

December 2021



Brass Notes

www.veterancarclub.org.au

The journal of the VETERAN CAR CLUB of AUSTRALIA (Vic.) Inc.



Dementia Prodest

Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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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



INSTRUMENT REPAIRS

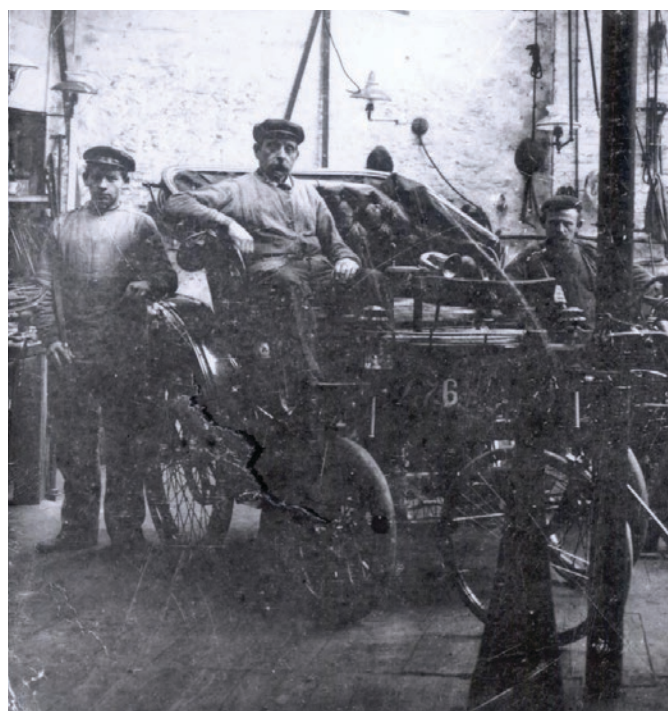
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 VVC INSTRUMENTS

Flashback



This month's Flashback has taken a different format than usual. This month we are trying to identify a car from a photo taken in 1901. I apologise for the photograph quality but it has been taken from the original 120 years ago. Our member Hein Otten, has asked for help to identify this car. His family have owned and ran a garage in Holland from the 1890s up until fairly recent times, and this car was in the garage in 1901 when the photograph was taken.

The car shows all the attributes of being even earlier than 1901 and the style points towards something of European (possibly French) origin. We would really appreciate if members could help out with identifying this vehicle for Hein, to maintain accuracy in his family records. Please forward replies to the editor.

Last month's c1903 De Dion Bouton has drawn a complete blank. What I can tell you, in an attempt to find out further information, is that it was owned by Alex Reid. It was a two speed model as I remember vividly the variation of "revs" when it changed from low speed into high speed gear was music to your ears- revving vigorously to almost stalling! I am positive others will remember this car, so please contribute with your knowledge and information by replying to the editor.

The Renault DM from October's Flashback has also stalled in regards to information. We have definitely got the history of the car when it was discovered in the 1950s in South Australia. What we haven't been able to establish is the history of the car once it arrived in Victoria and was owned by Laurence Rice. We again look to our members to help with learning the modern history of this Renault. One rumour was that it got sold to Queensland, but that is unsubstantiated at this stage. Please forward information to the editor as it cannot have vanished into thin air.

Coming Events

12 December 2021	VSCC Vic. 2-Wheel Brake Rally Details to come - Contact: Callum Walsh
14 December 2021	December Natter Night - Presentation Night Clubrooms - refreshments from 7:00pm (zoom link to be emailed)
8 February 2022	February Natter Night - BBQ Dinner Clubrooms - dinner from 6:30pm
20 February 2022	AOMC European & British Motoring Show Yarra Glen Racecourse from 10am

Major Events

10 - 13 February 2022	President's 'Let's Rally Again' Weekend - Benalla, VIC Rally Director: Ben Alcock
17 - 20 March 2022	RACV 1 & 2 Cylinder Rally - Ararat (change of location) Rally Directors: Michael & Claudia Holding
29 April - 1 May 2022	RACV Pre-1905 Pioneers Run - Ballarat Rally Director: Greg Smith
9 - 10 July 2022	RACV Midwinter Rally - Rosebud Rally Director: David & Julie Jones
9 - 11 September 2022	RACV Four & More Rally - Beechworth Rally Director: David Boyd

National Events

8 - 14 May 2022	National 1 & 2 Cylinder Rally - Narrandera, NSW https://www.vccansw.com/narrandera2022
18 July - 11 August 2022	Brisbane to Broome Rally Directors: John, Graeme, Peter & Graham - jonathan44wightman@gmail.com
23 - 28 October 2022	National Veteran Vehicle Rally - Busselton, WA Contact: Peter and Pauline Hume busso2021@gmail.com More information: https://veterancarclubofwesternaustralia.wildapricot.org/event-3737504



See article on page 14 for details on this vehicle.



Gavin Mutton and Loretta Marron in their Studebaker.

President's Message

By Ben Alcock

Well the time has come for the final Brass Notes of 2021. It has been a year that we hope to never repeat again and we are looking up and forward to 2022 with two major events in the first quarter. Both the 'Lets Rally Again' Rally in Benalla and the RACV 1&2 Cylinder Rally in Ararat (note change of location) are well into the final planning stages and entries will be opening soon, stay tuned for entries on our website.

We have been lucky enough to have our midweek lights display in the club rooms and it was very well received with a lot of interest in these items. We will be putting out more information shortly on how the sale of these will be happening to make sure its fair and easy for everyone. We also lucky enough to enjoy the Annual Rally Weekend(s) with events being held in those locations where members offered to run them. Beechworth/NE Vic, Bendigo, Ballarat, Geelong and Drouin were all very popular and our members were treated to a nice lunch at all of these locations.

As we get back out and use our cars and bikes, it is a timely reminder that we need to keep on top of our registrations. Victoria Police are now able to scan our Club Permit plates to check their status so please ensure you have your up to date log book and registration in your vehicles.

For those that attended the November Natter Night, we heard from Anna and Caro from Three Birds production company who are part of a team of ladies putting together a production on the life of Alice Anderson. We will be working with them to help with the terminology.

We will be holding our Annual Presentation Night with our December Natter Night in the club rooms (and zoom for those who prefer) on the 14th of December from 7pm for an 8pm meeting start.

On behalf of the committee, I would like to wish you all a very Merry Christmas and happy festive season. I look forward to seeing you all in 2022.

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*



MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Allan Willingham of North Fitzroy

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Editorial

By Greg Smith

Thanks to many dedicated folks we have had a successful year of Brass Notes. I have felt it a vital ingredient in binding and informing our club during a fairly turbulent and disjointed year. With not many events and meetings where we were able to meet and greet face to face, it was still paramount to keep all with a feeling of belonging and having that sense of community.

I believe we have managed to combine those needs and aspirations reasonably well, and that has been seen in the contributions and feedback we have received throughout the year. Apparently the responses we have experienced have been unparalleled according to past editors, and for that we have all benefitted.

Darren, our secretary loves to comment at our committee meetings about how much I love my job. For the majority of the time this is quite true, as it can be very rewarding in receiving associated articles that compliment writings that are presented. I also often get verbal stories from members who feel compelled to let me know of information after reading particular accounts. The preferred method of communication is indeed written as that way, all benefit with the knowledge rather than purely me.

I wish to thank all the members in the editorial team that contribute in many varied ways to make life easier for me. They say, many hands make light work. This is

particularly true in our team. We have also received help from others when the need has arisen, and for that we thank the likes of Michael and Claudia Holding and this month Paul Daley.

I look forward to 2022 and already I have received an amazing article for the February edition after which we start, in earnest, the events I am totally looking forward to. We start off with the "Let's Rally Again" at Benalla, which is a lovely area to visit. I am personally looking forward to attending the RACV 1&2 cylinder rally in Ararat, as I had a wonderful week there back in 2015 when club members Ian and Jenny Sargent ran a superb event - the National Veteran Motorcycle Rally. This is a rally and area not to be missed and in the capable hands of the Holdings. I then get the opportunity to feast on the "crème of the crop" when the RACV Pre-1905 Pioneer Run happens again. It is always my yearly highlight to experience and view these pioneer vehicles in action. There is plenty to look forward to in my mind.

On behalf of the editorial group, we wish you all a very safe and happy Christmas and New Year and can't wait to keep the lines of communication open to keep you all informed and entertained next year.

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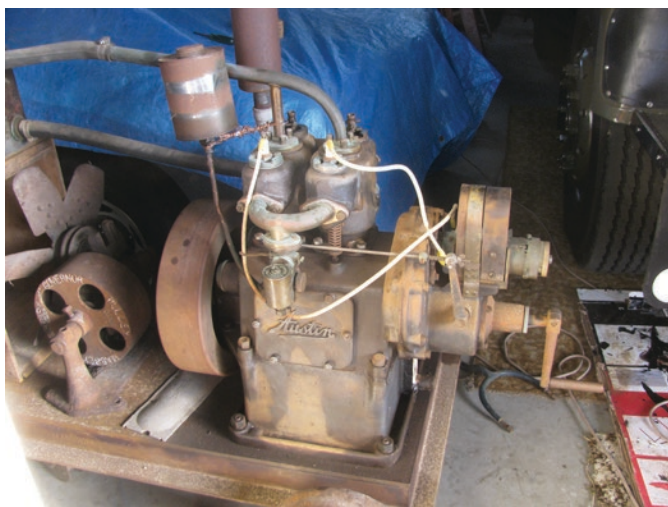
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Flashback Response

By Rick Cove

The 1914 Austin Vitesse has continued to be a source of interest and information. This month Rick Cove has kindly supplied further photos and communication about the Austin when Harry Souter first purchased it from the Percy Brothers and we see from the photos supplied by Rick exactly what he started with. Then we see the end result being how it looked after further restoration in the photographs supplied last month by Damian O'Doherty (see page 25 Brass Notes). These photographs supplied by Rick Cove, fill in some of the missing history of a time line from the Percy Brothers, to the acquisition by Harry Souter.

Rick has also shared photographs of a two cylinder Austin engine he purchased from the estate of Harry Souter. It looks very much like just half of the four cylinder engine, and very interestingly used as generator plants during WW1. My personal opinion is that the Claudel Hobson carburettor could be very correct as my Swift is supposed to use a Claudel, and Swift and Austin were closely related. Others may be able to confirm or deny these opinions and supply evidence either way. We thank Rick for taking the time to contribute to the ever evolving history of this Austin.



Two cylinder Austin engine.



Hi Greg

It may be a bit late to add these photos to the story of the 1914 Austin owned at one stage by Harry Souter from Mallacoota. Harry called to see me when he first purchased the Austin and I took these photos but I don't remember what year it was. I may have other photos somewhere, but these were recently unearthed, so I am sending them on to you.

Harry was a member of the East Gippsland Branch of the Gippsland Historical Automobile Club which was based in Bairnsdale. Harry's Austin took out the 'John Preston Trophy' (Vehicle of the Year) at the 1985 GHAC display day. As the car was looking beautiful in 1985, I guess these photos were taken a few years before.

