

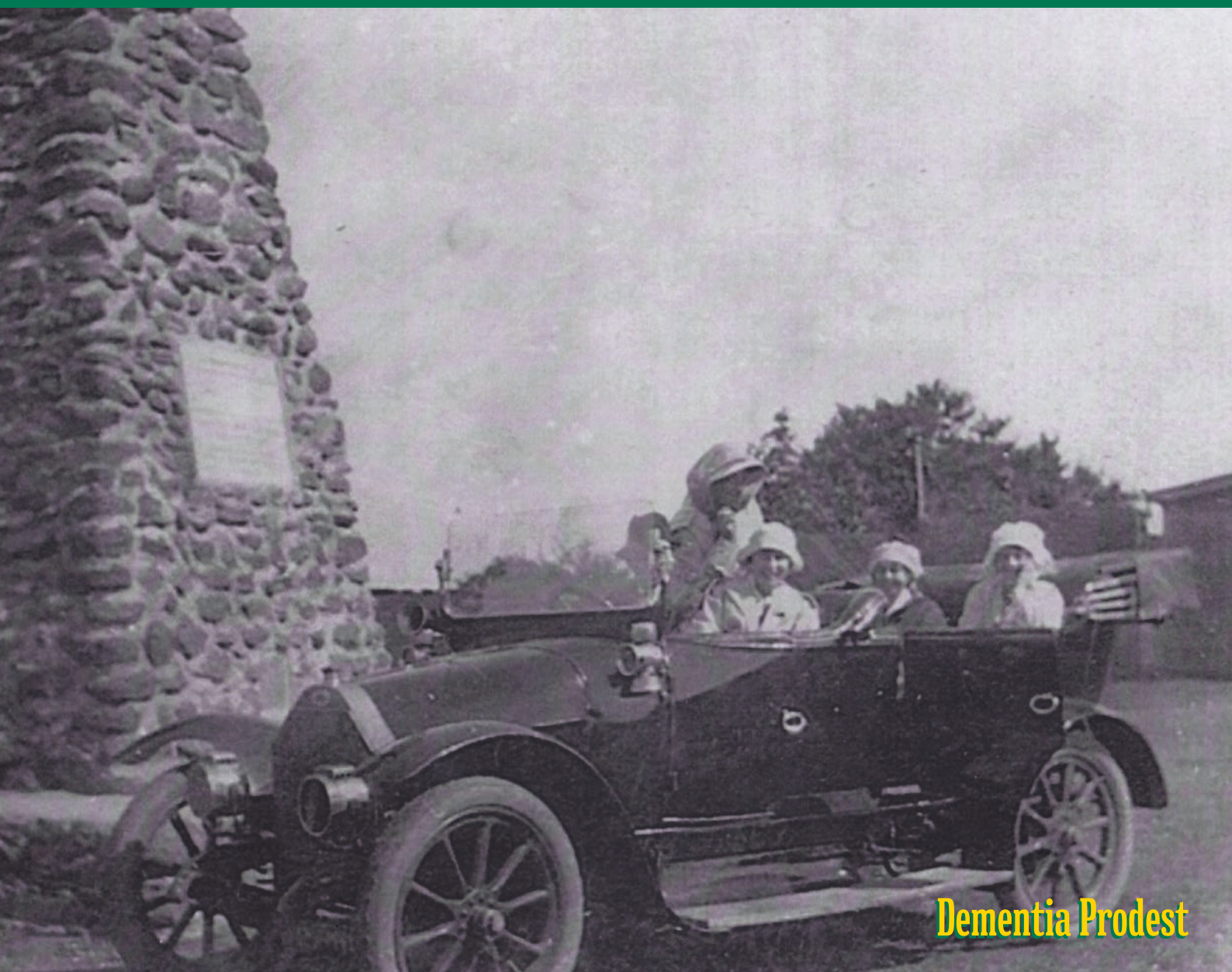
February 2022



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

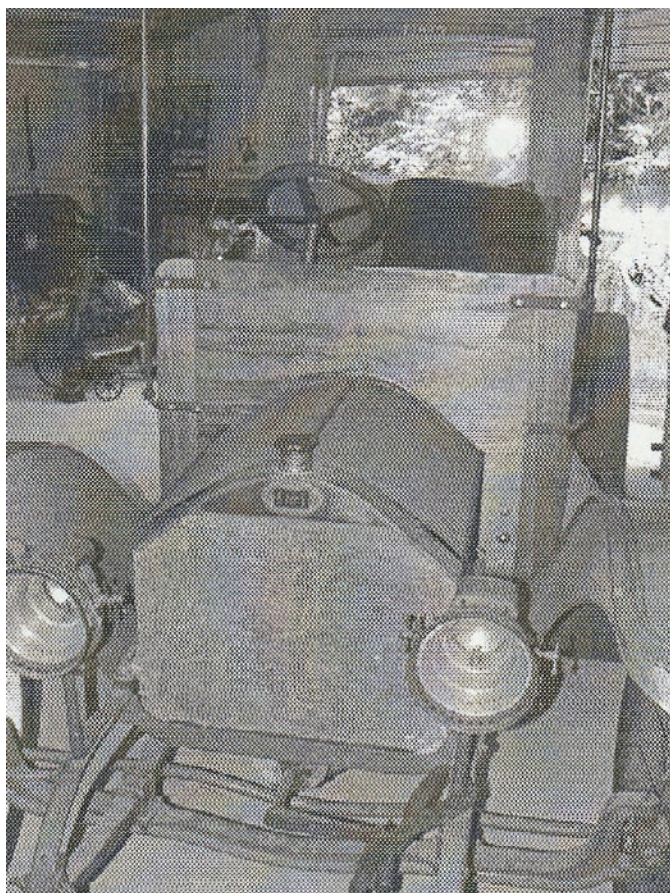
Veteran Car Club of Australia (Victoria) Inc.
Registration Number A0097964Y

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS

President's Message.....	4
Letter to the Editor.....	4
Editorial.....	5
Front Cover – FIAT.....	5
December Flashback Response.....	6
Annual Rally Weekend.....	8
Cyclecar Corner –	
Mystery Cyclecar Engine in SA.....	10
FIAT in Casterton.....	11
Findings, Feedback & Follow-Up.....	12
What is it?.....	14
“T” Ford Time – Tarrant Bodies.....	15
Comings, Goings and Restorations.....	16
First FIAT Imported Into Australia.....	17
Trials, Tribulations And Triumphs	
Of A Trophy!.....	18
EWB Motorcycles - Part 3.....	24
Private Classifieds.....	28
Events.....	29
Mudgee Misfits Tour.....	31
Bendigo Annual Rally.....	32

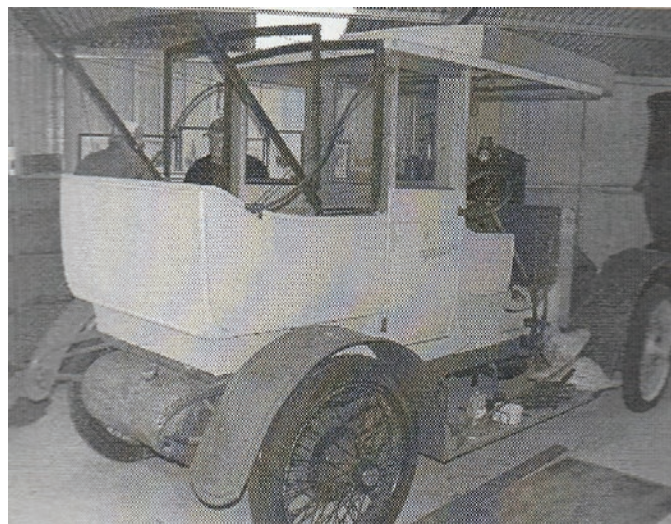
Flashback



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



This month's flashback photograph features a FIAT c1910 with a landaulette body. The photo was taken of the car in 2005/6 and at the time, it was being restored by a prolific restorer. I am certainly not across the different models of FIAT, but I believe it to be a Tipo 1. The experts or people with more knowledge will certainly be able to clarify the model. Not many attempt to replicate a landaulette body but the restorer looks to have done a wonderful job.

Please help out in the identification of who owned this FIAT, also any details of the car, or maybe its history. Did it ever get finished? And where is it now? Please respond with relevant information to the editor.

December Flashback

December's Flashback was a different format where we asked to identify a car from a photograph taken in 1901 for one of our members, Hein Otten. I am extremely pleased to say we had a number of responses and we have been able to positively identify the vehicle, including the owner and some history. A fantastic result, and well done to the responders, as I know Hein will be most grateful to know with accuracy the vehicle identification, for his family records.

(see the responses on pages 6 and 7)

Coming Events

8 February 2022	February Natter Night 8:00pm meeting Zoom Link: https://us02web.zoom.us/j/84661207049?pwd=KzVnN3NFTWJVMWZPZEZzVFdLbHZldz09 Meeting ID: 846 6120 7049 Passcode: 126397
20 February 2022	AOMC European & British Motoring Show Yarra Glen Racecourse from 10am
25 - 26 February 2022	Ballarat Swap Meet - Ballarat Airport https://www.ballaratswapmeet.com.au/
6 March 2022	Geelong Revival Motoring Festival Display Day Contact: Simon Anderson - 0414 482 241
13 March 2022	Yarra Glen Swap Meet - Yarra Glen Racecourse Contact: yarraglen@vdc.org.au or Iain on 0473 832 277
20 March 2022	Kalorama Rally Kalorama Memorial Reserve, Mt Dandenong Tourist Road, Kalorama

Major Events

10 - 13 February 2022	RACV 'Let's Rally Again' Rally - Benalla Rally Director: Ben Alcock
17 - 20 March 2022	RACV 1 & 2 Cylinder Rally - Ararat Rally Directors: Michael & Claudia Holding
9 - 10 July 2022	RACV Midwinter Rally - Rosebud Rally Directors: David & Julie Jones
9 - 11 September 2022	RACV Four & More Rally - Beechworth Rally Director: David Boyd
30 September - 2 October 2022	RACV Pre-1905 Pioneers Run - Ballarat (DATE CHANGE) Rally Director: Greg Smith

National Events

8 - 13 March 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 - Bussleton, WA More information: https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally

Find out the effort involved in producing these trophies, written exceptionally well by Catherine Strutt: see page 18.



