on a 1908 Vinot & Deguingand. Dale Keats wanted a single French headlight and it has now headed “back home” and looks extremely correct on the Vinot. On talking with Dale, I was unaware just how scarce these early Vinot & Deguingand’s actually are. I am really looking forward to the continued restoration of this lovely looking rare machine.



Hein Otten has been looking for a brake to suit his 1901 Otten Motorcycle. He contacted me the other day with the following. “We wanted as close a copy as possible of the original brake system, and the 1901 Otten Ladies bike (still in Holland) had all its brakes still intact and with the wonders of 3D printing we managed to get all the parts drawn up and 3D printed. How good is that? I still have to make some small shafts as they differ slightly on the Ladies model, but it is a great start.” Perhaps we will all be able to see these at the next RACV Pre-1905 Pioneers Run next April.



David T Lang rang me to tell me his 1916 Ford T is heading to the panel shop next month for a “bit of a birthday”. His mudguards are developing “crows feet” so they will be re-painted along with the firewall and the windscreen brackets. He is confident of another 30 years of use before needing another birthday. It will be pristine after getting a mechanical birthday early this year.

Chester McKaige’s massive 1907 40hp Napier, which featured on page 20 of the August edition of Brass Notes, was photographed without the seat as it was away at the trimmers. We now have the seat back and



beautifully upholstered. Chester did say however there has been a slight set back. The sump is somewhat porous, but he thinks they are getting there with some aluminium welding of the hairline cracks that have appeared, mainly because the massive engine is bolted directly to the chassis, which can flex somewhat resulting in cracking. With the sump capacity of some 11 litres, a fix is certainly necessary as the EPA would term this an environmental disaster!



It is fairly old news now that Paul Daley has purchased a really nice 1911 Ford T. This car was owned by Bill Landy and most of the restoration was completed by Bill in the 1980s. The car was then sold to a well known Ford enthusiast, Dave Dryden. It then went to Bruce Feldtmann at Dookie, before now going to the new home at Paul's. Look forward to seeing out on the road in the future as it is a lovely car.

The Editorial 1903 Romania Motorcycle is again taking shape. I am slowly doing a few jobs to maybe have it on the road for next year's Pre-1905 Pioneers Run. If you say the remaining jobs quickly it really doesn't sound like there is much to do. But as most people know that have restored vehicles, there are always the small jobs that really take the time, that is, unless you are Simon Anderson!



I heard on the grapevine recently that a Veteran Buick may soon be up for sale. Watch this space! Or maybe watch the classified section in Brass Notes. This is a different one than was sold the other day through Lloyds who auctioned a c1913 Buick Roadster. That Buick was restored by Ron Craze who coincidentally restored the BSA featured in the September Flashback column.

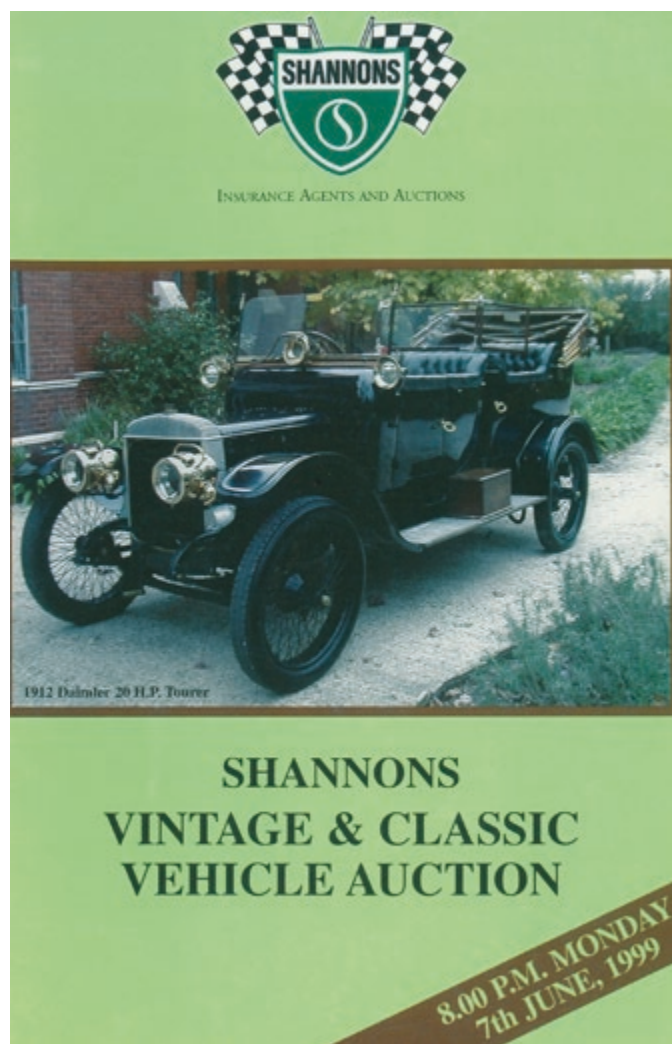


*Daimler when almost new.*

While on cars to be auctioned, the ex-Ray Males 1912 20hp Daimler is to be sold by Shannon's in November. This is a car that has been in our club since the early 60s and was restored by Eric Grant. I remember back in 1999 when it was last auctioned by Shannon's after Eric's passing. This is a really nice example and I hope whoever is the successful bidder that it remains in our club and rallied again. I may well be wrong but the



last time I remember it being out on our events was the Mid-Winter rally to Fiskville in 2005. It also did the Sydney to Melbourne run that same year.