After Harry, and later his wife Frieda, passed away, I was able to purchase an Austin two-cylinder engine from his daughter. I had seen this engine at the back of the Mallacoota Service Station back in 1976, lying in the grass. The engine was later reassembled by Harry and was put on display in a building which Harry was setting up as a museum. Unfortunately, he passed away before the museum was fully set up.

My engine is a very early one with a hand etched ID name plate. It is either number E181 or E136. Maybe it is E181 and E136 relates to the plant number. It is fitted with a Claudel Hobson carburettor which may or may not be the original, the inlet manifold looks original though, as is the magneto.

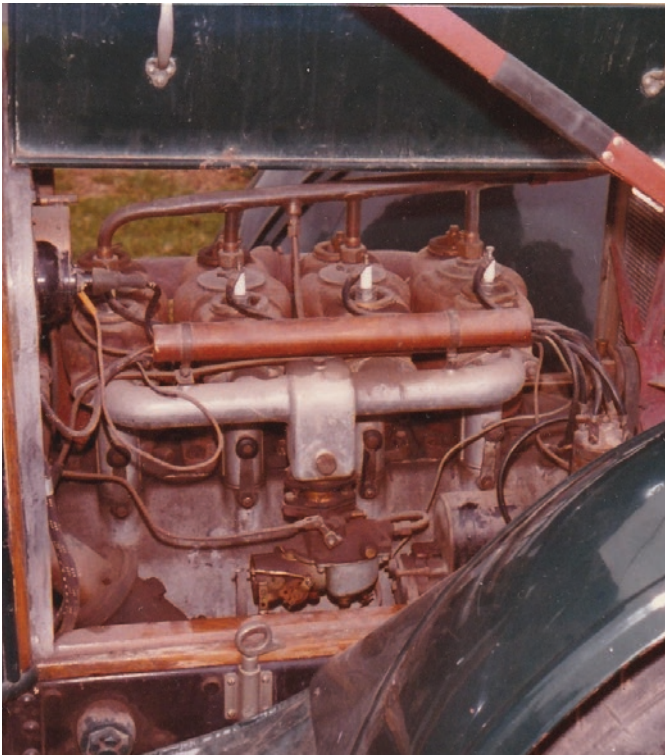
During WW1 a number were supplied to Russia as generator plants, set as a stationery engine on a cast base which included the sump. A photo of a gen set found on the web, is of such an engine generator set up, which shows the base and sump as one.

By the way, the brass date plate 1914 fitted to the front of my 4CB Talbot was an extra one made by Harry Souter when he owned his 1914 Austin.

Regards Rick.



Rick Cove - Talbot



Photos of Austin when Harry purchased it from the Percy Brothers.

Front Cover Photo

By Graeme Jarrett



Our front cover features a Talbot with a small bus body in Geelong, circa 1915. It has been sourced from the “Biggest Family Album in Australia”. The donor in 29th June 1988 was Mrs A. O. Silk.

This photograph was taken at 69 Autumn Street, Geelong – sadly, the building is no longer present. Edwin Molyneux, painter and decorator, occupied the site and carried out his trade there. There is a Talbot, converted to a small bus on the left. A sign on the side of the building indicates that motor spirit and engine oil is also sold. In larger letters above this he describes himself as a “CAR PROPRIETOR”. Clearly, a man of numerous endeavours.

“The signwriting was probably done by Edwin’s nephew Charles Stott who with his widowed mother [nee Jane Molyneux] lived with Edwin’s family. One of several sidelines was service cars which ‘in the season’ ran regularly from Geelong Railway Station to Torquay and could also be hired for private use. Edwin, his three sons and nephew were painters, paperhangers, glaziers, car proprietors etc. The property was deep, bounded by the Western Gully [now Gordon Avenue].”

This second photo features the same vehicle in a posed shot – locals may know the location.

The Talbot carries registration number (Vic) 3912 which in 1912 was registered to Hagelthorn & Bolton, Geelong. They were stock and Station agents (also financiers) of the Geelong and Western District areas. Edwin Molyneux did not have a motor vehicle registered to his name, in that year.

In 1915, number 3912 was assigned to the London Motor Car Coy., Geelong. Perhaps Edwin Molyneux never owned the vehicle but used it on consignment or as a sub-agent.

Museums Victoria Collections

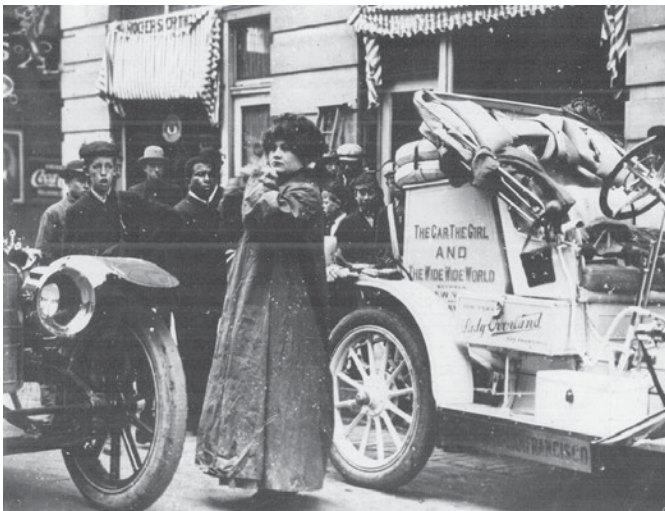
<https://collections.museumsvictoria.com.au/items/770144>

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Good Driving Has Nothing To Do With Sex. It's All Above The Collar (Pt 2)

By Doug Fulford



Whilst Alice Ramsay was more adventurous than most and more determined also, for the most part she led a fairly conventional life. Blanche Stuart Scott, the next woman to make such a journey was pretty much the exact opposite. From an early age she was a tomboy, a risk taker and a rabble-rouser. These traits were effectively fostered by her doting, wealthy and over indulgent father. She loved speed and had a great sense of balance, winning medals for ice-skating and became a trick bicycle rider. Having smashed up her seventh bike her father refused to buy another. But this didn't deter Blanche. Within a matter of days her father had agreed to buy thirteen year old Blanche a brand new single cylinder Cadillac. In those days motorists were few and far between, let alone female motorists. Enter Blanche, a diminutive, red haired, freckle faced thirteen year old girl with a passion for speed. She allegedly sped round the city at a speed of 30 mph (48 kph) startling both horses and pedestrians. The Rochester City Council convened a special meeting which declared "Stop this child from driving a dangerous vehicle". This had no effect on Blanche who was able to continue driving as there were no laws requiring drivers to be licensed or for vehicles to be registered.

When Blanche's father died her mother sent her to a New England boarding school with the aim of making her more "lady like" and fit better into society. Blanche returned home after graduating, refused to go to college and got a job as an automobile salesperson. This was very unusual at a time when women were generally discouraged from driving. Blanche was keen on changing that. She wrote to the Willys-Overland Motor Company proposing that they sponsor her in a drive across continental USA. It appears that Blanche herself was unaware that Alice Ramsay had already accomplished this. The official purpose of the trip was "to interest women in the value of the motor car driving, provide wonderful educational possibilities attending such a trip across the continent and to

promote the benefits of long distance touring from a health standpoint". What sold the concept to the Willys-Overland Company was no doubt a belief that the publicity would encourage women to drive and prove that anyone, even a woman, could drive a car, given the general attitude towards women motorists at the time.

The deal was done and Blanche was provided with the white and silver "Lady Overland". "The Car, the Girl and the Wide, Wide World – New York to San Francisco" was emblazoned on both sides of the car. The rear seat had been removed and a large trunk for carrying clothes, tools and spare parts substituted. Blanche was to be accompanied by a reporter, Amy Phillips, who didn't know how to drive but could provide reports on the trip to be used as a source of publicity material for the Willys-Overland Company. Amy found the rigours of the trip too great and she was replaced by her sister, Gertrude, also a reporter, after just one week on the road. Blanche's route was a complex and long one as she was to zigzag across the country, driving from one Overland agency to the next. This almost doubled the distance they were required to travel to around six thousand miles [9.600 km]. Blanche was to send a nightly telegram reporting where they had reached so that dealers could move a cardboard cut-out of the car across a map showing their progress.

So on 16 May 1910 Blanche and her companion set off from New York City with thousands of people lining Fifth Avenue. She had been presented with a bottle of Atlantic water to be ceremonially poured into the Pacific at the end of their long and arduous journey. Like Alice Ramsay's trip, heavy rain made the early days of the trip difficult. Blanche quipped that her slogan should be changed to "The Car, the Girl and the Wet, Wet World". Whilst Blanche and Gertrude may have been feted as guests of honour as they arrived in each new city, they faced hazards similar to those faced by Alice Ramsay and her companions. Stopped on one very steep grade they were preparing to winch the car up using a block and tackle when they came face to face with a lynx.

Once back at the car Blanche gunned the motor and declared that, "this car just has to go over that grade". Thankfully it did. There was a "hazard" of another sort. The Lady Overland was preceded by an escort car which might double back if they stopped, thinking that Blanche was in trouble. Rival car companies also sent out reporters in cars at times, all men, looking for problems with the car. Blanche and Gertrude didn't want to risk the embarrassment of being caught using the roadside as a bathroom. Blanche bought a large funnel with some rubber tubing and cut a hole in the floor of the Lady Overland so that they could drive all day without stopping. She told bemused reporters that she and Gertrude had "cast iron kidneys". At times the author might have benefited from such a contraption. Blanche was annoyed when their progress was hampered by a mass of people travelling to see a flying demonstration by the Wright brothers -- rather ironic given what was to be the next chapter in Blanche's life.

After some ten weeks with forty two driving days Blanche and Gertrude reached their destination where as part of the celebrations Blanche poured the bottle of Atlantic water into the Pacific. In fact, when she had unpacked, the bottle was nowhere to be found so a bottle of local tap water had been secretly substituted.



Blanche had revelled in the fame and attention that she enjoyed whilst making her historic trip across the USA. But it was short lived. Her arrival back in New York by train attracted no interest. There was also the realisation that she was only the second woman to make the trip, Alice Ramsay having done it the previous year. A reporter arranged a news stunt which would have made Blanche the first female passenger in a plane in the USA. The stunt fell through as the plane was damaged the previous day but the story was published nonetheless as the reporter had filed his report early.