President's Message

By Ben Alcock

This month, as you will see, we have been inundated with content for Brass Notes so I have decided to give as much space as possible to the newsletter and will give a brief President's report.

As we continue to deal with the ever evolving 'new normal' I would like to reassure our members that the Club is doing everything it can to continue to run our events, rallies and Natter Nights in a safe and efficient manner. We are determined to hold events and keep using our vehicles and I am excited by the number of entries we have received for both the RACV Lets Rally Again Rally and the RACV 1&2 Cylinder Rally.

Both events are going to be very well attended and a great way to kick off our Club year. Our Natter Nights will continue to be held in the club rooms and the option to log in via zoom is still there. The zoom details are on page 3 and will be emailed out again the day before the meetings. This has proven to be very popular so we will run with it.

I look forward to seeing you out and about.

Stay safe and well,

Ben Alcock,
President – VCCA (Vic)



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LETTER TO THE EDITOR

VicRoads Experience

Hi Greg,

I thought I would share my VicRoads story. It's not very painful and it may help others with making sure your vehicle club permit is current and valid.

Add it to Brass Notes if you feel it's worthy.

I thought I would share my experience with VicRoads. Oh! Yes, VicRoads

With having 5 vehicles on club permit, it seems I am dealing with VicRoads every second month.

Once having the permit form signed and stamped, I have been using the My VicRoads online account option, which I find easy and convenient, as I don't have to go into VicRoads to pay.

After submitting and paying online for the next 12mths permit and receiving a conformation receipt email to say permit valid for another 12 months, a couple of days later, I thought we were good to go. I was wrong.

After logging back into My VicRoads account a few days later, I noticed that beside this practical permit it was saying "pay now".. Hum! That does not seem right, so I waited a couple of days to see if anything had been updated from being paid, nope nothing!

We have all heard the stories that the person behind the desk didn't complete the job by ticking the job off in both systems. Well this was the same problem. After calling them and only being on hold for 15mins it all got fixed up. I guess my message is, it's easy to have a My VicRoads account and very easy to see if your permit is valid or not without going into VicRoads.

The last thing I need is to be driving and be told what you thought was a valid permit is not. We have heard those stories also. Sadly, a person did not do their job correctly, but having the VicRoads account saved me a lot of pain as I was able to act on the issue.

For those that don't have a VicRoads account, it's simple to do:

Go to VicRoads website and select "sign up to My VicRoads" and fill in the details required.

From here, you can see your modern registrations, licence details and club permit vehicles.

Regards Simon Anderson

Editorial

By Greg Smith

Welcome to the first “normal” edition of Brass Notes for 2022. I have to get used to writing 2022! It is great to be again hopefully providing some interesting information and entertainment to you, and as always we look forward to getting your words of wisdom from you, to share to all.

I am particularly excited to present an excellent article contributed by Catherine Strutt this month. This has to be one of the most amazing stories, and to hear exactly what transpired to make a bunch of trophies for the National Rally, is a must read article. Truly remarkable! I am also getting very excited to present and have the opportunity to sink our teeth into a major topic we have promised to visit, the Parker Collection Auction. This year we celebrate that auction’s 40 year anniversary. The more research I do on this auction, the more it intrigues me on how it provided some amazing vehicles to our movement. I am sure you will enjoy this important facet in our Club’s history. Our plan is to bring the first part of this in the March edition. Can hardly wait myself!

In December we got to celebrate some very worthy recipients of the Club trophies and awards (see January’s Brass Notes). Another batch of 50 year membership awards were presented, which is an outstanding achievement and two more 60 year memberships which is really extraordinary. Robyn Blackwell certainly deserved the Kingsley Strack trophy and the Ron Hobbs trophy was presented to Graeme Jarrett who is more than deserving, having rallied a one or two cylinder vehicle for his entire Veteran

Car membership time. The McKaige trophy was also presented, which is a membership nominated award, and it went to the extremely deserving pair of Stan and Maggie Bone. It is not often Stan is stuck for words, but this was one such moment. Well done you two.

I was fortunate to be able to present the Apollo trophy to the person who was the most help to the editor. This year it went to someone who provided three major articles. The first being the extremely interesting article on a car, built locally near Warnnambool (Allansford), the Ziegler steam car. The second was the article of whether to restore or keep substantially original, a vehicle his father owned, and subsequently passed onto his cousin, with the 1915 Excelsior motorcycle. Thirdly was a splendid piece of writing in conjunction with David Rentsch on the ongoing restoration of David’s Napier, titled, “Napiers for the Colonies”. These articles were all exceptionally well written in reader friendly style and were detailed yet concise and all very well received by our members. There was also constant help, feedback, encouragement and photographs provided of his own, superb restoration to help me with the column of Comings, Goings and Restorations. So in summary we were very fortunate to have Murray Murfett contribute to our magazine and as such, he was a very deserving recipient of the Apollo trophy.

My hope this year is to have many contributors to make awarding this trophy virtually impossible due to the sheer numbers of people willing to share their knowledge and experiences.

Front Cover – FIAT

By Graeme Jarrett

Our front cover features a FIAT with a torpedo body. Callum Walsh has helped identify the car as a Tipo 52 (1911-1912) – thanks Callum, we would be lost without you.

The body does show the usual hallmarks of Tarrant Motors. They were agents for these at this time and had provision to build bodies in-house. However, this car lacks the usual scuttle vents (largely seen on their Ford model T bodies). They were well fitted out and up to the current style, including leather trimming with hair stuffing

Little is known of the identities of the gathering and the location. The large cairn is very distinctive, being so large. There are more than a few of these about but none as large as this one. Does any member know where it might be located? Anyone? If it is any help, the family lived in the Middle Park area.

This shot comes from a family album – on my wife’s side.



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The advert above from The Argus November 1911

December Flashback Response

The first response we received for the December Flashback came from Noel Holbrook.

He wrote:

December flashback caught my eye, as at first, thought it to be a type 24 Peugeot Voiture of 1898-1902. But now think it possibly to be an 1899 Hurtu Voiturette with wire spoked wheels. The English built Marshall was a similar car.

(Editor's Note: I was also of the same opinion)



1899 Hurtu

Peter Handley also responded with:

Greg,

I correspond regularly with a chap in Russia called Vasily Shishka about early French cars. He has written a couple of books (encyclopedias) on 19th-century vehicles.

<https://www.prewarcar.com/french-cars-of-the-19-century-little-encyclopedia-part-ii-l-z>

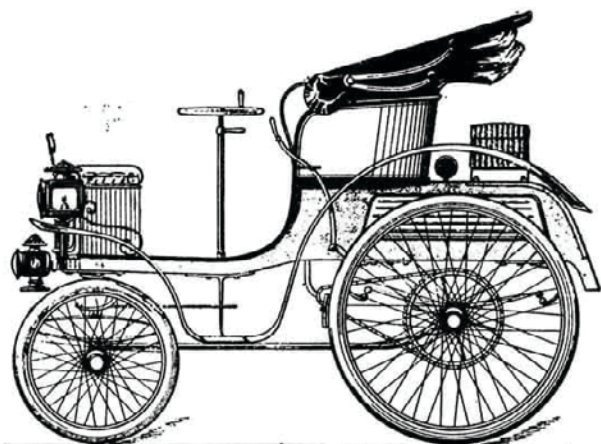


FIG. 2.— THE "GEORGES RICHARD" DUKE CAR.



I sent him a copy of the early image from 1901 from Hein Otten. He replied very quickly with his thoughts on the vehicle:

Hi Peter, I think it might be a Georges Richard, 80% confident. (pictures attached for reference).

Indeed the images do appear to match the unidentified vehicle quite well. Hopefully, you get some other leads to assist in identifying the vehicle.

*Best Regards
Peter Handley*

Andrew Brand contributes:

Hi Greg

I believe I can provide a positive ID and some additional info on the car in the December Flashback photo.

During my searches for FN photos and info I found the website of Conam – an organisation dedicated to the history of Dutch vehicles. I recalled that they had registration details and photos of many of the cars. I checked for 471 and sure enough, there it was. The car was a 1901 Georges Richard, and there are 2 additional photos of the car bearing that number. One was taken at the Otten workshop – obviously on the same occasion as Hein's photo as all the items around and behind the car match, including the bicycle in the foreground.

<https://www.conam.info/kentekens/rijksnummers/volgnnummers-1898-1906/1761-rijksnummer-476>

There are more photos of this car and an interesting story regarding its previous number 40:

<https://www.conam.info/kentekens/rijksnummers/volgnnummers-1898-1906/402-rijksnummer-40>

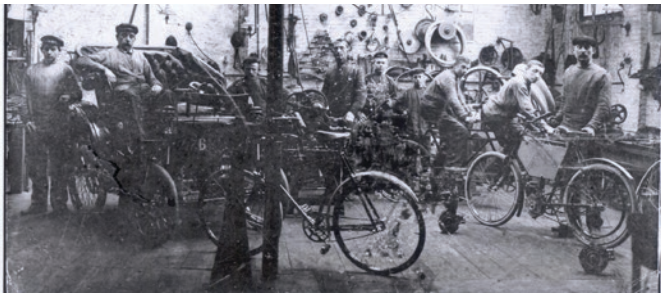
Note that in the lower photo on page 7, the car had wooden wheels.

For once the answer and a lot of interesting detail was handed to us on a plate!

I presume you know how to translate it from Dutch to English but if not let me know.

Regards,
Andrew Brand

The following is a translation from Dutch to English on what is in the websites that Andrew has provided:



The National Dutch number 476, photographed in the workshop of the company Otten on the Havermarkt in Breda. According to the register, this would have been taken in 1901. Georges Richard of AHM de Bruyn from Breda.



This car previously had national number 40.