I heard from Phil Ruge, that the Swift cyclecar is having a few maintenance jobs done such as an oil change possibly in readiness for next year's 1&2 cylinder rally at Horsham.

The lovely AX Renault that was for sale in September Brass Notes of Peter Moloney has been purchased by David Boyd at Beechworth. With the lockdowns I am not totally sure David has picked it up yet, but I know he was really excited to get a Renault. I really thought after his ride in my Schacht in Charleville he would have been keen to get a buggy. I guess buggies are not for all! (See photo top right).



*Cadillac Undercarriage*



Finally got some very good news from Doug and Vivian Fulford about a new arrival coming from the U.S. Here is what Doug wrote about the impending arrival. The car, a 1905 Model F (four seat) single cylinder Cadillac, was restored by Skip Carpenter, an acknowledged early Cadillac guru, from a very original barn find some 40 years ago. It is showing some patina from the subsequent years of use. It is in the correct original colour scheme of a Brewster Green body on a Primrose chassis with Primrose wheels. Russell Holden located the car for us and is organising its importation. Vivian was inspired by time spent in David Provan's 1907 Model M and Michael and Claudia Holding's 1905 Model F. We are great believers that it is wonderful to be able to share the veteran motoring experience and hence her insistence that it must be a four seat model.

Having bought it we now have to wait patiently for its arrival. The one saving grace as far as that is concerned is that we couldn't currently be using it anyhow. Hopefully when we are once again able to travel to rallies we will see the three "Cadillac Queens", Claudia Holding, Chris Holden and Vivian Fulford driving their single cylinder Cadillacs. Found out that Vivian's 1905 Cadillac has the factory original paint (Brewster Green on a Primrose chassis) except for the wheels and the factory original upholstery which I am pretty excited about. It should be here in time for Christmas. What a lovely Christmas present to you both.

*See page 31-32 for extra photos.*



# 1909 Melbourne Cup

By Peter Kable

Well with the spring carnival for horse racing well under way, there is the race that stops the nation. The Melbourne Cup of 1909 was well covered in the newspapers and Peter Kable has supplied some very interesting reading from the carpark of the Melbourne Cup. There was a fine turnout, and a great variety of vehicles attending and the view from a tyre company promoting what tyres were on the vehicles at the time, makes for very interesting reading. Thank you Peter for supplying what occurred 112 years ago at the Melbourne Cup. I wonder if the newspapers this year will report on the number and makes of vehicles in the carpark in 2021!

Weekly Times (Melbourne, Vic.: 1869 - 1954) / Sat 13 Nov 1909 / Page 22 / CYCLES & MOTORS