This led the press agent for the Glen Curtiss Flying Exhibition Company to suggest that Blanche promote Curtiss aircraft like she had done for Willys-Overland cars. Blanche signed a contract given to her by the team manager, Jerome Fanciulli. On returning from overseas Glenn Curtiss was furious and didn't want to teach a woman to fly. He felt that a woman's place was on the ground and told Blanche that if she were to be killed or injured it would set aviation back twenty years. (A similar argument was being used to exclude women from motor racing) Blanche apparently smiled and said, "Here I am and I have a contract". Curtiss reluctantly agreed to teach Blanche to fly, the only woman he ever taught. Initially her lessons involved taxiing up and down the airfield to get used to the controls with a block of wood wedged under the foot throttle to prevent the plane from going fast enough to get properly airborne. On 2 September 1910 during one of these exercises Blanche got airborne, climbed to about 150 feet, made two turns around the airfield and landed smoothly. Blanche claimed that "something must have happened to the throttle block". Was that something actually somebody, a red haired somebody perhaps? Blanche was in effect, therefore, the first American woman aviator although the official credit went to Bessica Raiche who announced she would fly on September 16 and indeed did so.

There was apparently no holding Blanche back now and on October 23 1910 she made the first public flight in an airplane by a woman for the Curtiss team at an air show in Fort Wayne Indiana. That evening she rang Harry Tuttle, the press agent who had plotted her coast to coast automobile trip. They had been friends ever since and he asked her to marry him. Love was the one thing that might hold her back. She accepted his offer, quit the Curtiss team and joined Harry in Dayton Ohio. But Blanche wasn't the homebody that Harry wanted and continued to crave the excitement and exhilaration she got from flying. So after 8 months the couple separated amicably and later divorced.



So after a hiatus of 8 months, Blanche became an exhibition stunt pilot and a great draw card at air shows. She also became a test pilot for aircraft designed by Glenn Martin. She doted on the attention she got from playing the female lead in a movie called "The Aviator's Bride". This period in her life is fairly well documented in a book titled "Tomboy of the Air: Daredevil Pilot Blanche Stuart Scott" by Julie Cummins. Cummins does cover the trip in the Overland but fairly sketchily and some of the information is questionable. For example she dates the purchase of the single cylinder Cadillac as 1902, but 1903 would seem more likely. But if you want to know more about Blanche and her involvement in the early history of aviation it would be worth a read. When pilot's licences were first introduced it wasn't a government sponsored requirement and existing pilots weren't required to get one. Blanche didn't bother to get one, something she later regretted as she could have been the first American woman to get one.

In 1913 the almost inevitable crash occurred. Blanche was lucky, if breaking 41 bones can be called lucky, as unlike so many other aviators of the time she survived the crash. It took her eight months to recover. She retired from active flying in 1916. She married and moved to New York where she ran a small motion picture studio. After her husband died she moved to Hollywood and worked as a script writer for 14 years. In 1930 she returned to Rochester to care for her ailing mother and became a local talk show host and radio personality. She also worked tirelessly to preserve items related to the history of aviation. The amazing thing is that it appears that this pioneering motorist and aviator may have never held either a pilot's licence or a driver's licence.

the city's gates.

GRIT AND GUMPTION.

NERVY VASSAR MAIDS BRAVE DESERT PERILS.

Two Young Women Just Out of College Drive Overland Car from New York to Los Angeles and Camp Out at Night in the Wildernesses.

TWO pretty Vassar College girls, Miss Blanche Stuart Scott and her chum, Miss Gertrude Phillips, reached Los Angeles yesterday afternoon in an Overland "Thirty-eight," after driving across the continent in the automobile.

Idea of the country beyond the Middle Western plains and over the Rocky Mountains, these two girls undertook a drive that most men would hesitate to take, and they made good. With only a superficial knowledge of the mechanism of a motor car these two

PAGE EIGHT

FAMOUS WOMAN AUTOIST ARRIVES IN SAN DIEGO IN HER OVERLAND CAR TODAY

Made Trip Across Continent

Miss Blanche Stuart Scott and Woman Companion Visiting Each City—Had Most Eventful Trip Across Country—Met With Many Unique Experiences—Are Glad to be in Southern California

Because of an accident just after the party had left Pacific Beach for San Diego this noon, the arrival of Blanche Stuart Scott, the daring

there. Their next stopping place was Fort Wayne, Ind. From there they struck north to Toledo and passed through South



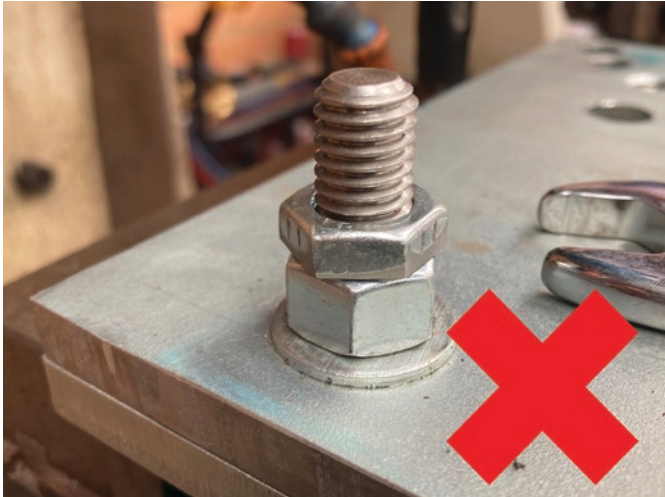
Learnings From A Mis-Spent Youth

By Michael Holding

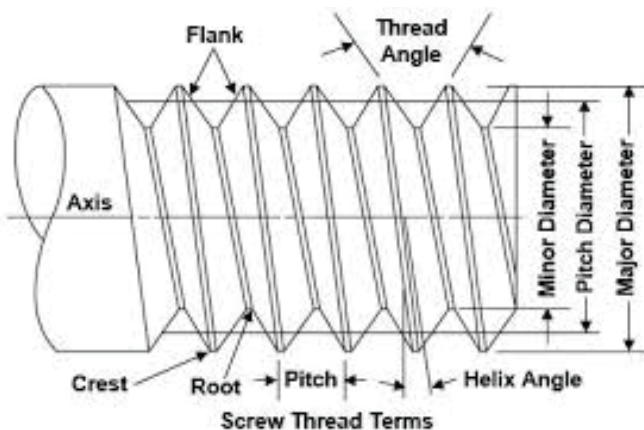
Locknuts – I bet this one gets you thinking.

A simple locknut is often a ½ height nut that is installed with a normal nut to prevent the normal nut from working loose.

Q. So which nut should you screw on first? Should the ½ height nut be on the top or the bottom?



If you need to maximise the load, the ½ height nut should be fitted first.



Nuts work because there is clearance between the flanks or sides of the thread on the bolt and the flanks of the thread on the nut. Without this clearance the nut could not screw on.

Tightening a nut against an object effectively eliminates the clearance between the upper flank of the nut and the mating, lower flank of the bolt. Further tightening the nut, having taken up any clearance, exerts a force against the object.

To understand what happens with a locknut, imagine you have a well-worn nut and bolt and the nut jiggles on the bolt.

Say you need to clamp together two pieces of rubber. So you drill a hole through them, install the nut and bolt and nip up the nut so it is starting to clamp.

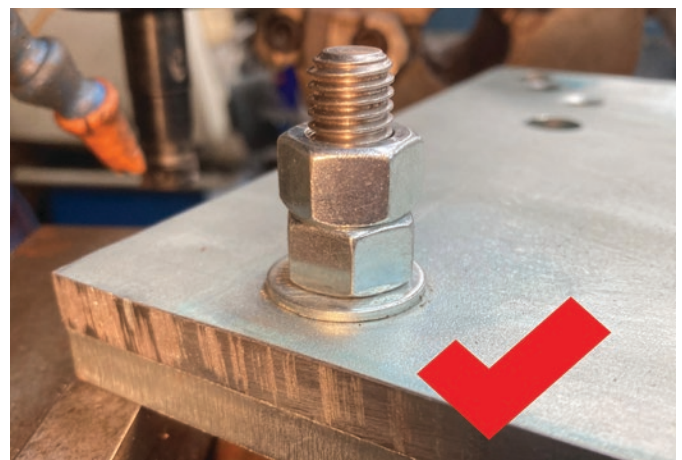
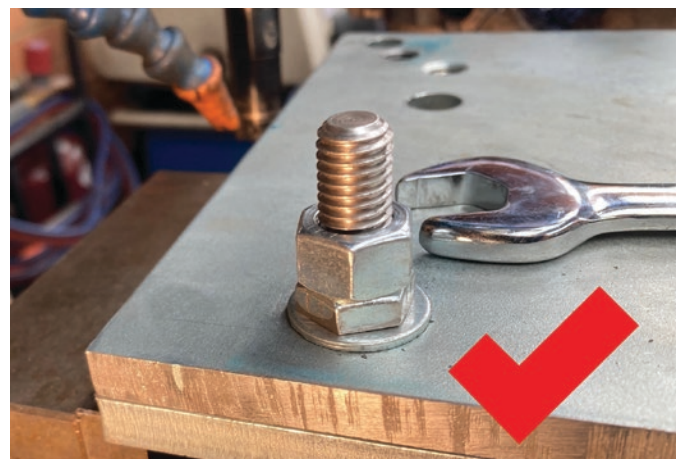
If you now push down on the nut, with your fingers, hard enough, you will take up the sloppiness

(clearance) between the lower flank of the nut and the upper flank of the bolt which will clamp the rubber a little tighter. Because the flanks are now not touching each other, your fingers are doing the work and the nut is just acting as a spacer and not bearing any load.

The same thing happens when using a second nut. You tighten the first nut to the desired tension and, even if you hold it with a spanner, the second nut pushes the first nut down, taking up the thread clearances. The second nut is now taking all the load and the first nut is essentially a spacer.

You need the nut taking all the load to be the stronger i.e. to have the greater number of threads.

- If load is not an issue, the order of the nuts is unimportant.
- For medium to high loads – tighten the ½ height nut to 25 to 50% of load then fit the full height nut and tighten it to the desired full load (while holding the ½ height nut with a spanner)



- If you require maximum force - use two full height nuts.

These two videos discuss the mechanics of this procedure:

www.boltscience.com/pages/thinnutonfirst.htm

www.boltscience.com/pages/thinnutonlast.htm

“T” Ford Time – The Swimmers Part 2

By Graeme Jarrett

Again, there are a few cars that can float; the model T Ford is not one of them. To venture into the unknown fathoms is a risky adventure as much as it is today as it was then.



The Ford model T appears to be a 1915 model. There appears to be a little trepidation on the part of the horses – in the event of the Ford failing to get through they may decide not to go forward. Or worse still they may have to pull the car from the depths.



This second photograph has been seen previously in Brass Notes (front cover, Feb 2015). It is one of my favourite shots and deserves to be seen again! It has the flavour of the Wild West right here, not far from Melbourne. The lady in the driver's seat (with gun!) does feature in many of Lindsay Cumming's photos and expect she is related – perhaps his mother.

These photographs of motor cars came from the archives of the State Library of Victoria - photographed in the Alexandra area of Victoria.

These photographs - Gift of Mrs. Joan Edwards, 2005 to The State Library of Victoria Series/Collection: Lindsay G. Cumming collection of glass negatives showing people and places in the Alexandra district in Victoria.