Mrs. P.F. van Lelyveld had found a gap in the legal instructions, and took the liberty of putting the number 40 assigned to her in Roman numerals on her Georges Richard.

In the list of registration numbers, number 40 mentions Mrs. P.F. van Lelyveld, born Mess and living in The Hague. On November 24, 1898, she submitted a request to the government for a provisional permit to be able to drive on the national roads to Amersfoort the next day. The urgency was necessary due to commercial interests. From this it can be

concluded that she already possessed the vehicle and had mastered the skills. Later on she became the power of attorney of the firm Stutterheim & Co.



The combination of motorist and (independent) business woman was an exceptional and remarkable combination at a time when the first feminist wave was slowly and gradually making itself felt. We will never know whether she had a message for this movement, because at the end of 1899 she separated from her husband and left for South Africa in April 1900, when motoring was still in its infancy.

It is clear that she was an enterprising woman who did not let herself be eaten. This opponent's character and resistance to the established order is also clearly apparent when it is issued with license number 40 and is required to have this number affixed to the vehicle. She does this in accordance with the rules laid down, but at first glance the letters XL appear on the vehicle. Mrs P.F. van Lelyveld had found a gap in the legal instructions and took the liberty of stating the number 40 assigned to her in Roman numerals on the car.

(Source: Conam bulletin May 1993, Dutch first motorist, author Ariejan Bos).



Annual Rally Weekend

By Greg Smith

In November we had a very successful Annual Rally. The rallies were held in five different regions and occurred over two weekends. Although this is not our preferred option to run Annual Rallies they certainly attracted very good numbers and were enjoyed by those who participated. The following is the list of entrants.

Entrants	Location	Vehicle
Terry Mansbridge & Carol Baudinette	Ballarat	1912 Sunbeam 12/16
Daryl Meek & Fiona Lane	Ballarat	Modern
Rick Thege, Heather Gingall, Ian Wells and Sue Coul	Ballarat	1914 Sunbeam 12/16
Peter & Judy Fitzgerald	Ballarat	1911 Rover
Colin & Merralyn Sargent	Ballarat	1913 Overland
Ian & Jenny Sargent	Ballarat	1915 GCS M/C
Tony & Lyn McDonald	Ballarat	1915 Hupmobile
Brendan & Leonie Collier	Ballarat	Vintage
Murray Wright	Ballarat	1915 BSA M/C
Barry & Ros Smith	Ballarat	Modern
Allan Mansbridge	Ballarat	1915 Indian M/C
Julie Mansbridge	Ballarat	1912 Triumph M/C
Bob and Helen Ballinger & Bill and Glenys Lindsay	Ballarat	1915 Ford Model T
Paul & Kim Williams	Beechworth	1911 Wolseley
David & Gail Boyd	Beechworth	1915 Ford Model T
Peter Fagan	Beechworth	1914 Triumph M/C
John Stanley	Beechworth	1911 Stoewer
Robert Jeffcott & Leslie	Beechworth	1915 Ford Model T
Ivan & June Smith, Glen & Sue Goldie	Bendigo	1901 Argyll
Greg & Denise Smith	Bendigo	1908 Sovereign M/C
Robert & Peter Caffyn	Bendigo	1912 Talbot
Brenton Smith & Lillie Keogh	Bendigo	1913 Ford T
Peter & Joan Hammet	Bendigo	1914 De Dion Bouton
Greg Orde	Bendigo	1914 Rover M/C
Hein & Veronica Otten	Bendigo	1914 Overland
David Nicholls	Bendigo	1915 Itala
Barry Murfett	Bendigo	1915 Excelsior M/C
Andy & Sue Pope & John Burke (NSW)	Bendigo	Modern
Arthur Hayes	Bendigo	Modern
Brandon Price	Bendigo	Modern
Ben Alcock & Deborah Alcock	Drouin	1914 Overland
Jeff Alcock & Nicole Mayne	Drouin	1914 Overland
James & Sherryn Dunshea	Drouin	1911 Hotchkiss
Adam Auditori & Angela Mead	Drouin	1907 Vulcan
Andrew & Francis McDougall	Drouin	1915 Ford Model T
Scott Emmerson	Drouin	1912 Cadillac
Craig Emmerson	Drouin	1913 Cadillac
Bill Formby, Louise Formby & Ruby, Seth & Odin	Drouin	1912 Ford
Stan & Maggie Bone, Tony Berry	Drouin	1910 FN
Lynne & Neil Andrews	Drouin	1911 Clement Bayard
David Provan and Robert Tenney	Drouin	1907 Cadillac

Entrants	Location	Vehicle
Rob and Jerri-Lee Miller	Drouin	1913 Rudge M/C
Brian Hussey	Drouin	Modern
Rob Anderson and Kelly Anderson	Drouin	Modern
Priya and Shihan DeMel	Drouin	Modern
Stuart McCorkelle	Drouin	Modern
Nick Horn	Drouin	Modern
Callum Walsh	Geelong	Modern
Simon Anderson & James Park	Geelong	1910 Brush
Tess Anderson & Amelia Kirakosian	Geelong	1909 Hupmobile
Graeme Anderson & Graeme Tonkin	Geelong	1912 Adams
Martin & Tina Smallman	Geelong	1911 Stanley
Jack Thomas	Geelong	1914 Ford Model T
Paul Fullard & Royce Fullard	Geelong	1914 Healing Precision M/C
John & Robyn Kennett	Geelong	1911 Hupmobile 20
Graeme & Sandra Splatt	Geelong	Modern
Russell Beach	Geelong	Modern
Jason Palmer & Will Palmer	Geelong	Modern
Brendan Walsh	Geelong	Modern

See additional photos of the Rally on page 32.



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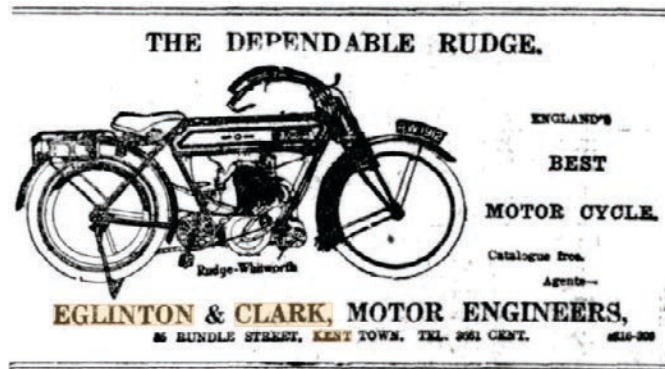


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Cyclecar Corner – Mystery Cyclecar Engine in SA

By Graeme Jarrett

Some photographs come along and remain a mystery forever, and so it is with this Cyclecar from South Australia. The machine is known to have been built in the premises of Eglinton and Clark in Adelaide (previously in Kent Town). They were agents for the Rudge motorcycle.

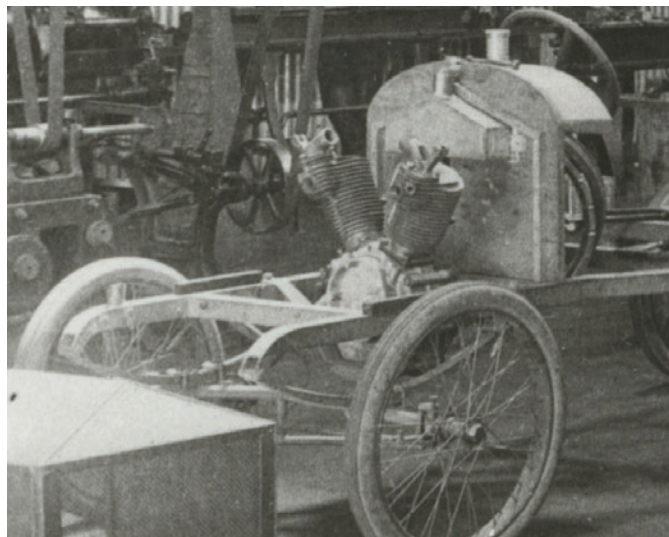


The identity of the engine continues to remain a mystery, this is in spite of the best minds having been applied.

The photograph below shows the premises of Eglinton and Clark with the Cyclecar under construction.



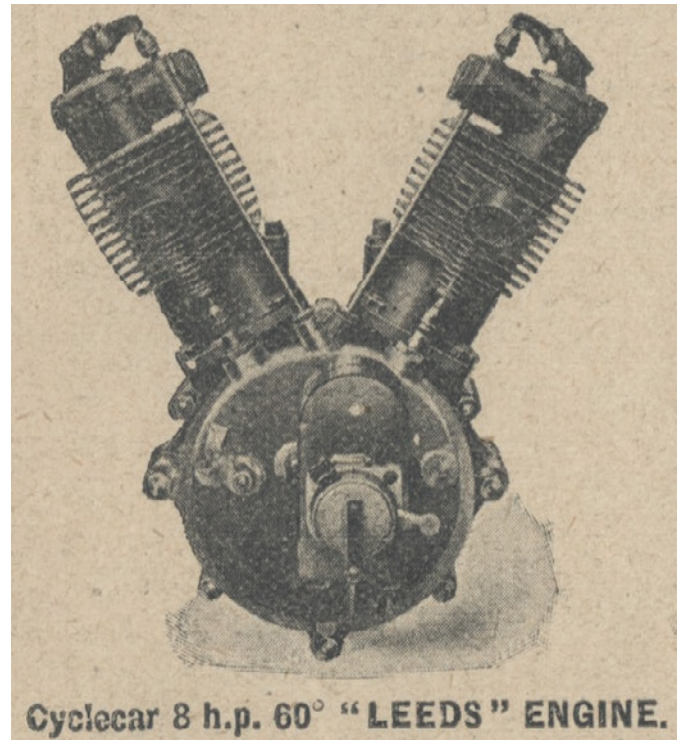
The photograph below shows a detail of the engine. Does anyone recognize the engine maker (manufacturer)?