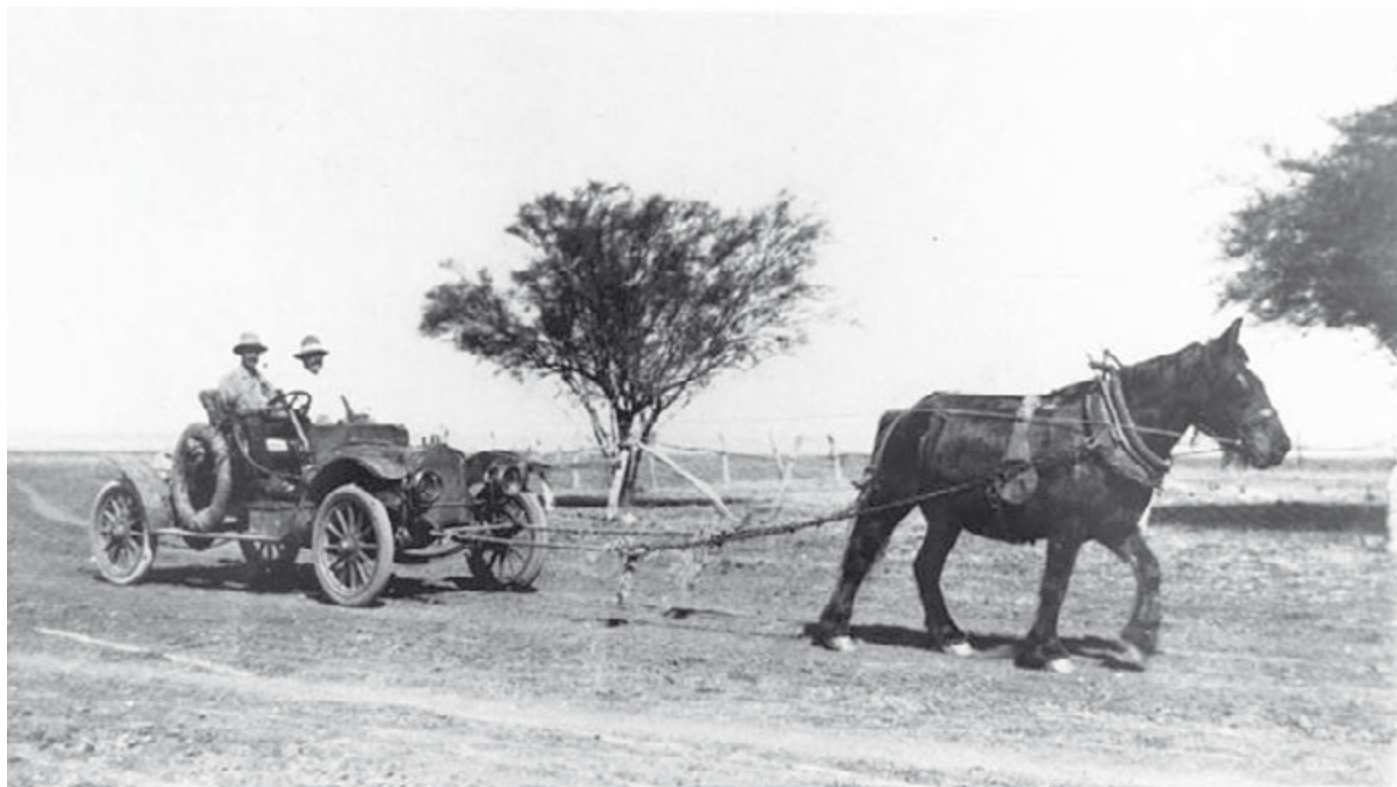
The popularity of the motor car was well demonstrated at Flemington on Cup Day, when no less than 266 cars were counted in the reserve. It is interesting to note the popularity of the different makes of cars in the following list of cars counted, viz., 32 Clement Talbots, 25 De Dions, 16 Flats, 14 Daimlers, 12 Napiers, 10 Argylls, 9 Minervas, 8 Darracqs, 7 Austins, 6 Siddeleys, 6 Humbers, 6 F.N.'s, 6 Mercedes, 6 Stars, 6 De Dietrichs, 6 Rovers, 4 Rolls-Royces, 4 Renaults, 4 Browns, 3 Russells, 3 Braziers, 3 Alldays, 3 Pantherds, 3 Whites (steam), 2 Standards, 2 De Larges, 2 Belsizes, 2 Vauxhalls, 2 Albions, 2 Tarrant's, 2 Gregolres, 2 Enfields, 2 Bolles; whilst the following makes were represented by one car each:—S.C.A.T., Riley, Oldsmobile, Adler, Itala, Isotta, Crossley, Gladiator, Hotchkiss, Sims, Ford, Calthorpe, Deasey, Locomobile. There were also present 32 Renault Taxi-cabs.

The Continental Rubber Co. compiled statistics of the various cars that brought visitors to the Melbourne Cup, and the huge total of 233 privately-owned cars was counted at the Cup meeting. The numbers of the makes chiefly represented were as follows:—

Clement Talbot	..	..	32
De Dions	..	..	25
F.I.A.T.	..	..	16
Daimlers	..	..	14
Napiers	..	..	12
Argyles	..	..	10
Minerva	..	..	9
Darracq	..	..	8
Austin	..	..	7
Mercedes, Rover, Humber,			
F.N., Sidderly (each)	..	..	6
Rolls, Royce, and Renault			
(each)	..	..	4

It is very interesting to note from the statistics compiled that 40 per cent. of all wheels were shod with Continental tyres, whilst the remaining 60 per cent. were distributed over 10 different makes of tyres. The new Continental three-ribbed cover was very much in evidence.

On the opening day of the Cup meeting 202 private cars were counted, and the participation of the various makes of tyres was 45 per cent. in favor of Continentals, whilst the remaining 55 per cent. distributed over eight other makes of tyres.



Melbourne Cup training exercise - towing Talbots.