Biographical/Historical note: Cumming lived in Alexandra and set up a studio and bike shop in the main street ca. 1910, he was later a bee keeper and he ran a Ford dealership. His photographs document the history of the Alexandra district between ca. 1910 and ca. 1950.

In using this work (image) we agree to acknowledge the work's creator and the State Library of Victoria as the source of the work. We thank them for their generous spirit.

RAPID Car – Where Is It Now?

By Graeme Jarrett

Approximately forty years ago I visited the remains of an incomplete RAPID motor car in an old machinery yard in Diggers Rest, Victoria. Robert Caffyn had alerted me to the presence of the collection and came with me (along with Peter, his very young son) to show me its resting place, a vehicle 'graveyard' on the now named "Old Calder Highway".

The derelict remains largely consisted of a chassis, rear axle and gearbox. There were some lesser parts attached to the chassis that included front springs, crank handle, brake cross-shaft and torque tube. Refer photos.



RAPID chassis – central section showing the torque tube and cross-shaft.



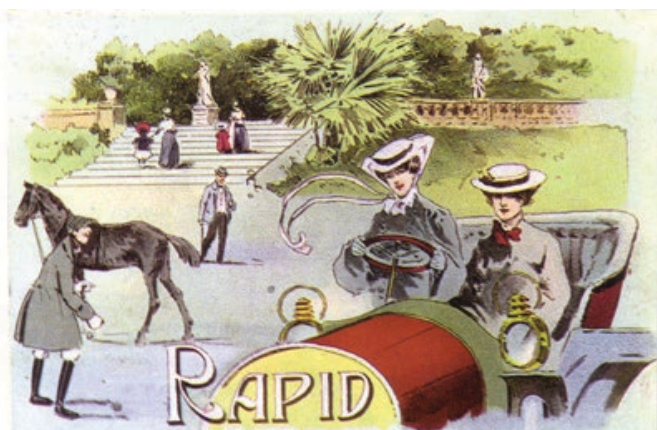
RAPID chassis – from the front



*RAPID gearbox – kept out of the weather in a shed nearby.
This car is interesting because of its rarity and location here in the Antipodes. I do not know how many of these vehicles survive worldwide – probably a small number.*



RAPID chassis – from the rear corner showing rear axle and springs



An early advert for the RAPID car

These cars were made by **Società Torinese Automobili Rapid**, also known as **S.T.A.R.** and **Rapid**, was an Italian car manufacturer founded by Giovanni Battista Ceraino in Turin, Italy from July 1904 until 1921. **S.P.A.** took over control of the company (for three years) - this was later absorbed into the **FIAT** concern in 1925. The Ceraino family were very central to the Italian motor car industry from the very beginning and many makes there were from various members of the Ceraino wider family.

In 1912 Finlay Bros (Melbourne) were the agents for both Metz and Rapid vehicles and displayed examples of each at the Melbourne Motor Exhibition in September of that year. The Rapid on display was a 12/15hp model (80 X 130) and carried a five seater tourer body. It would be easy to speculate that the Diggers Rest example was that same car from the 1912 Motor show. We may never know, however, it is possible that only one of these did arrive here.

Are there any other **Rapid** cars or parts known?

The Boy from Ballarat

By Gavin Mutton

Dear Greg

The Studebaker was on the TV last week (5 November, Channel 9)

<https://www.facebook.com/petrinazaphiroam/videos/262691939132722/>

We were invited to the launch of Murray Hubbard's book "Car wars down under: the untold story of Australia's first land speed record"

<https://www.booktopia.com.au/car-wars-down-under-murray-hubbard/book/9781922473899.html>

One of the main characters in the book, and by far the most interesting, is Ballarat born Alec Jewell. (Jewell drove the Studebaker in both setting the first land speed record and in breaking the Sydney to Brisbane record, three weeks later in the same car.)

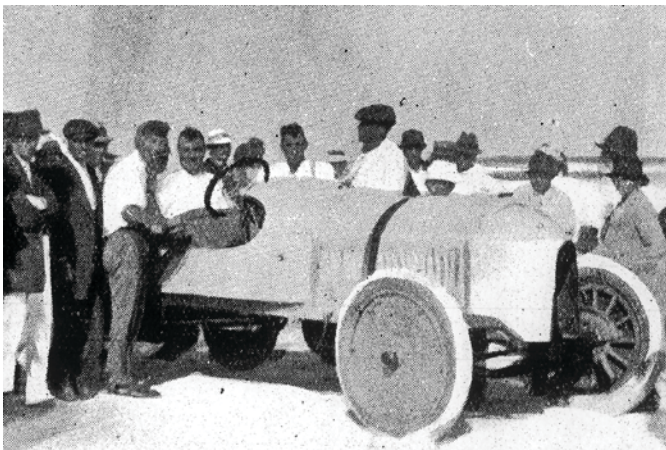
We thought your readers might like to hear about one of Australia's long forgotten Victorian motoring pioneers.

There is a lot more original material about Jewell, about his exploits in those states – both on and off the field.

Gavin Mutton & Loretta Marron (members from up north)

Alec Jewell. 1879 - 1937

On November 5th, Loretta, our Studebaker and I were part of the launch of 'Car Wars Down Under: the Untold Story of Australia's first Land Speed Record' by Murray Hubbard. Two veteran cars, the 1912 Overland ('Whitey') and our 1916 Studebaker were parked in front of the Gold Coast's Main Beach Pavilion where the launch was hosted, opposite the very beach where Australia's first land speed record had been set. Channel nine covered the celebratory event.



Alec on beach, December 1916 - set Australia's first land speed record.

The book chronicles the beginnings of Queensland's two major motor dealerships, the men involved in their establishment and their interaction which brought about the land speed challenge on Christmas Day 1916.

One of the main characters is Victorian Alexander Fraser ('Alec') Jewell, who drove the winning car, a 1916 'Big Six' powered Studebaker. Jewell was a man who pushed life to the limits. At 6'4" and more than 17 stone, he was a big man with a big personality. A super salesman, he liked to win – whether it was cycling, motor bikes or cars, at speed, hill-climb or endurance. He was also charming, intelligent, witty, generous and an occasional prankster – a real Aussie larrikin.

Born in 1879 in Ballarat, Vic., he was the 7th child of Edward Young and Alexandrina Fraser Jewell. His father died when Alec was 2. He left school at 14 to gain a trade. Two older brothers were good cyclists and



Alec Jewell on pacer - April 1900. He is in the centre, his brother is the lead rider.

Alec showed promise. With good prize money available in 1898, the three brothers headed for Western Australia for 'fame and fortune'. They worked for Armstrong Cycling Agency where Alec was a mechanic. Over the next 5 years, Alec made history by becoming an endurance cycling 'super star'.

Percy Armstrong, the owner of Armstrong Cycling Agency, imported a De Dion-powered vehicle which Alec converted into a quad for pacing bicycles. This was one of the first vehicles in Australia and Alec was bitten by the motoring bug. He never recovered. From 1902, working for various companies, he started importing and selling cars around Western Australia. While initially, business went well, he went bankrupt in 1907 and headed back to Victoria for a new start.

With his high profile and as a proven salesman, he was soon back on his feet, eventually working for the Canada Cycle & Motor Co Ltd in Melbourne. In 1912, he launched Alec Jewell Motor Co P/L importing continental cars including Italas. Business was booming. Then along came WW1 and car sales evaporated. By 1915, he had gone into liquidation, moving to Brisbane to work in sales and distribution and as a competition driver for Canada Cycle and Motor Agency (Qld) Ltd (CCMA).

A new development for Studebaker was the introduction of the 'Big Six' motor (1916-1928). This enabled CCMA to enter competition with Alec as their driver. In December 1916, Alec set Australia's first land speed record on the Gold Coast beach.

In January 1917, he attempted to break the Sydney to Brisbane record. For Jewell and his co-driver Jack Walsh, the 32¼ hour journey became an epic drive in atrocious conditions, encountering flooding rain and mud from Tamworth, leaping a creek in the middle of the night, sliding into a tree and being stuck there, wearing out 4 sets of chains, un-seizing the steering linkages and bailing out a considerable amount of mud. The red and black soil plains were a bog, but while the wheels turned, Alec would not give in. His mud-laden car eventually arrived at nearly midnight at the Brisbane GPO to claim the record.



The next month, he went on to achieve one, more minor, record. Walsh drove the Studebaker in the 1918 Mount Coot-tha hill climb, coming third. In a practice run in the 1919 hill climb, the car hit a barrier, ending its racing days.

When the Spanish Flu and the end of World War I made for tough economic times, Alec moved back to Melbourne, setting up a large motor garage and factory. Over the years, he ran car parties in a Rolls Royce around Gippsland, Bendigo and Ballarat, set up a motor auction house and he and his wife ran the newly-built 146-room prestigious Hotel Ritz in St Kilda. In 1925, he went to England where he visited Brookland's, driving around the track. He later set up a syndicate to build a similar track near Melbourne.

In January 1937, he was hospitalised with double pneumonia and died a few months later. As a true pioneer, his contribution to Australia's motor industry should not be forgotten.



"STUDEBAKER SIX" RECORD BREAKER.

WHAT FOLLOWS ?

When you consider the significance of the success of this "17-SERIES" CAR at the Southport Speed Trials —

When you realise the true nature of the wonderful performance put up by the same Car in the face of the most discouraging difficulties, such as pouring rain, mile after mile of soaked black soil plains, and perilous mountain descents in the

SYDNEY-BRISBANE RECORD :

677 MILES IN 32¼ HOURS
EVERY FOOT OF THE WAY WON UNDER THE CAR'S OWN POWER.

When you remember that those difficulties wore out three sets of non-skid chains—it follows that the only conclusion you can come to is that **STUDEBAKER** Reliability has not been overrated, nor its remarkable value for money over-appraised.

It has been proved for Speed, it has been proved for Efficiency, it only remains for YOU to prove it for comfort and refinements. We are ready to assist with a demonstration, when it will suit you.

Studebaker

4-Cyl. Touring, £395 6-Cyl. Touring, £470
 PRICE INCLUDES FIVE TYRES and TUBES. NO EXTRA CHARGES

Canada Cycle & Motor Agency (Q.) LTD.
 CREEK STREET, BRISBANE

Then Twenty-eight of THE STEERING WHEEL. 1st January, 1917.



DRIVEN BY A. JEWELL, Esq.

REMARKABLE RECORDS

Studebaker

ONE MILE

In 44 seconds, equal to a speed of almost 82 miles per hour.

Studebaker

HALF MILE

In 21½ seconds, equal to a speed of almost 85 miles per hour.

These new Australian records for a stock chassis were made by the above car—a 6-Cylinder **STUDEBAKER**, at Southport Beach (Q.), December 25th and 26th, 1916.

The only alteration made was the introduction of a new crown wheel and pinion to raise the gear ratio, otherwise the car was with the exception of the racing body, entirely a **STUDEBAKER** production.