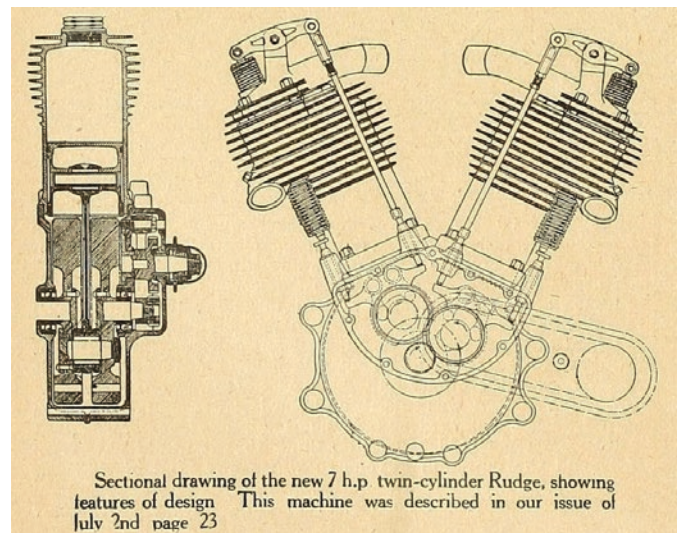
There have been a number of suggestions as to the manufacturer. Both Rudge and Leeds have been mentioned. Certainly there are similarities but the lack

of real detail accuracy marginalizes both. The offset nature of the exhaust valve and exhaust outlet is significant in the Rudge – negatives.

Below is a photo of the Leeds engine – by Job Day & Sons, Leeds.



Below is a photo of the Rudge engine.



The possibility that the engine could have been made in the Eglinton and Clark premises remains a possibility. The fact the engine is incomplete and under assembly is significant. I have an expectation that the makers possessed the expertise and equipment to manufacture it.

My thanks to Leon Mitchell for his valuable knowledge on these matters.

Input to this column is invited and welcome.

FIAT in Casterton

By Ian Irwin

Ian Irwin has again provided us with a lovely period photo with chauffeur and the family rugged up in appropriate motoring attire.

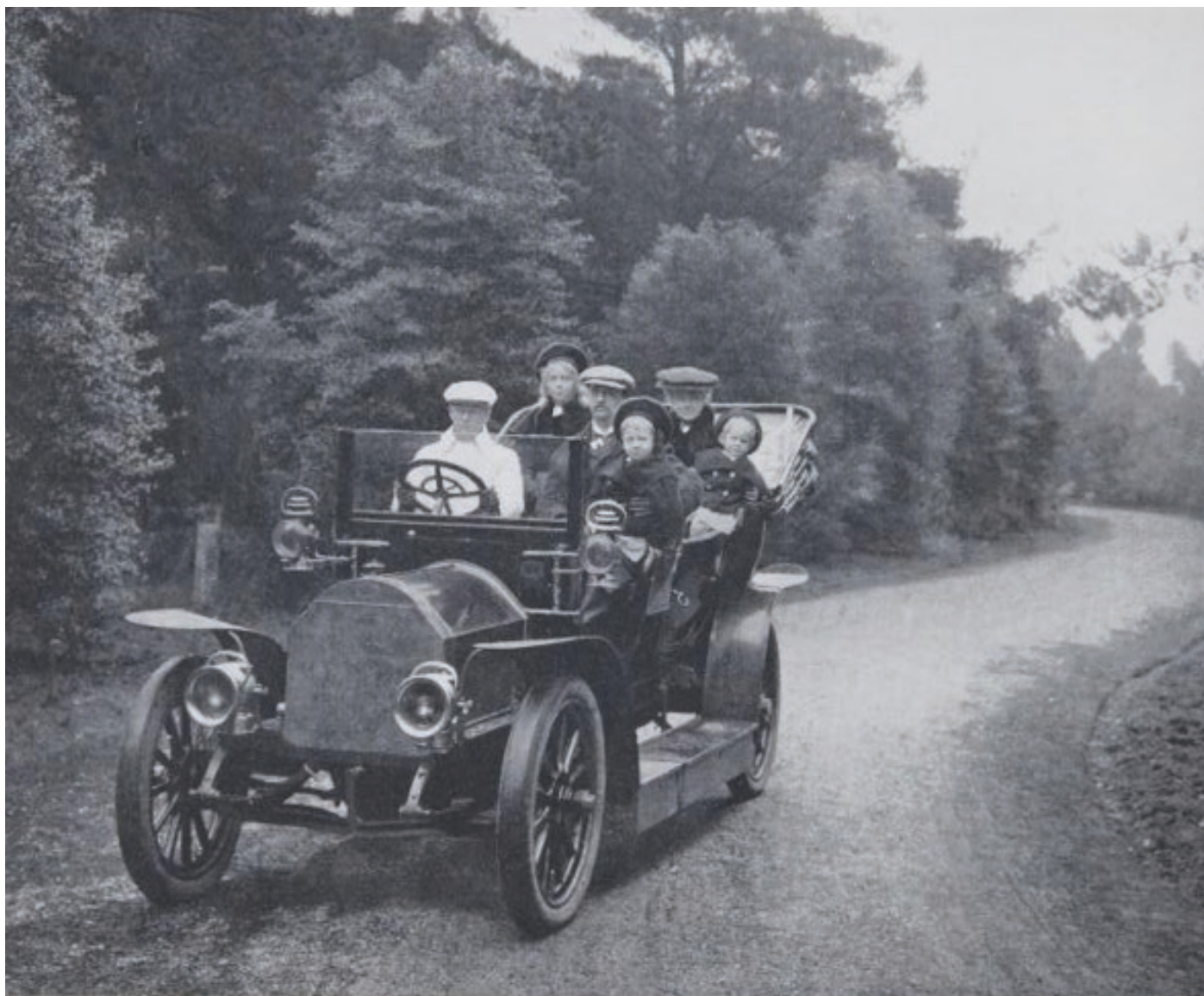
This wintry scene depicts what I believe to be a 1908 FIAT, but in any event the property of Thomas Millear Jnr, [b.1866] (front left seat with child on his knee) on the driveway into his Edgarley Homestead, Casterton, Victoria.

Thomas Millear Snr and family had emigrated from Edgarley Farm in Somersetshire in 1858, originally settling at Green Vale in the Western District with a share in a 52,000 acre holding worked in partnership with Thomas Maidment and Josiah Austin. The partnership was dissolved in 1877 at which time Millear purchased nearly 22,400 acres which he named Edgarley. Thomas Millear Jnr went on to acquire or partner in the ownership of numerous prosperous large grazing properties in Victoria and southern NSW,

including Deniliquin Stud Farm and Wanganella, the latter at first in partnership with Albert Austin, but later in his own right. The Millear family dynasty in the grazing industry is well documented in rural history of both Victoria and New South Wales



The Edgarley gardens provided a superb setting for Thomas Millear's motor car for the Pastoralists' Review.



The Pastoralists' Review. 15 June, 1909. Page341.

Findings, Feedback & Follow-Up

By Kelvin Callahan

E.W. Brown Booklet

Kelvin Callahan from Tasmania, after having read several editions of Brass Notes, recently corresponded with me saying he had found a wonderful booklet pertaining to E.W. Brown. He states that "whilst searching through my bits and pieces for another motorcycle related item, I came across this old copy which I thought may be of interest to your readers."

Unfortunately the cover did not copy too well, but basically reads:-

"E.W. Brown

Price List

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Sole agent for

J.A.P. Peugeot F.N. and

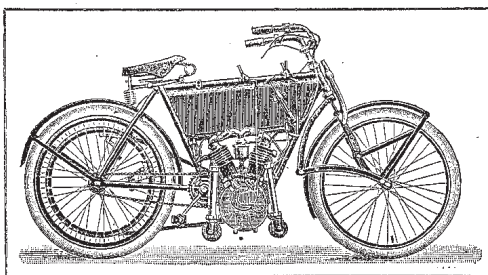
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Melbourne."

Price List of Motor-Cycle Accessories

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3½ h.p., Twin Cylinder, with Suspension Forks and Simms-Bosch Magneto Ignition	65 0 0
5 h.p., Twin Cylinder, with Suspension Forks and Simms-Bosch Magneto Ignition	70 0 0

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- Nov. 7, 1906—2 Mile Handicap, Aspendale. Peugeot, 1st and 2nd (only two Peugeots competed).
- Nov. 7, 1906—5 Mile Handicap, Aspendale. Peugeot, 1st.
- Nov. 15, 1906—3 Mile V.M.C.C. Handicap. Peugeot, 1st.
- April 29, 1907—100 Mile V.M.C.C. Road Race. Australian Record. Peugeots 1st, 2nd, 3rd, and 4th in this event. Six Peugeots competed from a field of thirty entries.
- F. Hall on his Peugeot won, and secured the 100 Mile Australian Record, average 44 3-5 miles per hour. Peugeots also secured fastest time for small-powered motors (2¾ h.p. and under), thus winning every prize (seven) offered, from the largest field of motor cycles ever started in Victoria.
- Nov. 11, 1907—5 Mile Championship Track Race, Friendly Society Grounds. Peugeot, 1st.
- Feb. 22, 1908—Hill Climb, Heidelberg, V.M.C.C. Peugeot, 1st; Peugeot, 2nd.
- March 5, 1908—25 Mile Championship, V.M.C.C. Peugeot, 1st, 2nd, 3rd, and 4th, securing fastest time for 2¾, 3½, and 5 h.p., and gaining all the prizes (five) from a field of twenty-eight starters.
- June 8—100 Mile Championship, 1908, 2nd, 3rd, 4th, 5th, securing fastest time for 2¾ and 5 h.p., and gaining five out of seven prizes.
- July 4—20 Mile Motor Cycle Contest, Keilor to Gisborne. Peugeot, 1st, 2nd, 3rd.
- Sep. 12—50 Mile Championship. Peugeot, 1st, 3rd, 4th, and 5th.
- Sep. 26—Heidelberg Hill Climb. Peugeot, 1st, 2nd, and fastest time.

ALL DUPLICATES STOCKED FOR

Peugeot, F.N., J.A.P., N.S.U.,
and Minerva Motors.