# Good Driving Has Nothing To Do With Sex. It's All Above The Collar. (Pt 1)

By Doug Fulford

Those words were uttered by one Alice Huyler Ramsay, the first woman to drive coast to coast across continental USA. Even today some people need to take heed of that statement. In Alice's day the prejudices against women and the obstacles placed in their path went far beyond "automobubbling" as it was then known. Despite that, women motorists played a significant role in the development and growth of the motoring age although it often failed to receive the ongoing acknowledgement it deserved. Whilst that may in part be a reflection of pre-judgement on the part of those who have chronicled it, it is also due in part to the dilemma that faced Alice Ramsay and the next woman to do the drive, Blanche Scott. Both ladies were provided with cars and support, Ramsey by Maxwell-Briscoe and Scott by Willys-Overland. At the time (1909) there were some 155,000 automobile owners out of a US population of 80 million. Some of the auto manufacturers, including Maxwell and Overland, were starting to consider targeting women as a means of expanding their market and so were looking to sponsor such drives. However this came with an expected payback in terms of publicity, publicity that showed how reliable their cars were and how easy they were to drive. Given the general attitude to women drivers at the time there were effectively overtones of "our cars make driving so easy even a woman can do it." It was anything but easy, although the cars weren't the main problem, the state of the roads and the lack of maps and road signs were much bigger problems. Alice Ramsey drove over 3,800 miles [more than 6,000 km] of which only 152 miles [242 km] were sealed. Both women were short at just over five feet tall, both came from wealthy families and had an adventurous spirit coupled with the belief that women were the equal of men but their personalities were very different.

Ramsey was born Alice Taylor Huyler in 1886 and received a college education – rare for a woman in that era. Having graduated she married a congressman, John R Ramsey some 24 years her senior, in 1906 and gave birth to two children. Her husband, who didn't drive, bought her a "shining red Maxwell roadster with two bucket seats in front and a fold down jump seat in the rear" in 1908 after Alice's horse had bolted after being spooked by passing motor car. The dealer declared her a competent driver after only two lessons and Alice clocked up over 6,000 miles exploring the New Jersey area that summer. That inspired her to enter a 200-mile endurance drive to and from Montauk, NY, one of only two women to enter. She earned a perfect score and brought home the bronze medal. Her performance so impressed fellow competitor Carl Kelsey, a publicity agent for the Maxwell-Briscoe company, that he proposed a PR stunt then and there. His aim was to lure both men and women to the Maxwell brand. His proposal was for 22 year old Alice to become the first woman to drive an automobile across the United States of America, The Maxwell-Briscoe company, would furnish her with a brand new

1909 Maxwell Model DA 30hp touring car and pay all expenses. They would also alert Maxwell dealers along the way to watch for the car and assist in any way. Alice was at first stunned. She had been accompanied on the trial by her two sisters-in-law who had also heard the proposal which was discussed as they returned home. By the time they reached home Alice's adventurous spirit had pretty much won out and she had decided to take up the challenge if her husband agreed, with her two sisters-in-law, both in their forties, as travelling companions. Whilst preparations were being made Hermine Jahns, an enthusiastic 16-year-old friend of Alice's, was added to the all- female party of intrepid travellers. None of the other women could drive so all the driving duty fell to Alice herself. Alice's trip was never any sort of a race or a record attempt. As far as she was concerned it was to prove that a woman, a perfectly normal young mother, was capable of driving an automobile from coast to coast without help from a man, and in fact despite occasional hindrance from men.



Thus it was that on a very wet 9th June 1909 a crowd of friends, reporters, photographers, Maxwell representatives and officials gathered around a dark green Maxwell tourer outside the Maxwell showrooms in New York, the official start of the long drive. The Maxwell's leather like top was already raised and the pouring rain had forced the women to don their rubber ponchos and helmets. Soon it was time to go. Willing hands went to the crank handle but Alice said "Wait a minute. This is a women's expedition. We had better get *ourselves* started". Then with a bon voyage kiss from her husband they took off with the chains on their tyres clanking as they travelled along Broadway.

Maxwell, of course, were after all the publicity they could get out of this exercise. They sent a reporter on ahead by train. They encouraged their dealers to assist as much as possible. Their publicity would stress, that goals were reached "with no particle of trouble" which was far from the truth. The roads for the most part were in a terrible state. Given the smooth tyres, chains had to be fitted when the roads were wet. But they would wear quickly and the cross links would break and have



to be repaired before they destroyed the mudguards. They spent one uncomfortable night sleeping in the car waiting for the water level to subside so that they could cross a bridge. At other times they had to use rail bridges.

Navigation was a major problem as there were almost no road signs. East of the Mississippi they could use the AAA "Blue Books" but they weren't in any way foolproof. One time the instruction read "at 11.6 miles, yellow house and barn on right, turn left." They never saw a yellow house and became lost. After inquiring of a local, they found the man who owned the yellow house didn't like automobiles and had painted his house green to confound drivers. Sometimes they had locals acting as guides, but even they got lost at times. Frequently at intersections they would look up at the telegraph poles and choose the direction with the most wires.