Full particulars of 6-Cylinder and 4-Cylinder **STUDEBAKER** SERIES 17 CARS, accounts of other great records, Catalogues, etc., mailed to your address FREE.

Six Cylinder - £470	Four Cylinder - £395
Including Five Tyres and Tubes, and Spare Rim	

Canada Cycle & Motor Agency (Q.) Ltd.
 CREEK STREET, BRISBANE

Findings, Feedback & Follow-Up

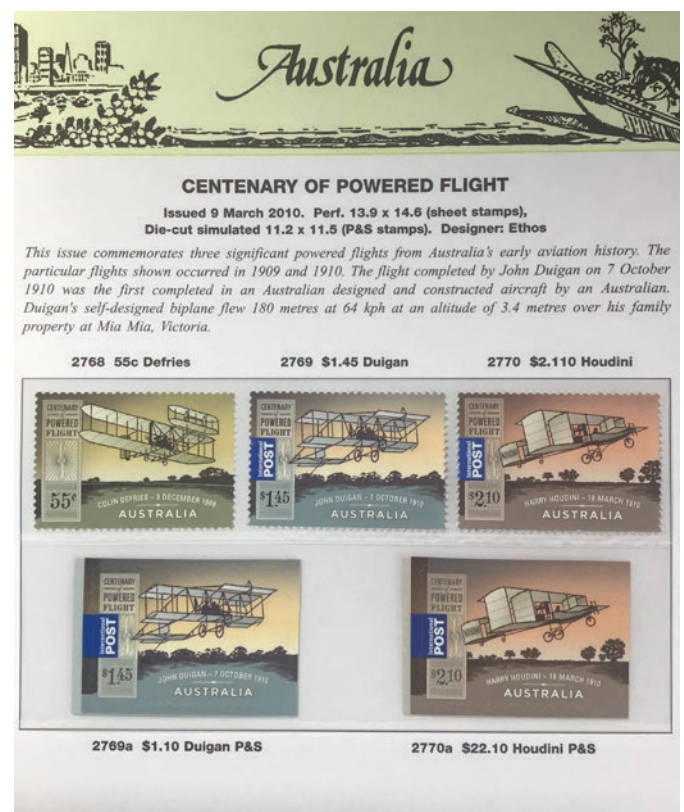
By Greg Smith

My Aunty Daisy

The article on E.W. Brown is fascinating and so informative. The effort and work David Chantrell has undertaken to present this information cannot be overstated. One of the snippets that resonated with me is the association of E.W. Brown and him supplying under carriage components for the John Duigan aeroplane for the first flight of an Australian built plane. This first flight basically occurred in "my backyard" at Mia Mia which is only 25km from where I was born and bred. I have been past the monument many, many times that commemorates this first flight, and this is very near to where my Aunty Daisy lived. I mention Aunty Daisy, as she had many encounters with the Duigan brothers as they were neighbours. I will come back to that later in the article.



The Duigan's were decorated, and rightly so, for this amazing display of boldness and skill in flying their aeroplane. There have been Australian stamps designed and produced to signify the importance of this feat.



The high esteem the Duigan's were held in was almost of hero status. What we also know now (thanks to David's article), is the Duigan brothers also rode motorcycles and competed in a Victorian 100-mile race, riding 4 cylinder F.N. machines in 1910. A four cylinder shaft drive F.N. motorcycle was certainly up there with the best money could buy, so my assumption is there were no agents for these at Heathcote or Kyneton which were the nearest towns to the Duigan's, so they probably purchased their motorcycles at E.W. Brown who were the agents at the time, and thus the association with Brown. This in turn probably led to the building of the under-carriage components for the plane.

What is not commonly known is that the Duigan's also owned and motored a Schacht motor-buggy. Now, I know you are thinking that they had one of the best motorcycles available at the time, why not, also have the equivalent in motor vehicles. Could I be seeing this through biased eyes? It is indeed a fact that they owned the Schacht, and on reading one of the articles when they were describing the J.E. Tilley ("jet") four cylinder engine that powered the plane, they mentioned using the carburettor (Schebler) off the motor-buggy to get more power, as it had a bigger throat size than the one which came with the J.E. Tilley engine. Apparently they also used the distributor (timer) off the four cylinder F.N. motorcycle, as that was superior to what was supplied by J.E. Tilley on his engine.

I know about the Schacht of the Duigan's through a number of accounts my Auntie Daisy relayed to me. My Auntie Daisy was born in 1904 and as such had many encounters with the Duigan's, being neighbours for many years. She never really held the "Duigan boys", as she referred to them, on a pedestal like so many others did, especially after their feat of building and flying the first Australian built aeroplane. In fact she went as far to term them "hooligans or larrikins" as to her, they often made her feel very uncomfortable. My Auntie Daisy was like so many other children from farming communities of this era, in that they learnt to ride a horse and drive a horse and jinker (buggy) from a very young age. This was usually for being able to work or contribute to the farm way of life.

She said to me, on many occasions she would have to dismount from her horse or stop the jinker, get out and hold the frightened horse as the "Duigan boys" would come along at a frantic speed in their motor-buggy. She said the noise was almost deafening. I assume the Duigan's used to drive the Schacht flat out, with the exhaust cut out open, thus the noise. She said flames could often be seen belching out under the car, which again is consistent of driving with the exhaust cut out being open. For a young girl I can only imagine how terrifying this must have been to her, and thus her feelings towards these "wild boys".

In another incident she heard the "demon racers" coming in the distance, so she quickly jumped from the jinker and held the horse. Very soon after, the motor-buggy came hurtling along, where it failed to take the corner ending up on its side in a shower of stones and smoke. The two brothers both were thrown from the motor-buggy, picked themselves up, brushed themselves off, completely unfazed proceeded to tip the buggy back on its wheels and simply drove off in a huge cloud of smoke. The temperament of these Duigan's seemed to be if some issue cropped up, they just got on with things, totally undaunted.

We as family were most fortunate to have our Auntie Daisy as a big part of our lives, and her association and experiences of the "Duigan boys" are great memories to have. Auntie Daisy lived well into her 90s and over time she did mellow somewhat in her opinion of the Duigan's. She did always say the community of Mia Mia had a huge opinion of the Duigan's and their amazing achievement.

One more chapter to this story is that a mere ten minutes down the road from the Duigan property of "Spring Plains", a very early member of our VCCA (Vic) club, was one Gerald McKenna. Gerald owned a number of veteran cars including a Ford T, Hotchkiss fire appliance, Sunbeam and most relevant to this story, a Schacht motor-buggy. What would have completed the puzzle would be if it was the Duigan Schacht. This was not the case as Gerald's Schacht was formally owned by Dr. Rigby in Kyneton and found on a property in Metcalfe. Gerald did source parts from many places including the Bombala tip. The only part reputedly from the Duigan Schacht is the steering wheel. This Schacht of Gerald McKenna is now owned by an ex-Kyneton person, Mick Turner. Perhaps that is story to be told by Mick at another time for our newsletter.



A lot younger Mick Turner & Greg Smith picking up the McKenna Schacht.



I again thank David Chantrell for the E.W. Brown story as it has given me information that has re-jogged my memory of my Aunty Daisy, the Duigan plane and the related stories of their Schacht motor-buggy.

Car Crossing the Murray River

November Brass Notes featured a terrific photo supplied by Adam Auditori, of a car being ferried over the Murray River by punt. He set us the task of identifying the vehicle and where the photograph was taken.

I had a few phone calls that identified it as a Mors. These came from Daryl Meek, David Lang and Adam Auditori himself. Adam thought it to be an RX model. Can any Mors owners or others with opinions offer further information to give this photo a positive detailed

identification? Please forward replies to the editor, and thanks again to Adam for supplying the photograph.

Front Cover from November

We unfortunately did not get any further information from the front cover photograph supplied by us by Howard Burrows of the E.W. Brown premises. This was a remarkable photo and deserves further scrutiny. At the risk of being totally incorrect, I offer my thoughts and opinion. I have used the approach of $2+2=4$ - very dangerous to a non-mathematician. From the knowledge gained by David Chantrell's article, I believe this is the establishment of E.W. Brown located in Swanston Street Melbourne. This is where my maths calculation comes to the fore. I am assuming there was some type of celebration taking place, with the crowd of people firstly, and secondly, with people dressed in "funny costumes". My assumption is this may have been when E.W. Brown extended his premises from occupying 211-213 Swanston Street to 207-213 Swanston Street. From David's article, this occurred in February 1909. Again, my assumption is just that, as I look at the buildings and although the building on the left has E.W. Brown painted on it, nothing is painted on the veranda façade, which may have happened at a later date, when the extension was completed.

I am very happy to be proven that my guess is totally wrong, and I welcome any information on the photo to get an accurate account rather than my mathematical approach.

Annual Rally Weekend - Bendigo

Photos by Denise Smith



Hein Otten's 1914 Overland



David Nicholl's 1915 Italia

More photos of all Annual Rallies will be in next month's edition, with the entry list and small report - Ed.

Annual Rally Weekend - Beechworth

Photos by David Boyd



John Stanley's 1913 Stoeper C1



1915 Model T - Robert Jeffcott



1914 Model T - David Boyd, and Paul & Kim William's 1911 Wolsely



1921 Model T - Norm & Cheryl Clark



Lineup by the Mitta River, with Peter Fagan's 1914 Triumph motorcycle.

Comings, Goings and Restorations

By Greg Smith



Laurie Vinall's IHC taken c1958.

Peter Fagan has been working on his 1908 IHC after finding the flywheel had come slightly loose on the crankshaft, and discovered something quite amazing. I will let Peter describe what he found.

We all know that owning veteran vehicles is a window to the past, but I never imagined they could also be a time capsule for agriculture.

For background, the '08 IHC developed a knock in the engine on the last Highwheeler rally which turned out to be a loose flywheel and possibly worn keyway, so the flywheel had to come off to make the necessary repairs. Finally, after 2 years I have found some time to tackle the task.

To get the flywheel off the crank without pulling the engine out meant removing the gearbox and petrol tank. Upon removing the gearbox, front seat and the wooden timbers holding the tank in place and then sliding the tank forward, I was surprised to see the original black colour on the inside of the body behind the tank. What this meant was that the body was never removed from the chassis when Laurie Vinall gave it a cosmetic restoration and "modern" coat of dark green paint in 1955.

Sliding the tank completely out revealed another surprise - a small store of grain sitting in the cavity between body timbers behind the tank. What we know is that the IHC was rescued from the barn of the original owner in the late 1930's and has been in suburbia ever since. We can therefore only assume that the grain came from the wheat farm that the buggy had resided on for the first 25 to 30 years of its life in Wandearah, South Australia (near Port Pirie). I guess it's not called an International Harvester for nothing!

So if anybody would like to grow some genuine NON-genetically modified 100 year old grain, I have some small samples available at a premium price.