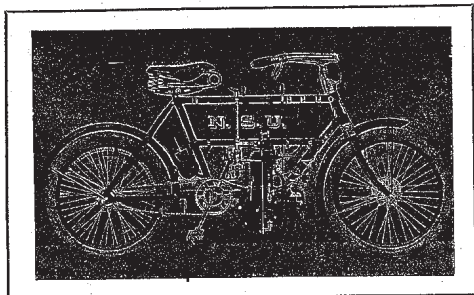
Second-hand Motors taken as part payment; balance easy terms.

N.S.U. Single Cylinder Touring Motor Cycle.

6

E. W. BROWN, MELBOURNE.

Our 1908 Model represents the last word in Motor Cycle construction; it combines speed, reliability and comfort.



N.S.U. SINGLE CYLINDER TOURING MOTOR CYCLE.

SPECIFICATION.

26-in. Wheels, distance from ground to top of saddle about 39 in.; Wheelbase about 53 in. to 54 in. Spring Forks, 2 Brakes, Exhaust Lift by Bowden Wire from Handlebar, Switch Handle, extra wide Mudguards.

MAGNETO IGNITION.

Tool Case and full set of Tools, Magneto Ignition, $3\frac{1}{2}$ h.p. Motor Cycle fitted with $2\frac{1}{4}$ in. Tyres, V Belt.



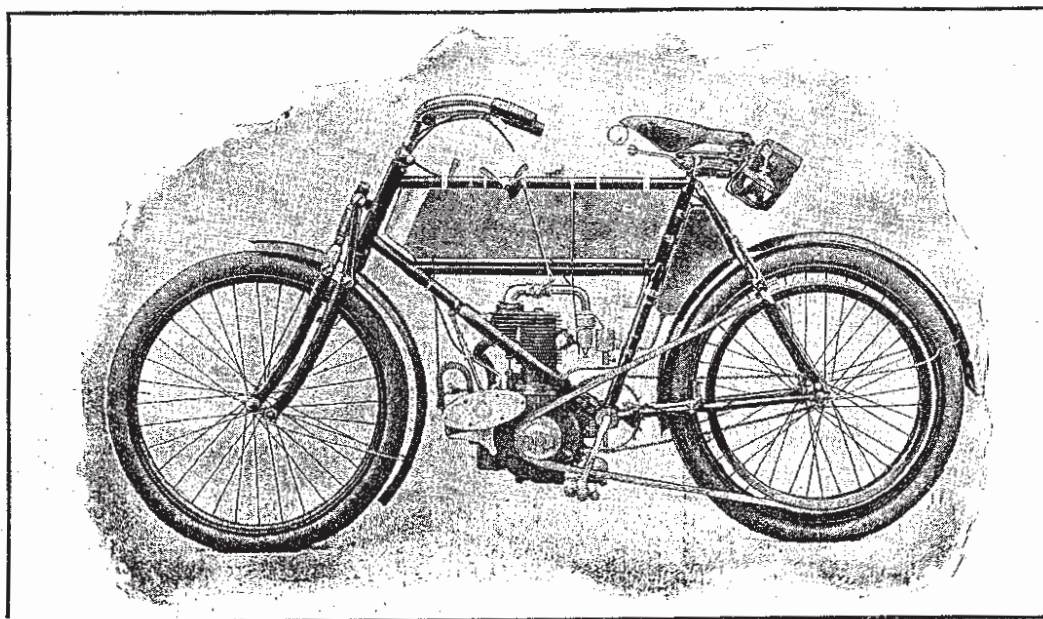
PRICE—with Magneto and Spring Forks, £57 10s.

MOTOR LIST.

	£	s.	d.
Accumulators—			
Fulmen, 20 A.H.	1	7	6
" 30 A.H.	1	17	6
" 45 A.H.	2	10	0
Dinin, 20 A.H.	1	7	6
Accumulator Parts—			
Fulmen Plates each	0	4	6
Other Plates	0	3	6
Vent Plugs	0	0	9
Repair Outfits—			
P. and R. each	0	2	9
Belting, V Shape—			
Lycett's Rawido, $\frac{3}{4}$ ft.	0	2	3
" " $\frac{7}{8}$	0	2	9
Watta Watta, $\frac{3}{4}$	0	2	9
" " $\frac{7}{8}$	0	3	3
Rubber Belts—			
$\frac{3}{4}$ each	0	15	0
$\frac{7}{8}$	0	17	6
Belt Dressing—			
G.B., in Tins each	0	1	0
Belt Fasteners—			
Simplex, $\frac{5}{8}$, $\frac{3}{4}$, $\frac{7}{8}$, and 1 in. each	0	1	3
Star, specially for Rubber Belts, $\frac{3}{4}$ and $\frac{7}{8}$	0	1	6
N.S.U., $\frac{3}{4}$ and $\frac{7}{8}$	0	1	6
Vulcan, $\frac{3}{4}$	0	1	3
Belt Hooks (Steel), $\frac{3}{4}$ and $\frac{7}{8}$	0	0	9

MOTOR CYCLE SPECIALISTS.

The F.N. Ideal Touring Motor Cycle.



$2\frac{3}{4}$ h.p. Magneto Ignition, Suspension Forks	£52	10	0
4 Cylinder Motor, with Magneto, Spring Forks and Shaft Drive, 5 to 6 h.p.	65	0	0
$1\frac{3}{4}$ h.p. light weight, with Magneto, Spring Forks and Variable Pulley	48	10	0

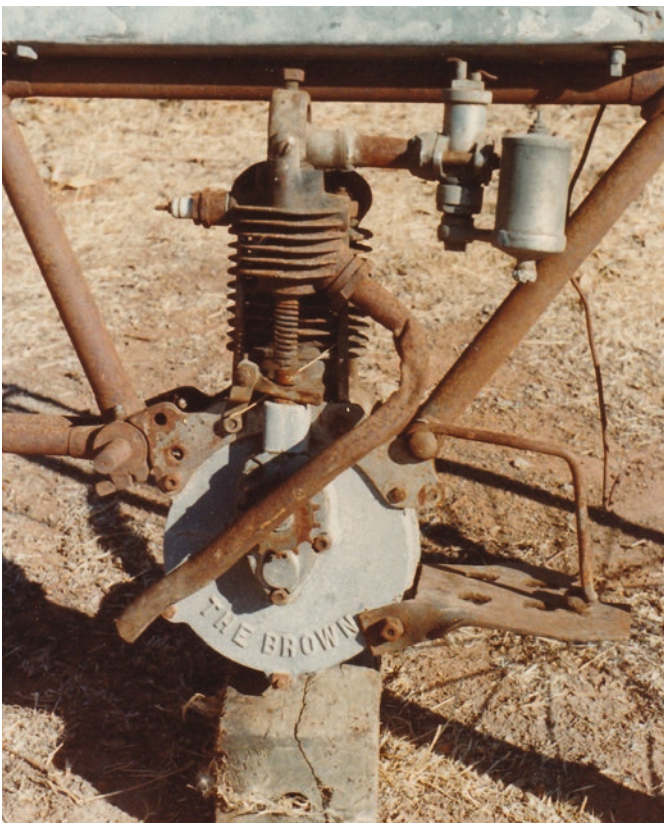
The Brown Motorcycle

As a follow-up to the EWB motorcycle article in the November edition of Brass Notes (page 7), it mentioned how in 1905 E.W. Brown had the agency, and sold the fully imported, British manufactured motorcycle, "The Brown". Vic Ellis back in the 80s (he thinks) discovered such a motorcycle on a farm at Banyena and has kindly sent through a couple of photographs of "The Brown".

At the time it was lying on its side in a paddock and Vic stood the bike up to stop further deterioration and suggested it should be put into a shed or at least under cover. He inquired whether he could purchase it but was told in uncertain terms it was not for sale.

Several auction sales have occurred on this property as there were literally thousands of tractors, trucks, steam engines, cars and farm equipment stored in rows here. As yet the motorcycle has not surfaced. Apparently this year there are to be two more sales, so who knows "The Brown" could well come out from its hiding place.

Vic Ellis



What is it?

By Vic Ellis

This photograph has been very kindly supplied by Vic Ellis. The car is believed to be the first car in the township of Warracknabeal. Vic has an idea of what type of vehicle this is, but would like confirmation from our members. It looks to have U.S. origins and fairly early in my mind. Please help us and Vic out with your thoughts of the make and model of this car. As usual, contact the editor with your information.



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.