There were mechanical problems as well over and above the inevitable punctured tyres. Alice repaired a brake pedal, pulled spark plugs apart and cleaned them and wired up a broken front spring. Other repairs such as broken front and rear axles and a faulty coil had to be carried out by Maxwell dealers. But the women certainly showed their mettle. When the radiator boiled dry after a lot of work in low gear ploughing through a muddy road her two sisters-in-law used their lead crystal and sterling silver toothbrush holders to bring water ounce by ounce from roadside puddles to refill the radiator. They all travelled with only a single suitcase each.

There was the odd scary moment or two as well. Along the way, they crossed the trail of a manhunt for a killer in Nebraska and in Nevada they were passed by a Native American hunting party with bows and arrows drawn. There is only space here for a brief description of the journey. In 1961 Alice published an account of

the journey under the title, "Veil, Duster and Tire Iron". That is long out of print but it was republished in 2005 under the title of "Alice's Drive" with annotations and a lot of additional material by Gregory M. Franzwa. Whilst that too, is now out of print second hand copies can be found at reasonable prices. If you would like to know more about this incredible trip I would recommend that you read that account.

After 59 days Alice and her companions, accompanied by a convoy of Maxwell's and other automobiles waited for a ferry to take them and the faithful Maxwell across the bay to their grand entrance into San Francisco, and the end of the historic journey. The newspapers that had doubted her ability to make the trip declared, "Pretty Women Motorists Arrive, After Trip across the Continent." The Maxwell-Briscoe company was delighted with the publicity. The media hype soon died down, Alice returned home to New Jersey via train and resumed her life as a wife and mother. She was thrilled by the effort people had put in to come and see her during her long journey. She continued her love of driving and did the crossing at least another 30 times, the last when she was nearly 90 years old. She also did five of the six passes of the Swiss Alps, giving up at last under doctor's orders regarding her pacemaker. But she was no publicity seeker. Ramsey died in 1983 aged 96 having maintained her licence until age 95 when she passed it in having passed a test to show that she could still drive. In 1960 Alice was named "Woman Motorist of the Century" by the American Automobile Association. Then in 2000 she was the first woman inducted into The Automotive Hall of Fame.





# Flashback Responses

By Greg Smith and Terry Parker

## Flashback from October - 1914 Renault DM



*1914 Renault DM*

Thanks to some information from a few in South Australia, we now have some of the early history of this 1914 Renault DM, featured in the October Flashback column. The car had one of the SCC identification plaques on the dash (no 95) so I decided to approach a few people I know who may have been able to help with the identification of the Renault. The first one to get back to me was Michael Sheehan who stated he thought it to be Dr. Bockner's car. He remembered it on some of the early rallies when he attended with his family. He said for a time it had no trim or hood but when these were added to the car it looked really good. He said he knew it was not David Lipsham's Renault as he rode in it several times and it didn't have a windscreen, but was later fitted with a timber framed one. The Bockner car had a brass windscreen. He then sent his views off to Terry Parker for confirmation. Terry was then in consultation with Ivan Hoffmann and they positively advised it was the Bockner Renault DM.



*The Renault as found originally by Ross Hill*

The car was first discovered by Ross Hill and was collected in chassis form from Wagener's wrecking yard. A body was sourced from a slightly earlier period

from William's at Norwood, and it was thought to be off a Talbot. The body was then married up with the chassis and on checking under some remaining upholstery the name of "Cox and Witherick" was discovered, who were a body builder in Adelaide. Tyres were unable to be sourced so they made a set of disc wheels with Ford rims and fitted tyres to be able to drive it.



*The Ross Hill Renault driven by Doug Bennet 25th October 1952*



*The Ross Hill Renault photographed on Anzac Highway 1952*



*Wagener's Wrecking Yard*

There is a picture of Doug Bennet driving the car on October 25 1952, one year after it was salvaged from the Wagener's wrecking yard in Terry Parkers book called "About old cars". Another photo is also in Terry's book from "1934-1964". This is a smaller book on rallies from 1934 to the opening of the National Motor Museum in 1964, showing most of the cars and motorcycles on their first outing.



In the 1960s it was purchased by Dr. Victor Bockner who restored the car. The car at some point came to Victoria (possibly in the early 80s) and when the photograph was taken it was owned by Laurence Rice who resided in the Frankston area. We have been unable to find out where it went since then. Any information will be gratefully be accepted by the Editor to continue the fascinating history of this lovely Renault DM.



Page taken from Terry Parkers Book, "About Old Cars"

Thanks to Terry Parker for the information and photographs from his books- Ed

### Flashback Response from July

The July Flashback Austin continues with more information now available. Damian O' Doherty is adamant that the Austin certainly went to Canberra and provided more photographs of the Austin taken by Wally Nye and Ian Wells during a visit up there. Thanks to Damian's persistence we have now found out that the Austin was, and we believe still resides, in Canberra. Ian Irwin entrusted a couple of deputies to further investigate this mystery. Rick McDonough and Nick Nowak went to work and found the Austin. Nick wrote that the Austin is owned by Rob O'Dell, and that he and a couple of others had a good look at the car about 5 years ago. He stated that the Austin had an extremely attractive looking engine and believes that Rob may very well be open to a decent offer to possibly sell it. The car although based in Canberra was never used in the club events as Rob was never interested in joining the club.