Non-genetically-modified 100-year-old grain.

While we are on the subject of IHC motor-buggies, Deane and Pam Hill are doing an absolutely amazing restoration on their IHC. The way it is progressing, it will be almost be a buggy I will be ashamed to park next too with mine, as it really will show it up. Keep at it Deane, you are really now getting into the home straight. The following is a brief update account provided by Pam and also some undated photographs.

Attached are a few pics of the buggy showing progress so far. The rotted out chassis and body are all rebuilt, seats repaired, new wheels from Sovereign Hill, all painted and line marked. Deane has started fitting the mechanicals and chains. Lately he has been making new battery and coil boxes and setting up the connections and preparing for the wiring for the batteries. It has come a long way, but there are still plenty of small jobs and getting everything to actually work, all of which takes time. It's moving slowly but is getting there. (Motor-buggies tend to always move slowly-ed)



Battery and Coil setup in the Hill IHC.



IHC coming together.



It is really nice to see a Hupmobile 32 back on the road. We had a number of these reliable vehicles rallying back in the early days of the club. Priya De Mel has the restoration finished on his 1913 Hupmobile model 32. We definitely look forward to seeing Priya and wife Shihaan, out on a rally soon.



Priya and the 1913 Hupmobile.

Adam Auditori has been very busy with his Vulcan. His plan was to have it ready for the Annual Rally at Drouin, so we wait to see photos on the rally to see if he made the deadline. He purchased a gearbox in the UK and had it freighted out here as a number of his gears were worn severely in his gearbox. This was probably cheaper in the long run than having the gears cut here. He has the gearbox all back together and back in the chassis, and was now onto the diff replacing a thrust bearing. Knowing Adam, I think he probably would have had the Vulcan back on the road ready for the Drouin Rally.



Getting the body removed for the gearbox work.



I heard a rumour that Russell and Chris Holden have been to Victoria on a snatch and grab mission securing another single cylinder Cadillac. How many Cadillacs is enough Russell? What it will mean is that probably another Caddy will be on the road again, which is very good news.

Hopefully the Christmas period will be a chance for some to tackle further restoration work, and please contact the editor with what you have been up to, and keep us all informed on what is occurring around the state.

EWB Motorcycles - Part 2

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

Continued from the previous issue of Brass Notes.

On 22nd July 1911, the VMCC held a hill climb at Wheeler's Hill. From about 30 starters, the final contest came down to J. Gorman riding a 3½HP "Premier" & Herb Tilburn riding a 3½ HP "E.W.B.". In this case Gorman won by about 10 yards with Herb on the "E.W.B." machine coming in a credible 2nd place.

MOTOR CYCLE NOTES.

Mr. J. Gorman's success in the Wheelers' Hill Climb last Saturday was well deserved. He has competed in most of the Victorian Motor Cycle Club's important events, and has had a trifle more than his fair share of ill-luck. He handled his 3½ Premier with skill and good judgment throughout this contest. Mr. Herb. Tilburn is generally about at the finishes of the important contests, and probably has more second places to his credit than any other racing member of the club. If perseverance go for anything, Tilburn and his E.W.B. should soon be responsible for a first position.

Melbourne's newspaper "The Age", 26th July 1911, page 12.

As mentioned before, the "E.W.B." was raced continually with some degree of success. However, by 1912 saw innovations such as a clutch, a 2-speed gearbox and the rise of the powerful American made multi cylinder machines made popular in the United States with makes such as Indian, Henderson and Harley Davidson. And, of course, the rise of the motor car.

FIFTY POUNDS NOTE. Bank of Victoria, No. 018,032. LOST, Friday night, St. Kilda or Domain roads, South Yarra. Substantial reward. All banks advised. Anyone negotiating same will be proceeded against.
E. W. BROWN, 207 Swanston-street.

Melbourne's newspaper "The Age", 30th October 1911, page 1.

3½ h.p. HUMBER
TWO-SPEEDS and FREE ENGINE
£70

ABINGDON KING DICK
3½ H.P. MOTOR CYCLE
1911 MODEL £60
FULLY GUARANTEED
SEND FOR CATALOGUES.

ABINGDON, F.N.
RUDGE, WHITWORTH
E.W.B. and J.A.P.
MOTOR CYCLES
Terms of preference.
E. W. BROWN
207-213
SWANSTON ST.,
MELBOURNE.



photo courtesy of "A-Z Australian Made Motorcycles", page 26, by Rob Saward.




Herb Tilburn riding a c1911 "E.W.B." 3½HP JAP machine fitted with the Truffault design front suspension.

Photo courtesy of "A-Z Australian Made Motorcycles", page 25, by Rob Saward.

EVERY WISE BUYER

Should Visit our Showrooms, where the best assorted stock of Latest Model Motor Cycles is on view.

E.W.B., HUMBER, J.A.P., RUDGE, F.N., ABINGDON KING DICK.



J.A.P. Motor, Police Size

IF YOU CANNOT CALL, SEND FOR ONE OF OUR INSTRUCTIVE CATALOGUES.

E. W. BROWN,
207, 213 SWANSTON STREET, MELBOURNE.

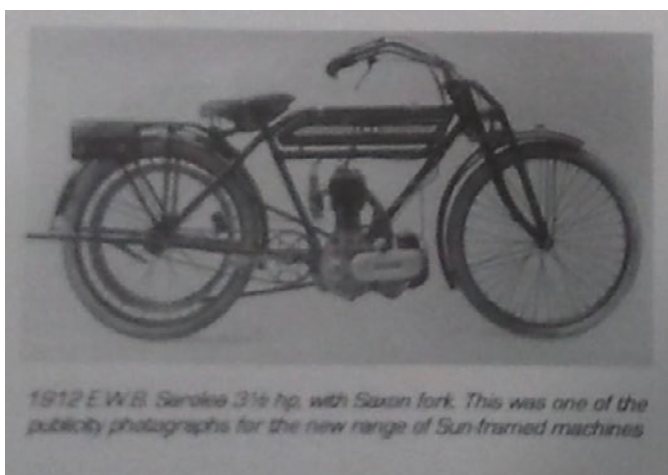
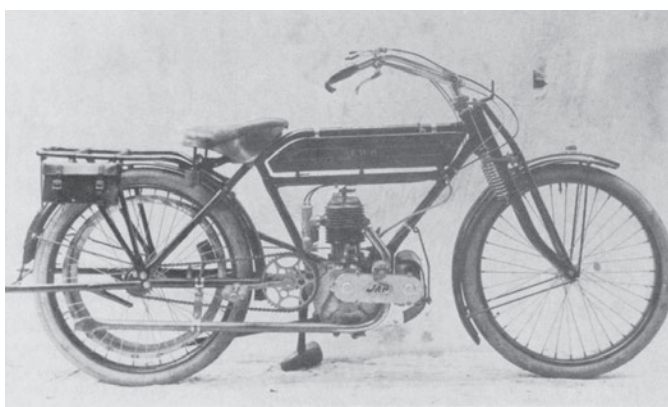


photo courtesy of "A-Z Australian Made Motorcycles", page 26, by Rob Saward.

This advert above appears in the Melbourne newspaper "The Argus", 5th June 1912 on page 10. The surviving period photo below strongly suggests that at least two "studio" photos were taken on the day of the new Sun framed machines. It is with a fair degree of certainty these images were used by the artist to create the advert, complete with the small rear saddle bags.

If this is the case, then we have a dated photo for a mid-1912 "E.W.B." motorcycle. Apart from the 4 HP JAP engine, another feature stands out; the front forks. The Truffault design front suspension has been already replaced by the better designed and made "Druid" forks.



MOTOR Cycles.—D. D. Riley, Agent for J.A.P., Triumph, B.S.A., Rudge, King Dick, F.N., Singer, E.W.B. The Riley built to order on the premises. Prices on application. Tel. 144.

Victorian country newspaper "Hamilton Spectator", 5th June 1912, page 5.

By the middle of 1912 we begin to see country agents for the "E.W.B.". Firstly D.D. Riley (later Riley's Motorcycle Depot & Leitch Motor & Cycle Depot) of Hamilton. Below - Eric Eaton at Cobram, both in country Victoria and both advertising the "E.W.B." 3 1/2 HP model for £60.

Cycle & Motor Depot

Having fitted the new premises with every convenience, we are now prepared to do
Every description of Repair Work

A full stock of Sundries and Accessories of all kinds will be kept on hand.

RED BIRD, MASSEY AND PERFECT
(Genuine B.S.A.) Bicycles Supplied to order
Your Old Bicycle taken in part payment.
Good Secondhand Machines at Low Prices.
EASY TERMS GIVEN.

New and Secondhand Motor Cycles supplied
Agent for Triumph, Bradbury, E.W.B.,
Abingdon and others.

ERIC EATON

PUNT ROAD, COBRAM.

Victorian country newspaper "Cobram Courier", 12th December 1912, page 5.

E.W. Brown motorcycles at 207-213 Swanston Street Melbourne are growing. It would be fair to say booming. From the middle of 1912 and well into 1913 his advertisements claim that he has "...Stock of over 100 machines to choose from."

MOTOR CYCLES.
Machines to suit all purchasers, either for pleasure or racing. Liberal and long terms for the following world-renowned makes:—
RUDGE, J.A.P., HUMBER, F.N., ARBINGDON, KING DICK, E.W.B., PEUGEOT.
Stock of over one hundred machines to choose from; also largest stock of accessories in Australia. Write for catalogues of the above machines.
E. W. BROWN,
207-213 Swanston-street, Melbourne.

Melbourne's newspaper "The Argus", 5th June 1912, page 10.

MOTOR CYCLES.
We hold the Agency for
RUDGE, HUMBER, KING DICK, E.W.B., J.A.P., PRECISION,
Or can secure almost any make of Motor Cycle (including the famous Quin Scott), at Melbourne Prices.
—
S.H. MACHINES from £25.
—
We carry large Stocks of Tyres and Accessories at Moderate Prices.
—
REPAIRS TO ANY MAKE OF MOTOR CYCLE.
—
INSPECT the 2½ and 4½ CALCOTT, for which we hold the Victorian Agency.
PRICE, from £52
—
BALFOUR'S,
47 MALOP-STREET

Another country agent for "E.W.B." motorcycles, this one in Geelong.

Victorian country newspaper "Geelong Advertiser", 11th October 1913, page 6.

MOTOR Cycles—Rudge, Humber, E.W.B. F.N. and King Dick. Easy terms arranged. R. Dowel, Colonial Bank Chambers, Bendigo.

Victorian country newspaper "Bendigo Independent", 2nd August 1913, page 12.

By the end of 1912 the motor car had well and truly arrived. Whilst initially expensive, a cheaper motorcycle was a popular alternative. However, the Model 'T' Ford was cheap, and sales reflected the Ford's popularity. All this was not lost on E.W. Brown. In less than a decade he had grown his business from nothing to one of Victoria's leading motorcycle importers and assemblers.