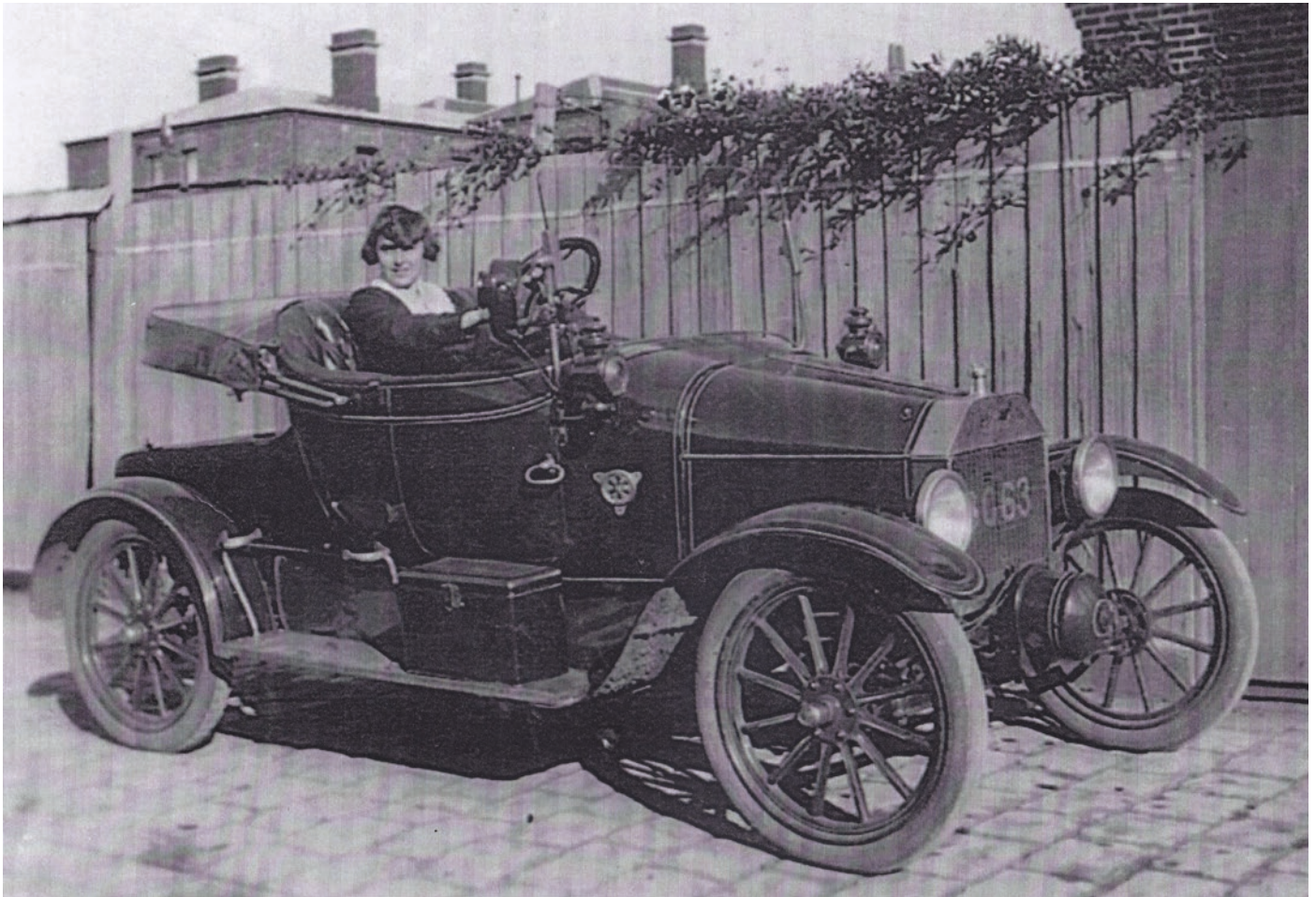
Restoration, panel and paintwork also available.

Contact Matt on mobile 0409 402 772
or email mattweeks@icloud.com



“T” Ford Time – Tarrant Bodies

By Graeme Jarrett



Ford model T, 1916.

Tarrant Motors Pty Ltd were Melbourne agents for the model T Ford. Most of the cars received bodies from their own works. They were well fitted out and were up to the current fashion styles.

This car (above) was described by Tarrant sales literature as a “Single-Seater No. 2 (To seat 3 Persons)”. It was well fitted out and up to the latest fashion, at that time – brass radiator excluded (GJ). These were trimmed in leather with hair filling, Cape cart hood, envelope to match, side curtains. According to Tarrant’s own sales literature: - “PAINTING – Painted in any colour (white excepted) to suit purchaser”. The electric starter on this car (at front) was an aftermarket fitment.

This photograph was taken in Ashworth Street, Middle Park (near Nimmo St) outside the Haywood family home. The house survives – fate of the car is unknown.

This Ford model T appears to be a 1917 model – loaded to the gunwales. The body is representative of Tarrant production at that time. These were finished to quite a high standard for the time and cost of car. This shot came from my favourite antiquarian book shop in Kew. Ownership and family members are not identified, however, the last three numbers of the registration plate are 383.



A 1917 model T Ford (damaged print).

Brown's
Whitemetal & Mechanical
Service

Andrew Brown
0466 061 002



- White Metal bearings
- Model T Ford
- Mechanical repairs to all Veteran, Vintage & Classic cars

Comings, Goings and Restorations

By Greg Smith

Very recently the lovely 1909 Belsize of John Hollis changed hands and left our shores to head to Tasmania to a friend of Kelvin Callahan. It is a pity it didn't find a home here in Victoria, but I believe it will be greatly appreciated in Tasmania. I believe the beautiful 1915 Belsize roadster is still available for someone to purchase. While the car was being picked up here, an Itala motor suitable for Kelvin's Itala, was picked up from Greg Orde.



The 1905 Cadillac of Vivian and Doug Fulford arrived as an excellent Christmas present. Here are some of Doug's words on the arrival. "The ship carrying Vivian's 1905 Cadillac berthed on 20 November and the container was transferred to a bond store on 22 November. Then it went 'red-line' in the customs system. Presumably some trace of asbestos was (allegedly) found in the spark plug lead and the fabric covering of the heel board. So the 'wiring harness' and the covering of the heel board had to be removed and disposed of. Another highlight was customs requiring a statutory declaration that there was no air conditioning gas in the vehicle. Really! Thank goodness Russell Holden, who was importing the car for us, was able to act as the authorised mechanic and steer us through the whole nightmare. Then a thought hit me. How about it being a Christmas day surprise?" With a

heck of a lot of shifting cars, trailers and much more sneaky business, and conniving with other family and friends Doug was able to pull off the impossible, to surprise Vivian on Christmas Day. "There wasn't really an opportunity to wrap the car but I had separately managed to buy a "Cadillac" scripted open end spanner which was wrapped and given as the last present on Christmas morning as a prelude to unveiling the Cadillac. And not only do I have a happy wife it has enhanced my reputation as a "romantic" with my daughters."

At the upcoming Shannon's online auction there are two Veteran cars that may interest some. The first is a stunning 1914 Renault DG Roadster. This is a beautiful example of a fairly rare model. I had the pleasure of viewing it a couple of years ago at the Late Peter Crauford's home. He purchased it from the Rainsford Collection and before that, it was first campaigned by Bert Pope in South Australia. I reckon it is very desirable car indeed.



The second vehicle at Shannon's is a 1914 Hotchkiss AG tourer. Again this is a stunning vehicle and the restoration appears to be wonderful. I contacted Ian Irwin as it says the car was restored by Mr. Pickup of the ACT. Ian very kindly gave me some of the history of the car and Alan Pickup who restored the vehicle. Here is a precis of what Ian reported to me.

When the car was first found c1963, details were sent to France, and it came back that there was no such model. After several months it was confirmed that there was such a model, but the one here was the only surviving example from a small production run. Jim Hewitt from West Wyalong found it but at the time he was restoring a 1908 Clement Diatto so offered it to Ian. Ian was not in the position to purchase, so it ended up being offered to Alan Pickup. Alan was a highly skilled engineer and did a ground up restoration after firstly doing a 1915 Model T Ford. It was a time consuming restoration but when finished it was a standard by which cars were judged against in the ACT. When Alan passed away, his Model T Ford and Hotchkiss were both purchased by Commander John Herbert (Ex R.N Retired) who was a member of the ACT Club. When he and his wife moved to Queensland the Hotchkiss went

with them. It is now offered for sale at the Shannon's online auction and wouldn't it be nice if someone in Victoria purchased it.



First FIAT Imported Into Australia

By Ian Irwin



Ian Irwin very kindly provided from his amazing resources of early period photographs, an amazing shot featuring a very early FIAT.

The hand-written caption states: 'She won Hill Contest at Coogee. I drove her. The old body is still in Rose Bay stable loft. The First Fiat car to arrive in Australia. 28 HP. 8-seater. I sold her to Mr Pittar.'

This car, a 4-cylinder chain-driven 24-28 HP 1905 model, was purchased new by the high profile Sydney retail store proprietor Mark Foy. From the above reference, it is presumed he had the car re-bodied in Sydney. After ownership of about a year, he sold it to Mr A.T. (Arthur Thomas Henry) Pittar, who I believe was

a leading Sydney dentist by profession with premises in Castlereagh Street, and who engaged its former owner Mark Foy to drive it in the October 1906 Automobile Club of Australia Hillclimb at Coogee. It was the fastest car on the day on the very steep hill doing the 880 yards in 1 minute 31 seconds (converts roughly to 20 mph). Second was F. Chisholm's 22 HP 4-cylinder Minerva in 1 minute 39 seconds. The FIAT was disqualified on a breach of the pre-event weigh-in regulations.

Pittar's greatest passion was sailing and his proudest possession undoubtedly was his Auckland-built 16.5 metre ocean racing yacht Rawhiti, commissioned by him and built in 1905.

Trials, Tribulations And Triumphs Of A Trophy!

By Catherine Strutt (& Stan Bone)

Some time about eighteen months ago, when planning was already well underway for the 2021 National Veteran Vehicle Rally at Swan Hill, rally directors, Michael and Claudia Holding confidently approached Stan Bone with the idea of him possibly creating a trophy or two for awarding well deserving participants at the rally. Stan, renowned for his excellent fabrication skills and exceptional eye for design, bravely accepted the challenge. It was his way of contributing to the rally and he enjoyed practical work and making things.

But what began as an intention to produce a handful of simple, standard trophies over a couple of months in his spare time, developed into a full blown manufacturing process with all the pitfalls, research, experiments, determination, hair pulling, education, vision, frustration, costs and satisfaction equal to that of starting a new business. But Stan was committed to the project, determined to achieve something unique and beautiful yet functional and hopefully, coveted. He pushed through months of frustration, back stepping, lost hope and inspiration yet with or without help, he found a way at each frustrating roadblock to make every part of the long creative process work successfully.

At the start of the process, Stan contacted me for my graphic design/visual art opinion and advice on an idea he'd emailed me. He had drawn a very rough, simple drawing but his design concept was impressive and clever and with a little help it could be developed further with stronger lines and colour. Two heads are better than one! Technically, I had the computer design skills I could share with him and over a couple of hours one night I redrew his drawing and emailed it back to him. The customer was happy!

I'm sure we both thought my help to redraw Stan's original idea was only going to be a quick fix and then he'd be on his way but in fact it was the first couple of hours of nearly eighteen months of constant back and forth collaboration due to the realisation by Stan that hand drawn pencil images on paper weren't going to cut it when working with laser cutting companies and outside manufacturers. It was not always an easy collaboration due to our 1000kms apart but nonetheless it was achievable!