With plenty of input from a number of helpful people we now know the 1914 Austin's history from 1948 till now. What a great outcome and story has developed from the July Flashback!

Attached are some more photographs of the 1914 Austin – taken in 2006 – the car was definitely in Canberra then. Some five or more years ago there was a suggestion that the car was available (Which turned out to be not correct), and hence the photographs were produced by Wally Nye from a much earlier inspection/visit. At the time in 2006 when it was photographed the then custodians didn't know much about the car and Ian Wells and Wally got it running for them. Ian is unsure if the then custodian actually owned the car or not – he was a real estate agent but he can't remember his name. However, the number plate is clear in these photographs.



# Private Classifieds

## FOR SALE

1908 FIAT 12-14HP Tipo 1

This car is one of over 1600 made by FIAT between 1908 and 1910. Many saw service in Paris and London as taxis. They were the first FIATs to employ monobloc engine construction.

Originally restored in the 1970s by Ben Bronk who, at the time, had a small museum at Watson's Bay in Sydney. The car carries a brass plaque on the firewall "VCCA Veteran of the Year 1975/76". History prior to Ben's ownership is unknown.

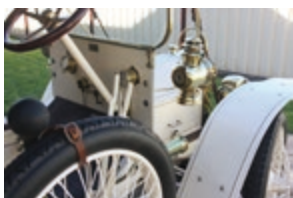
The car was purchased, from Ben, by VCCA(NSW) member, Jim Eisenhower in 1976 and I purchased the FIAT in 2008 from Jim. At that time, it had not been on the road for 20 years.

Since purchase, the FIAT has undergone a comprehensive list of re-restoration activities, including an engine rebuild in 2010. The leather upholstery is assumed to have been completed at the time of original restoration and is excellent. A new canvas hood has been fitted with a removeable canvas tonneau fitted to the rear body well. The FIAT has been repainted and finished with pinstriping. It runs 810x90 Rudge Whitworth powder-coated wire wheels.

The FIAT has proven reliable and, in recent years, has been a participant in National Veteran Rallies at Shepparton, Ulverstone and Forbes.

**Price \$62,000**

**Jeff Palmer**  
**Newcastle NSW**  
**0427965934**  
**jasper.1912@bigpond.com**



## FOR SALE

Hotchkiss Type T engine available.

Fully reconditioned including clutch, magneto etc.

For details see article on Page 14

**Contact Terry Parker**

**tgparker@bigpond.net.au**



## FOR SALE

Covered Tandem Trailer

1.7m wide x 3.2m long x 1.7m high. (Inside) 4 as new tyres, plus spare, Hydraulic override brakes.

Brakes, Bearings and lights all checked and in good condition. Drop down, spring assisted rear door for easy loading. Hand operated winch.

This trailer has just been painted, it was designed to carry a veteran Renault, however it would suit any car of similar size.

**\$3,000.**

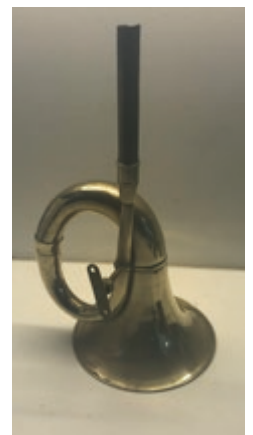
**Contact David Boyd**  
**Mobile 042 1064 689.**  
**Email: dboyd@sctelco.net.au**



## FOR SALE

Brass horn in good condition. Possibly a replica. Gavan would like it to go to a good home. He may even give it away!

**Contact Gavan Woinarski**  
**gavan@gdzw.com.au**  
**0447 389517**





### FOR SALE

Lot1:  
3 incomplete Eisemann type  
G4 edit 2 Magnetos, \$100.  
Can post at buyers expense.

Lot2:  
Eisemann type GS4, edit 2  
Magneto, has spark \$180.  
Can post at buyers expense.

**Contact: Simon Anderson**

**E: ando\_84@hotmail.com**

**M: 0414482241**



### FOR SALE

In very good condition a  
3 volume linen covered &  
embossed book set, the  
Book of THE MOTOR CAR by  
Rankin Kennedy, C.E., dated  
London 1913, containing  
many illustrations & Photos  
that also include a fold out  
coloured template inside  
each of the front covers. 108  
years old and well kept.