In April 1913, the "E.W.B." is still advertised for £60, but now we see the first adverts for it having a "free engine clutch" priced at £72, most probably mounted in the rear hub. In the days of fixed drive "bump and jump" motorcycles, being able to stop and keep the engine running was a huge improvement in design. However, the early "clutches" proved to be of a "delicate" nature and a rider still had to use the pedals to gain some forward speed before gently re-engaging the drive.

MOTOR S!
£60. £60. £60.
Buys an E.W.B., 3½ h.p., Motor Cycle, with all latest improvements; or J.A.P., E.W.B., with free engine clutch, for £72; Bradbury, 3½-4 h.p., £65; Riley, 4½ h.p., £60. All in stock, and can be had at one minute's notice; no waiting.
Being sole agent for the above, terms can be arranged, viz., £25 deposit and £3/10/ per month.
Sundries.—Largest stock out of the city at city prices.
RILEY'S MOTOR CYCLE DEPOT.
'Phone 144.

Victorian country newspaper "Hamilton Spectator", 25th April 1913, page 5.

It is fortunate from a research perspective that D.D. Riley, the Hamilton "E.W.B." agent, placed numerous detailed advertisements in his local newspaper, the "Hamilton Spectator".

In May 1913, Riley describes the changes with the "E.W.B." machines. The better designed Saxon forks and later the "Druid" front forks had replaced the unconventional "Truffault" front suspension at least a year before. The Bosch magneto has been utilised since the start, and the B & B carburettor (Brown & Barlow, also from England), a reliable carburettor for its time, has also most probably also been fitted for some time.

However, the mention of a T.D.C. motor, and other engines is entirely new. We now have not only JAP engines, but the "E.W.B." is now also offered with T.D.C. (T.D. Cross from England), Saroléa (from Belgium) and Precision (also from England) & Zedel (from Switzerland). Some may possibly have reduced HP ratings, and hence therefore slightly cheaper than the 3½ HP JAP engine at £60.

The new advertised price list is:

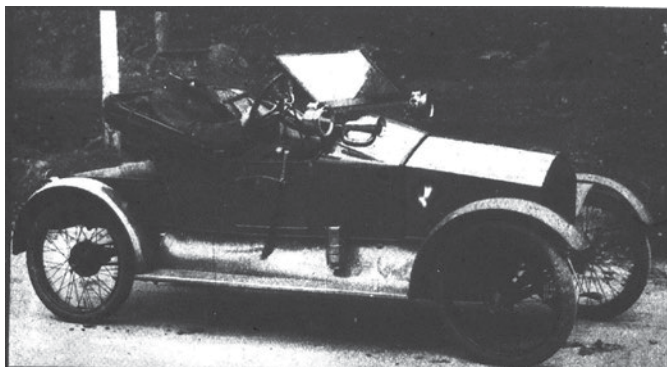
"E.W.B."	JAP engine	£60 (or £72 with the free clutch)
"E.W.B."	T.D.C engine	£50
"E.W.B."	Saroléa engine	£55
"E.W.B."	Precision engine	£57/10

MOTOR Cyclists.--Recognising that there is room here for a First-class, Cheap, and Reliable Motor Cycle, we have arranged with Mr. E. W. Brown, the Largest Builder and Importer of Motor Cycles in Australasia, to supply up-to-date E.W.B.'s Motors, fitted with T.D.C. Engine, Bosch Magneto, B. and B. Carburetter, Druid Spring Forks, for the astonishing sum of £50 cash; Sarolea at £55, and Precisions at £57/10/. Terms can be arranged. Also Sole Agent for Humber, Rudge, King Dick, J.A.P., F.N., and Pengeot Motor Cycles. D. D. RILEY, Leitch Cycle and Motor Depot 'Phone 144.

Victorian country newspaper "Hamilton Spectator", 2nd May 1913, page 5.

Around this time automobile started to draw E.W. Brown's attention and the smaller cyclecars were growing in popularity. They caught his eye and he sought agency for the Humberette. The Humberette was priced at £175.

From surviving Humberette cars, it is known that E.W. Brown had a brass step plate bearing his name and business installed on the passenger side door frame. A rare photograph of E.W. Brown can be found in "The Australian Motorist", 1st July 1913, in an article titled "Cyclist Carists At The Wheel" picturing "Mr. Brown in his Humberette".



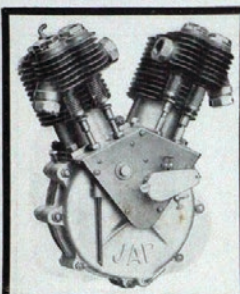
"Mr. Brown in his Humberette" as published in "The Australian Motorist", 1st July 1913.

MOTOR-CYCLES.—All modern motor-cycles are good, but some have several points of refinement which make them just far superior to any other. The unparalleled records for both speed and reliability established by the all-British RUDGE, HUMBER, and J.A.P. single them out as being in the FAR SUPERIOR class. Machines sold for cash or terms, and all information or catalogues given on application. All accessories stocked. Trial runs arranged. Rudge, Humber, J.A.P., Villiers, and A.J.S. Motor-cycles, Humberette Cycle-car; new shipments just arrived.

E. W. BROWN and Co.,
207-13 Swanston street, Melbourne.

A slightly later E.W. Brown's advert now including the Humberette Cyclecar.

Melbourne's newspaper "The Argus", 19th November 1913, page 3.



Every Cyclecar Record is held by a
J.A.P.
engined machine!

—and every record has been well-contested. More manufacturers have pinned their faith to the J.A.P. than to any other engine, and an overwhelming majority of cyclecar owners have declared in favour of it. Specify it on your new machine, and you will have more speed, more power and greater reliability.


J. A. PRESTWICH & CO., Northumberland Park, Tottenham, London, N.
Telephone: Tottenham 3112 (3 lines).
Agents for Spare Parts—Messrs. Robertson's Motor Agency, 157, Great Portland Street, London, W.

JAP period advertisement and their cyclecar records.

Another Victorian country agent for "E.W.B.", this one in Coleraine. He too is also building his own locally assembled motorcycle, the "Parisian".

ALF. YOUNG,
Motor and Cycle Depot, Coleraine.

Local Agent for
Triumphs,
B.S.A.,
Hudson,
Rudge,
Peerless,
E.W.B.
F.N.,
etc., etc.



From £60.

Parisian Cycles, built to any design.
Special High Grade. Weldless Steel.
Brazing Guaranteed for 20 years.
All the Latest Fittings
Fair allowance made.
Easy Terms.
Prices from £7 10/- to £14 10/-.

Parisian Motors Built to Order.

Free Engines: Chater Lea or Haden frame; Jap, Precision, T.D.C., Sarolea Engines; Druid Forks, Bosch Magneto, Pan Seat, Whittle Belt, B. & B. Carburetter, etc., etc. Thorough tuition and satisfaction guaranteed.

Change Speeds, Side Cars.

Victorian country newspaper "Coleraine Albion & Western Advertiser" newspaper,

6th April 1914, page 3.

Later in 1913, the "E.W.B." also gets another motor now rated at 6HP, the JAP 'V-twin'. The new, bigger "E.W.B." is mentioned in the display put on by the Bendigo "E.W.B." agent R.E. Dowel. Sadly the price is not mentioned. The 6HP 'V-twin' addition to the fleet makes 5 models of "E.W.B." motorcycles now available at the same time.

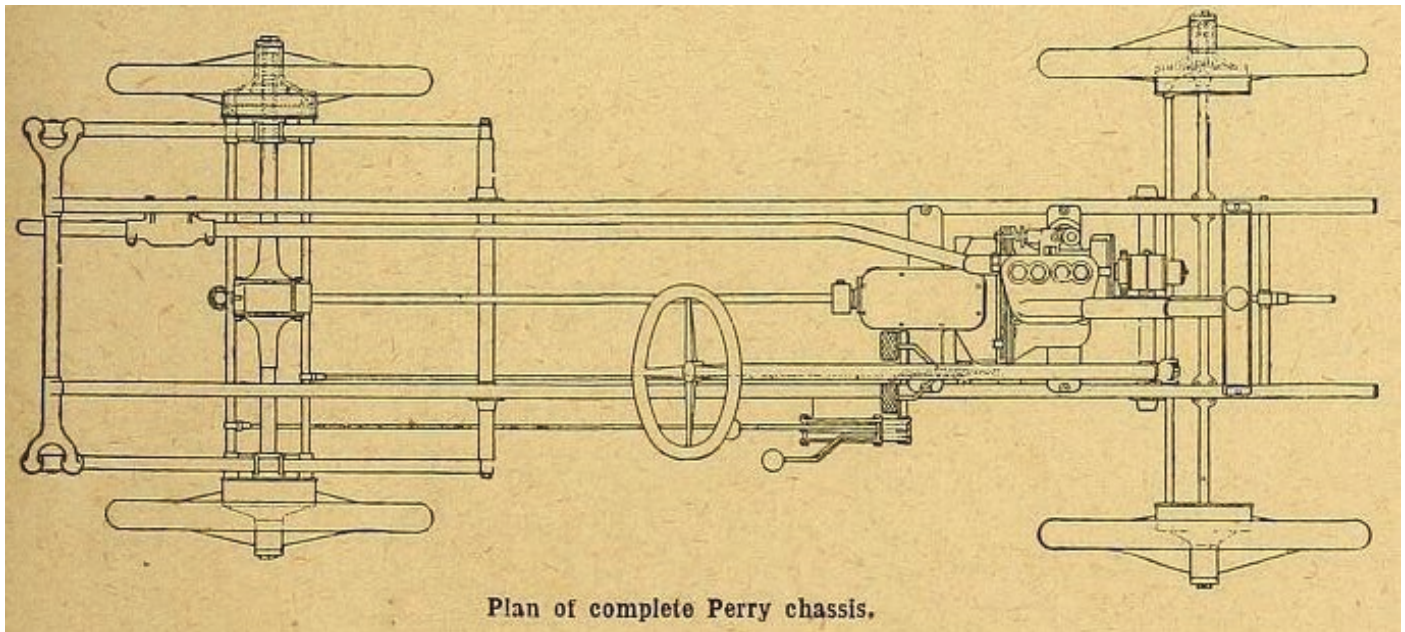
E. W. BROWN'S DISPLAY.

Mr. R. E. Dowel, local representative for Mr. E. W. Brown, motor cycle importer, of Swanston street, has an assortment of motor cycles, ranging from 3½ h.p. to 6 h.p. The 3½ h.p. Rudge, with its many up-to-date refinements, is causing a good deal of attraction. The ease with which this machine and the 6 h.p. E.W.B.'s can be manipulated is really astounding, the makers having gone to no end of trouble in studying the wants of the present-day motor cyclist.

To be continued in next edition of Brass Notes.

E.W. Brown Motorcycles - Follow Up - Motorcars - The Perry

By Graeme Jarrett



Further to David Chantrell's article on the EWB motorcycle world of E W Brown and his commercial success.