Stan's design concept was great. It showed the body of a veteran car sitting within a swan. The swan represented Swan Hill, the rural city where the rally would be held. The neck of the swan arched over to illustrate the mudguard while the upturned wing and tail feathers provided design balance and the look of speed...what we all (think we) have in our veteran cars! There was a prominent space provided for the essential rally or club badge and space for a "real" wheel, which added a satisfying tactile feel to the overall design. It was nearly there as a finished design but the feathers were too severe and needed tidying and the swan's head and neck needed strength and power. Some more pencil drawings were exchanged and then I scanned our final decision into my design program and drew the first vector file of dozens for this job. While reworking the swan's head I faced it to the front to look forward, metaphorically a positive thing, and reworked it into a snake horn. Final colours were decided on.



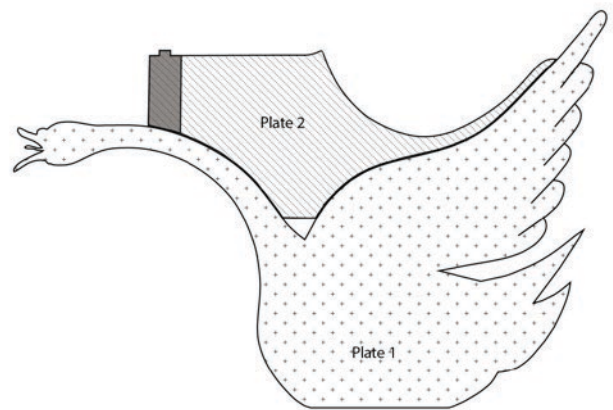
There were more weeks of tweaking the design work until the drawing was finalised. It was ready to be brought to life and decisions needed to be made regarding colour and materials. We decided on fired enamel (as opposed to hand painted colour) for the colour, influenced by the hard wearing finish that is achieved on radiator badges. We also assumed that the best metal to cut the car-swan shape from was brass as it could be polished on the edges and it would bring a high quality, nice finish to the end result. It was the obvious choice. The car-swan shape needed to be laser cut in one piece and then etched, leaving a border at the edge and within the design to enable the glass enamel to hold to the metal. But the first of a string of problems arose. The shapes were able to be laser cut in brass however it was not possible to etch the brass for enamelling as the reflection from the brass interfered with the laser eye. So, one step back.

More research and discussion revealed that copper was actually the best material to hold glass enamel and suddenly faded memories of school holiday workshops making tiny enamelled copper necklace pendants as a kid reminded me of this. So Stan sourced and purchased a supply of copper sheets and again approached the laser cutting companies and finally found one that could help. They could laser cut



the shapes but unfortunately, the cost to engrave the enamelling bed for each of the eighteen shapes on top of the laser cutting was far too prohibitive. After more research and experiments Stan successfully taught himself how to acid etch patterns onto copper plate. All of the interior lines of the design, the lines of the feathers and the border line around the perimeter of the design needed to remain while the rest of the copper plate needed to be etched to a depth of 1mm. Testing and experimenting was required to determine the width the lines needed to be. At first Stan tried using my drawings to transfer the line image onto the copper using a photographic paper but this was immediately unsuccessful. All he successfully managed to do was trash his printer by melting the paper onto the hot rollers. More research was needed and this revealed the possibility of using expensive ink pens to draw the design onto the copper. The pen ink is designed to mask out what needed to be left unetched. Stan tried many types and brands of these pens with no success until finally after weeks of experimenting, he discovered that the good ol' Sharpie pen was the most effective and successful way to mask out lines for etching. The frustration and failures of copper pieces eaten through or copper pieces not etching at all, time after time drove him to despair (not to mention Maggie's patience through the roof!) but again Stan's stubborn determination won and he developed a method to painstakingly hand draw every line on the copper pieces and then carefully etch every car-swallow piece ready for enamelling. He could afford no interruption with this difficult part of the process.

Not everything went smoothly. The shapes were etching beautifully however some detail was unavoidably lost on occasion around the beak and tongue of the swan head. We put it down to being hand made and moved on. The rally was approaching and there were many parts still to learn how to do and make!



Drawing for laser cutting and etching.



Waste copper after laser cutting the shapes.



Detail of feathers.



Before: Copper shape with hand drawn masking pen. After: etched.



Car body colour trials.

Things became more interesting when finally it came to applying colour to the design. We decided that blue was to be the car body colour as it was a popular veteran car colour and it looked best with the dark timber colour that the finished pieces would all be assembled onto. Dark blue would also look best with the additional details that Stan would create later from polished brass.

“Ahhh..are you familiar with glass enamelling in your work as an artist, Caaatherine..?”

“Mmm..no I am not, Stan. I will ask around my creative mates and get back to you.”

With all of the eighteen car-swan copper shapes etched, cleaned and finished, the next step in the process was ready to begin. But my search for help with enamelling was fruitless.

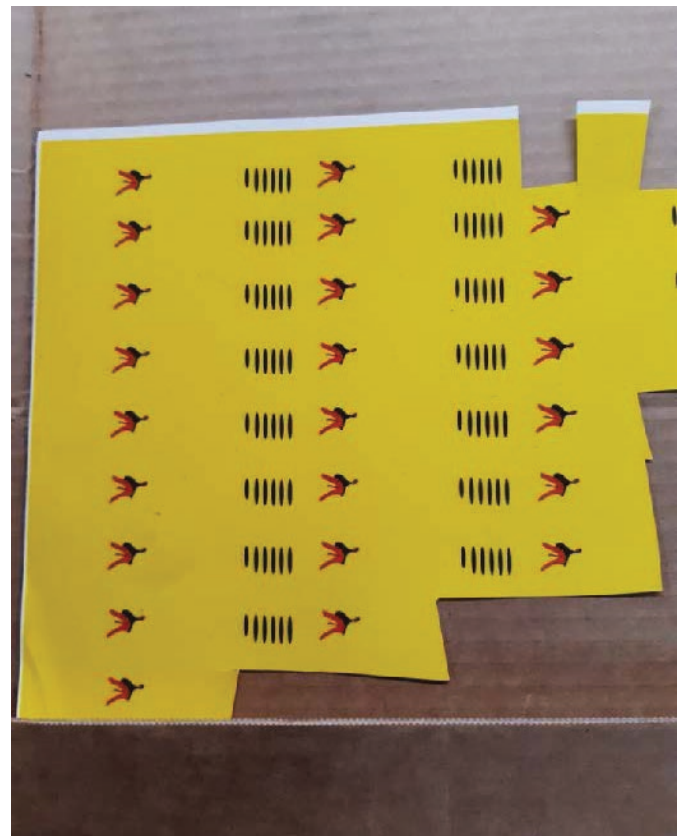
So once again it was time for Stan to learn some new skills and off he ventured into the city of Melbourne to purchase a cache of supplies; glass enamel powder of four different blues and an off white, a bottle of gum tragacanth and a small sieve. He took the time to visit a friend down the road who works as a glass artist for advice. Rob, the glass artist didn't actually work with enamel powder but “hey, let's experiment!” he said. Rob had the big roasting hot kiln that Stan needed to fire the enamel in, a lovely studio space to work and the endless enthusiasm and generosity to help. Together they spent hours fiddling with enamel powder, kiln temperatures and techniques. Days turned into weeks and again material failures were many and soul deflating; the enamel powder melted into the centres of the shapes, pulling into the middle leaving no colour at the edges, cooling enamel glass cracked and popped and flew off the copper plates like popping corn.

Enamelling copper was easily the most frustrating step in the process to produce the works, and the step that required the most experimenting. But perseverance always wins and eventually Stan had a win and produced the first blue and white enamelled car-swan of the eighteen trophies. The enamel was even in colour and texture, opaque and beautifully glossy. By painting gum tragacanth (gum trag) onto the copper plate before dusting with the enamel glass powder, Stan was successfully able to get the hot enamel to lay right to the edge of the shape without being dragged into the centre as it cooled. Results! It was weeks of frustration and disappointment overcome and we shared a celebratory long distance drink! This was a major achievement towards finishing the works.

Meanwhile files needed to be drawn so we could add the detail to the car body and swan. Stan had had experience with ceramic transfers as a result of making ceramic insulators for the spark plugs in his FN so this was a step that should be straightforward. And it was. I drew up the bonnet louvers and swan head details and sent the file to the transfer manufacturer and when ready, Stan picked them up, carefully cut them out and placed them on each car-swan shape and then fired them in his brand new kiln, which he had purchased to enable expediency and independency, at a temperature of 750 degrees.



Enamelling success.



Ceramic transfers of the swan head and bonnet louvres for transferring and firing.

With all 18 swans totally enamelled, transfers of detail fired, and some careful hand painting of orange paint on the beaks by Maggie, it was time to machine the timber backs for the trophies. Thirty five years ago, part of the trunk of a big old red box was struck by lightning in the Bone's yard and had fallen across the ground where it had laid ever since. Grey and weathered it seemed destined for the fire but when cutting into it, Stan discovered the beautiful red colour of the timber still evident inside. So he picked up his chainsaw and hand cut 18 pieces of timber, being careful to cut them so as to achieve an aesthetically pleasing shape for each finished trophy. He then burnt the edges of the timbers to black charcoal for a rustic finish, stained them and burnished them for a beautiful depth of colour.



Next we needed to decide on what was going to be engraved into each of the timber backs. Along with the relevant text and font that was required for the rally info, we settled on two designs; the first of a lady driver from the 1900's holding her driving goggles and the second of a Plume brand fuel pump. I drew four separate drawings for the one image of the lady. I used a head image from some of Maggie's vintage pictures and the body with driving coat I sourced from a product catalogue from the 1900's. By reversing the head after I had drawn it, it fitted perfectly to the separate body. The body didn't come with sufficient enough hands so I drew these along with her driving goggles. When I had drawn all four parts to the lady image (head, body, hands & goggles) in my design programme, I carefully pulled and pushed them all to fit seamlessly together. When the parts were joined as one, then we could adjust her overall height, width and detail and group her to the trophy text.