**PRICE: \$150 ono.**

**CONTACT: Kurt Schulz**

**M: 0402117788**



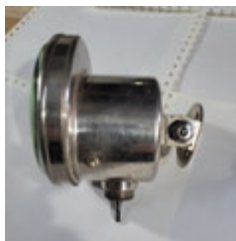
### FOR SALE

JONES 60 mph SPEEDO  
which was made in New York,  
Patented in 1908 showing  
1982 miles on the dial, it is  
in perfect working condition  
bevelled glass and all. Nickel  
plated and with mounting  
bracket.

**Price \$450 ONO**

**Contact: Kurt Schulz**

**M: 0402117788**



### WANTED

Jim Runciman has a friend  
without internet access  
who is restoring a 1903  
Riley motorcycle and he  
is in need on one item to  
complete the restoration. It is  
a Loungemaere carburettor  
as shown on the attached  
photos.

**Contact: Jim Runciman**

**T: 08 9295 4592**

**E:**

**runcimans@westnet.com.au**



### WANTED

Old copies of Brass Notes, Pre 1988 for my  
library. Happy to pay reasonable amount for your  
collections. I find reading these fascinating and  
very informative, so would like to expand my  
library of them.

**Contact David Lang**

**03 58812492**



# AGM Minutes

## AGM MEETING

### VCCA (Victoria) via Zoom Meeting

On Tuesday, 19 October 2021 commencing at 8.03 pm

## AGM MINUTES

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2021 AGM.
2. Apologies – Joan Forryan, Jennifer Atherton, David Inglis & John Shiells.
3. Proxies and declaration that a quorum for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Ben Alcock confirmed we had a quorum with 39 members online.
4. Minutes of the 2020 Annual General Meeting (as presented in October Brass Notes)  
Resolution: That the minutes of the 2020 Annual General Meeting, as published in the October 2021 edition of Brass Notes, be accepted.  
Moved by Darren Savory. Seconded by Barry Smith. Carried.
5. The President's Annual Report on the activities of the Club during the 2020-2021 year (as presented in October Brass Notes)  
Resolution: That the President's report, as published in the October 2021 edition of Brass Notes, be accepted.  
Moved by Ben Alcock. Seconded by David Provan. Carried.
6. The Treasurer's report and presentation of the financial statement of the Club for the 2020-2021 year (as presented in September Brass Notes)  
Resolution: That the Treasurer's report be accepted.  
Moved by Claudia Holding. Seconded by Peter Hammet. Carried.
7. Treasurer to confirm the annual membership subscription and joining fee for the 2021-2022 year  
Resolution: That the annual membership subscription and joining fee for the 2021-2022 year be accepted. Fees unchanged.  
Moved by Claudia Holding. Seconded by David Provan. Carried.
8. Appointment of auditor (and fix any remuneration) for the 2021-2022 year  
Resolution: That the appointment of Gerry Howell CPA as the Club's auditor (on an honorary basis) be accepted.  
Moved by Claudia Holding. Seconded by Peter Hammet. Carried.
9. Election of the executive and general committee positions for the 2021-2022 year

David Provan announced there being only one candidate nominated for each executive position, Ben Alcock shall be declared President, Daryl Meek shall be declared Vice-President, Darren Savory shall be declared Secretary and Claudia Holding shall be declared Treasurer, all for a twelve-month term. There being only one candidate for the three vacant general committee positions, Deborah Alcock shall be declared elected to the committee for a three-year term.

10. Meeting was closed at 8.18 pm by the President, Ben Alcock.



**INSTRUMENT REPAIRS**  
Veteran Vintage Classic  
Speedo, Tacho, Clock, Temp, Oil, Amps, Fuel  
Brendan Walsh 0418-103739  
114 Hayes St, Shepparton 3630  
vvcinstruments@gmail.com  
f VVC INSTRUMENTS



**VICTORIAN VINTAGE**  
Custom made wooden spoke wheels  
Wooden spoke wheels for all types of makes and models 19"-25 " to suit your steel felloe's and hubs. Sand blasting and painting of felloe's and hubs available.  
Restoration, panel and paintwork also available.  
Contact Matt on mobile 0409 402 772  
or email mattweeks@icloud.com





# Natter Night Meeting Minutes

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## NATTER NIGHT MINUTES

VCCA (Victoria) Online Zoom Meeting  
On Tuesday, 19 October 2021 @ 8.18pm

### 1. Opening

The Club President, Ben Alcock, welcomed all to our online October Natter Night.

### 2. Attendance

There were 39 members online and visitors who attended the meeting.

### 3. Apologies:

David Inglis, Jennifer Atherton, John Shiells, Joan Forryan.

### 4. Club news:

Ben advised members of the very sad news that Ron & Maureen Poyser's daughter Sarah recently passed away.

Daryl Meek advised that Fred Opprecht passed away, a very active member in the beginning of the club.

### 5. New Members:

Jason Palmer from Ascot Vale

Leslie & Roselee Johnson from Chatswood West with 3 x Overland's & a Clement Bayard.