E W Brown also, at that time, became agents for a number of motor car makers, these included Perry, Humberette and later, Ford.

Ron McCallum of Brighton is now 97 years of age and has told me the story of how his father (Malcolm) bought a new Perry (via his aunt, Mary) from E W Brown in Swanston Street, Melbourne.

In 1913 Miss Mary McCallum of Prentice Street, St Kilda decided to buy a motor car. She did not wish to drive it herself and requested her 19 year old nephew Malcolm McCallum to drive it for her. Mary also invited his help to select and purchase the most appropriate car.

Malcolm and his Aunt Mary went to the showrooms of E.W. Brown located in the city in Swanston Street, Melbourne. They were agents for both Perry and the Humberette Cyclecar at that time. The Humberette was considered but thought to be too flimsy and insubstantial so the Perry was acquired.

It was used for a two year period up until when Malcolm went off to The Great War in 1915. He returned to Australia in 1919 – the car being used very infrequently.

It was known to have been registered prior to the start of WW1 in 1913 or early 1914.

It carried the Victorian registration number (in 1915) 16214. The details are: - Miss Mary McCallum, 11 Prentice Street, East St Kilda.

It was registered again in 1922.

It carried the Victorian registration number 34100. The details are: - Miss Mary McCallum, 11 Prentice Street, East St Kilda (6.4 hp Perry).

It is understood that the car was used little and fell into disrepair – some parts, including the carburettor, were removed. It remained in the family and came into the possession of Ron McCallum (Malcolm's son) who housed it in his business premises, a factory in Moorabbin.

More parts of the car were lost to the elements and the body by this time had gone. The engine and gearbox were being used in the factory to drive a saw. The majority of the mechanical parts came together. Lindsay Vinen eventually became the owner of most of the car and restored it - as seen today.



Ron McCallum in his father's (Malcolm) 1913 Perry. Malcolm drove the car out of the E W Brown showroom as a new car in 1913.

Private Classifieds

FOR SALE



1915 BELSIZE ROADSTER

4 CYLINDER 12 H.P.
CRUISING SPEED 35 MPH
MAXIMUM SPEED 40 MPH
FORWARD GEARS 4

MADE IN MANCHESTER ENGLAND

1915 Belsize Roadster - \$55,000

Car is in very good condition and runs well. Believed to be the only one of this model left in the world.



1909 BELSIZE TOURER

4 CYLINDER 14-16 H.P.
CRUISING SPEED 30 MPH.
MAXIMUM SPEED 35 MPH.
FORWARD GEARS 3

1909 Belsize Tourer - \$35,000

This car is in fair condition and still runs well.

Both Belsize vehicles are very rare.

Contact: John Hollis

T: 03 5449 6905

FOR SALE

Ford T model, K.W. Master vibrator. \$280.00

All brass Klaxon brand horn.
12 volt .Badged Klaxon
London&Paris \$750.00

2 Dietz Dainty drive lamps
\$300.00 the pair.

Buick 1917 model D six-
44-45, 6 cycl. Instruction
manual, 64 pages. \$80.00.

Buick 1918 model E, 6 cycl.
Instructions manual, 64 pages. \$80.00

CONTACT: Graeme Edward

M: 0409 850 192

Ph. 5334 6548



WANTED

Kingston 5 Ball Carby

1 1/8" throat size

Any condition considered

Contact: Simon Anderson

0414 482 241

Events

LET'S RALLY AGAIN' RALLY – 10-13 FEBRUARY 2022, BENALLA



'Let's Rally Again' Rally



Benalla

10 – 13 February 2022

Join us for a weekend of touring through North Eastern Victoria and exploring the high country region.

Contact: Ben Alcock, 0404 917 366 or president@veterancarclub.org.au



Lets rally again! We are heading to Benalla on a rally for all veteran vehicles for our first major event as a club in 2022.

We will be traversing over some very Veteran friendly roads to sight the best attractions the region has to offer with a range of distances, so there is a day for everyone. This event is about getting back out with our fellow club members and giving the cars and bikes a good run.

Again, we are grateful to the RACV for their sponsorship that has, for so many years, assisted the VCCA (Vic) in providing cost effective veteran motoring events for our members.

Accommodation & Trailer Parking:

We have blocked out power sites, cabins and motel rooms at the Benalla Tourist Park, however there are plenty of other choices in Benalla, please find the one that suits you best. Trailer parking is available in Benalla if required, please contact Ben to book your spot.

Benalla Tourist Park
Address: 115 Sydney Rd, Benalla VIC 3671
Phone: (03) 5762 3434
<http://www.benallatouristpark.com.au/>

Itinerary:

Thursday (approx. 50kms)

A short shakedown run, commencing at 2pm, around Benalla heading out to some antique shops, cafes and wineries for optional stops for afternoon tea before our welcome dinner.

Friday (approx. 120kms) and Saturday (approx. 80kms)

Full touring days seeing the best that the region has to offer including the Violet Town Market, Silo tour and plenty more. The formal Rally dinner will be held on the Saturday evening.

Sunday (approx. 65kms)

An easy run for an early lunch to allow time to return at your leisure and return home.

Contact:

Ben Alcock
0404 917 366
ben.alcock90@gmail.com

On-line Event Entry Queries:

24 hour, 7 day Help Line
Michael Holding
mholding@netspace.net.au
Phone 0407 008 895

RACV BRITISH & EUROPEAN MOTORING SHOW 2022

Open to all Vehicles manufactured in England & Europe

Incorporating
The MG Car Club (Vic)
Annual Concours

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

21 Rosalie Street Springvale Vic 3171







Gates Open from 10.00am
Event details 0473 832 277
For site plan and more info:
www.aomc.asn.au/britishandeuropean2022
fb.com/infoaomc
See over page for entry times, costs etc.

Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

RACV 1&2 CYLINDER RALLY 2022 - ARARAT

Although previously advertised as Horsham, Ararat is now the location of the 2022 RACV 1&2 Cylinder Rally.

The area has a lot to offer veteran enthusiasts. It has quiet, veteran friendly roads, interesting destinations, venues that can cope with our numbers and plenty of accommodation options.

The rally will start with a short "shake down" run around Ararat at 2pm on the Thursday and will conclude following a short run and an early lunch on the Sunday, allowing plenty of time to load your veteran and head home.

The club website has all the details regarding accommodation options and recommendations. www.veterancarclub.org.au and follow the links or click on the Events tab.

The selected properties have reserved their rooms for us until December 16th. After this date they will be released to the public. Entries will open on-line on December 14th.

Book your accommodation NOW!

When: 17 March – 20 March 2022

Where: Ararat, Victoria

Contact: Rally Directors:
Michael & Claudia Holding
0407 008 895
mholding@netspace.net.au



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

VCCA (Victoria) Online Zoom Meeting On Tuesday, 19 November 2021 @ 8.00pm

1. Opening

The Club President, Ben Alcock, welcomed all to our online November Natter Night. Ben is looking forward to December's Natter Night being back in our clubrooms.

2. Attendance

There were 36 members online and visitors who attended the meeting.

3. Apologies:

David Inglis, Jennifer Atherton, Alan & Margaret Lethborg.

4. New Members:

Allan Willingham of North Fitzroy

5. Events

Past Events

Nil.

Future Events

Annual Rally Weekend

David Boyd spoke of the Beechworth run 13/11/2021

Daryl Meek & Callum Walsh spoke of the Ballarat and Geelong groups meeting in Meredith 21/11/2021

Scott Emerson spoke of the Drouin weekend 20-21/11/2021

Greg Smith spoke of the Bendigo run 21/11/2021

Mid- week lights display at the Clubrooms 23/11/2021

VSCC Two wheel brake run 12/12/2021 – more details to follow.

Presidents 'Let's Rally Again' Rally – Benalla 10-13/02/2022

AOMC British & European Car show in Yarra Glen.

RACV 1&2 Cylinder Rally – Location change, now in Ararat 17-20/3/22. Michael & Claudia are now the event directors.

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

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

6. Library & Archives Report

Nil.

7. Wanted, For Sale or Swap

David Provan wished to speak to someone about VicRoads enamel number plates.

Daryl Meek asked for 1914 Buick Tourer parts for a friend's restoration.

8. Items of General Business

Daryl Meek advised old issues of Brass Notes are available. Please contact Daryl if you require any.

9. Guest speakers

We met Anna and Caro who are planning a play called "Garage Girls" to be developed and produced by Three Birds Theatre and The Shift Theatre. The story is about Alice Anderson and the production crews are looking for input on terminology and era related knowledge to make the production as realistic as possible. Members were keen to hear more as it develops.

10. Meeting Closure 8.45pm

11. Next Meeting:

8.00 pm on Tuesday, 14 December 2021 – Presentation Night in the Club rooms and via zoom.

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

VICE PRESIDENT
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t 0407 881 288
e vicepresident@veterancarclub.org.au

SECRETARY
Darren Savory (Jennifer)
t 0438 873 053
e secretary@veterancarclub.org.au

TREASURER
Claudia Holding (Michael)
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e treasurer@veterancarclub.org.au

EVENTS DIRECTOR
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e events@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT
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e paul.daley@neo.com.au

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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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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.

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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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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

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

CLUB MEETINGS

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

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

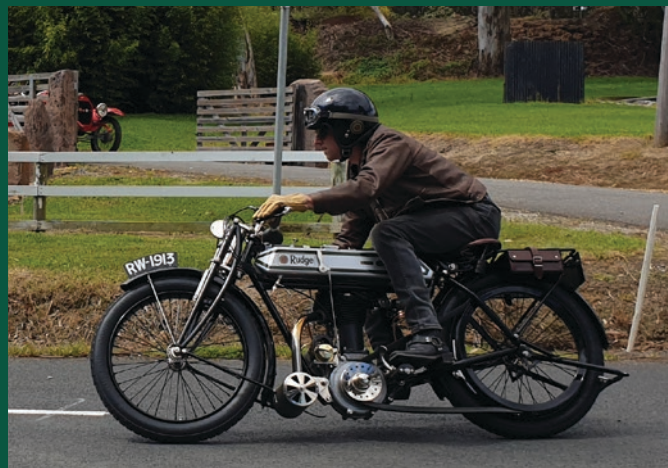


Find us on
Facebook

Annual Rally Weekend – Drouin



Formby Clement Bayard



Rob Miller on the 1913 Rudge TT Motorcycle



Line up of vehicles at Bill Formby's Property



Line up of vehicles at Brandy Creek Estate

Annual Rally Weekend – Ballarat & Geelong



Simon Anderson and James Park in the 1910 Brush



Rick Thege's 1915 Hupmobile



John Kennett's 1911 Hupmobile at Lara coffee stop



Terry Mansbridge's 1912 Sunbeam with his son Allan's Indian MC



Tess Anderson and Amelia Kirakosian in the 1909 Hupmobile



The Smallman's Stanley leading a climb



Meredith lineup