### 6. Treasurer's Report

Claudia advised that the printing costs will be up this year for Brass Notes. We will monitor and advise members next year on final costs. We now have an account with Australia Post to help reduce postage costs which will save money.

### 7. Events

#### Past Events

Nil due to lockdown.

#### Future Events

Natter Night in November shall be another Zoom Meeting.

Mid weeks lights display 23/11.

Annual Rally Weekend

14/11 – day runs in Regional areas

20-21/11 – Drouin Weekend

VSCC Two wheel brake run 12/12.

Presidents 'Let's Rally Again' Rally – Benalla 17-20/2/22

RACV 1&2 Cylinder Rally - Horsham 17-20/3/22.

National Brush Rally April rally postponed.

RACV Pre -1905 Pioneers Run 29/4-1/5/22.

National 1&2 Cylinder Rally Narrandera 8-14/5/22.

RACV Mid -Winter Rally - Rosebud 9-10/7/22.

RACV Four & More Rally - Beechworth 9-11/9/22.

Busselton National Veteran Vehicle Rally 23-28/10/22.

### 8. Library & Archives Report

Nil. Unable to attend clubrooms until lockdown ends.

Daryl advised he is looking to engage Roar, a company to convert old format films & videos onto current digital format.

### 9. Wanted, For Sale or Swap

David Boyd has a large enclosed Tandem trailer for sale. See Brass Notes.

Daryl Meek advised a 1912 BSA is for sale on prewarcar.com

Michael Holding has a female sitting mannequin for sale.

### 10. Items of General Business

New printer for Brass Notes in Ballarat. Thanks to Greg Smith for his work here.

David Holden's Napier is going into the Shepparton Motor Museum. The car is with the family and will be for sale.

The McKaige Trophy is to be presented at the December Presentation Night. Nominations still sought. Please contact Ben Alcock.

Daryl Meek asked about the 1912 Daimler for sale at Shannons. The ex- Ray Males car.

**11. Next Zoom Meeting: 8.00 pm on Tuesday, 9 November 2021**

**12. Meeting Closure 8.57pm**

## Annual Rally Weekend Update

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With the announcement from our Premier about further easing of restrictions in the coming days and weeks we are very excited to be able to start touring together again. This also means that we can confirm that our Annual Rally Weekend(s) will be going ahead.

As we have a large spread of members we are giving you plenty of options for touring, including regional day trips and a full weekend away, its up to you which events you attend.

- Beechworth and NE VIC/NSW: David Boyd (Saturday 13th November)
- Bendigo: Greg Smith (Sunday 21st November)
- Ballarat: Daryl Meek (Sunday 21st November)
- Geelong: Callum Walsh (Sunday 21st November)
- Melbourne/Gippsland (held in Drouin): Ben Alcock (20th & 21st November)

Please get in touch with the relevant person(s) to let them know that you would like to attend as we will be adhering to all government guidelines. This means that you will need to be double vaccinated to attend events and venues (please contact Ben Alcock, President, if you would like to discuss this).

The link below is to a video made by a couple of our members who are keen to get out in their cars again and would like to spread the excitement.

<https://www.youtube.com/watch?v=XliBPxgM5w>

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

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

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Ben Alcock  
t 0404 917 366  
e president@veterancarclub.org.au

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

**SECRETARY**  
Darren Savory (Jennifer)  
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e secretary@veterancarclub.org.au

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

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e events@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**  
Paul Daley (Lena)  
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e paul.daley@neo.com.au

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t (03) 9486 4221

Geoff Payne (Sue)  
t (03) 9560 6837

Greg Smith (Denise)  
t 0447 395 233

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

## **SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

## **EVENTS SUBCOMMITTEE**

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

**SUBCOMMITTEE:**  
**CLUBROOMS MANAGEMENT**  
Geoff Payne and Jim McCaffrey

**SUBCOMMITTEE: SOCIAL MEDIA AND NEXT GENERATION**  
Ben Alcock, James Dunshea and Callum Walsh

**REGISTRAR & PERMIT APPLICATIONS & RENEWALS**  
Geoff Payne  
e registrar@veterancarclub.org.au  
Postal:  
26 Windella Cres, Glen Waverley, 3150

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

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**LAYOUT EDITOR**  
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e editor@veterancarclub.org.au

**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**PUBLICITY & COMMUNICATIONS**  
Callum Walsh

**AOMC & FEDERATION DELEGATES**  
Daryl Meek  
Andrew McDougall

**TRADITIONAL OWNERS' LIAISON**  
John Stanley 0409 001 836

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

**NEW MEMBERSHIP ENQUIRIES**  
New membership application enquiries to Darren Savory, mobile 0438 873 053, email secretary@veterancarclub.org.au.

Download the application form at  
veterancarclub.org.au.

## **BRASS NOTES**

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

## **EDITORIAL POLICY**

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

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

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## **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.



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**Facebook**



# 1905 Cadillac Model F