Finished drawing for trophy design #1.

With a finished drawing and text file ready to be engraved into the timber pieces, Stan approached his fellow members of the St Andrews Men's Shed to see if it was possible to complete the next stage of the job on site. Steve Jenkinson, the president of the shed, was enthusiastic and inspired to help as it meant that he and Stan could try out the shed's new laser cutter/engraver that had been recently purchased for the use of the members. The generosity of Steve to help with the engraving of the trophy timbers went beyond any normal definition of one off help and together he and Stan determined cutters and depths and patiently engraved all of the trophy timbers, taking over an hour for each piece, ready for hand painting the gold infill. As suggested by Steve, a blue cutting film was used to mask the timber for gold hand painting of the recessed design after engraving and it worked beautifully.



As for the other design to be engraved into the timbers, the Plume fuel pump, it went as far as being a finished drawing however engraving was not realised, as just as I finished the design, the rally was unfortunately cancelled. Sometime down the track there might be an opportunity for it to be used.



The many parts of the trophies were finally starting to come together but upon considering the final colours of the finished trophies, the design was lacking a healthy dose of greens! So while Stan was working through the time consuming engraving process, I carefully re-worked the colours of the Automobile Club of Victoria badge design as it was decided that this was the badge to be included on the trophy. The original colour palette was black and orange. I considered it to be a clever badge design but I could envisage it being more successful in its colours so as it represented Victoria and veteran vehicles a little better. I chose green to represent the green of Victoria state and green, red and dark blue as a group to represent the more traditional colours of most veteran cars. Light blue to bring the car motif forward in the design and gold wings for flight. With the new badge colours approved and then created into hard copies, it provided the green that we needed for the overall successful aesthetic of the finished trophies.



Finished drawing for trophy design #2.

After hand painting so many pieces of timber, the professional gold miner had turned professional gold painter!

The timber work was now nearly finished. We decided on what best to do to bring out the natural beauty of the timber, experimenting with natural oils and stains and then Stan clear varnished the pieces which beautifully enhanced the rich tones of the timber and gave the trophies a finished, quality look.

Over the next couple of months the work was detailed but straightforward for a bloke who is more at home creating intricate things in brass on a lathe than timber work and enamelling. Stan sourced and purchased the timber spoked wheels and then carefully reworked them on the lathe to look convincingly veteran rather than like wooden toys. He narrowed the rims and machined the hubs and with a sneaky addition of a big rubber O ring fitted to a machined recessed groove, he gave the wooden wheels a tyre.

Next he created some tiny details to finish the assembly of the pieces for the car shape; a tiny timber steering wheel, screw on brass hubcaps (repurposed valve caps), radiator caps made from brass and tiny brass tubing for authentic steering columns while Maggie again lent her steady hand to paint each of the wooden wheel hubs dark blue.

Lastly, we determined how the trophies would be displayed and then Stan went back to the saw and cut all the timber for the base of each trophy, routed, sanded and varnished the pieces before finally assembling the collection of many parts into 9 (out of 18) finished trophies. Hopefully, the other nine trophies will be assembled and finished in the future.

At the time the rally was sadly cancelled, I had drawn over 170 files for the trophy design which included files to visualise the finished concept, files for the laser cutting and engraving, trophy award text, timber engraving, timber images, transfers and badges.

However, it truly is a testament to Stan's stubborn determination, perseverance and extraordinary skills that what has resulted is a visually beautiful collection of handmade small creations, bespoke to a degree

as each is unique in their own appearance. Huge thanks must also be expressed to Maggie Bone for her support, help and patience in this collaborative effort!

The rally trophies have become a little more than just trophies. They're a collection of collaborative artworks that hopefully one day will be used in the way they were intended and awarded to loving homes!



From concept..



..to reality.



EWB Motorcycles - Part 3

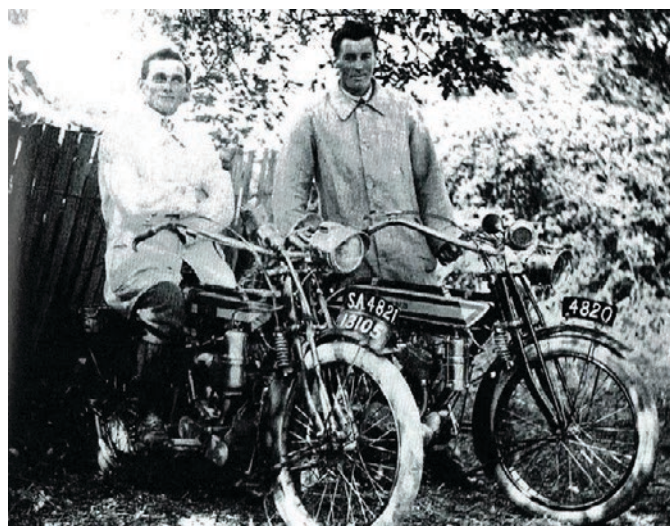
By David Chantrell, With Additional Information & Photos by Peter Allen, Terry Parker & Greg Smith.

Continued from the December issue of Brass Notes.

The new "E.W.B." now with a 6 HP JAP V-twin engine. Later development saw the JAP V-twin increase in power. It is possible that these larger engines may have also been fitted. E.W. Brown's display, Victorian newspaper "Bendigo Independent", 16th October 1913, page 7.

MOTOR CYCLES.—Whether you are a prospective buyer who has never ridden a Motor Cycle or a seasoned veteran always on the look out for the best machine, this offer must interest you. To prove the superiority of the RUDGE-MULTI, the machine with a range of 29 speeds (drive being direct on every one and absolutely no cogs used), perfect belt alignment, free engine, &c., you can write, phone or interview us, and we will arrange for our representative to call on you at any time and demonstrate the simplicity and reliability of this, the best of all motors. We want to convince you of the above facts, and that either as a solo or side car machine the RUDGE-MULTI is above all others. Communicate with us to-day—a trial run costs you nothing, and places you under no obligation. **E. W. BROWN, 207-13 Swanston-street.**

Melbourne's newspaper "The Age", 15th October 1913, page 3.



Messrs. L. Fox and H.T. Amey in Mount Gambier, with their consecutively South Australian registered numbers #4820 and #4821, both riding their c1913/14 JAP V-twin powered "E.W.B." motorcycles. Note the "E.W.B." on the left has both a Victorian & South Australian registration plates.

Photo courtesy of Terry Parker.

November 1913 saw an additional company "E.W. Brown & Co." being advertised at the address of 207-213 Swanston Street, the same as "E.W. Brown".

The reason for this additional company running concurrently is not yet understood.

On 14th February 1914, the VMCC held the Inaugural "E.W.B." Cup. This new event was billed as a 10-mile race for 3½ HP machines only with a prize of 10 Guineas for the winner. The trophy is to be presented by the event's name holder, EW Brown.

On the same day as the "E.W.B." Cup, the VMCC also held a 25-mile road race using the same course with multiple laps. This event was won by J. Booth on his

Rudge 3½ HP. 2nd place was F. Hall riding a 'V-twin' JAP, who broke an Australian Record during that race.

F. Hall had a good day because not only did he win the Inaugural 1914 "E.W.B." Cup, but he also set another Australian Record, this time in the 10-mile event!

This afternoon, 14th inst., a ten miles road race for the "E.W.B." Cup will be contested on Sydney road, starting from near Wallan. The event is practically a scratch race for machines of given powers, the winner to hold the trophy for one year, and if won for two consecutive years, or three times in all, to become his property.

Victorian newspaper "The Australasian", 14th February 1914, page 26.

The ten-mile championship race held two weeks ago on the same course for the E.W.B. Cup and gold medal was also won in record time (9min. 56sec.) by J. Booth on the same Rudge motor cycle that he won the 25-mile race with. He then put up a new Australian record for ten miles, his effort averaging over a mile a minute.

Victorian newspaper "Punch", 19th March 1914, page 3.

E.W. Brown would not have been too disappointed with the result; after all he had sold the motorcycles that won both events as he was the agent for both Rudge and JAP brand motorcycles.

MOTOR CYCLES.

We hold the Agency for

RUDGE, HUMBER, KING DICK, E.W.B., JAP., 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.

In late 1913, Balfour's Motor Cycles in Geelong secured the agency for "E.W.B." motorcycles, and with it came E.W. Brown's other brands such as Rudge, Humber, King Dick, Precision and JAP.

Geelong newspaper "The Geelong Advertiser", 14th October 1913, page 4.

Photo courtesy of Terry Parker.

The "E.W.B." Hamilton agent D.D. Riley period adverts once again reveal another piece of the history of the "E.W.B." motorcycle. Apart from another locally assembled Australian motorcycle "The Riley", the standard "E.W.B." has an updated JAP engine now rated at 4HP, in both the cheaper "fixed" and the more expensive "free" engine versions with a clutch.

£45 For Riley Junior Motor Cycle, 2 h.p., complete with footboards, 2-speed gear outside flywheel, gears inside of crank case, will climb any hill.

£59 4 h.p. Spring Frame Indian Motor Cycle, with free engine.

£60 2½ h.p., 2-speed Villiers, and free engine.

£64 4 h.p. E.W.B., with 4 h.p. J.A.P. engine.

£67/10/ 3½ Rudge Standard Model, fixed engine.

£75 2½ A.J.S., 2 speeds, kick starter, chain driven enclosed; wonderful value; pulls like a 6.

£70 4 h.p. E.W.B., with free engine, J.A.P.

£75 3½ free engine Rudge.

£68 7-9 free engine Spring Frame Indian Twin.

£78 2½ 3-speed Twin Humber, very fast and reliable.

£81 7-9 2-speed Spring Frame Indian, with kick starter and clutch; splendid side car machine.

£83 3½ Rudge Multe. **THE ONE.** Has free engine, 20 different speeds, and free engine, and not a cog in the lot to break or give trouble.

£83 3½ Rudge Multe, latest model.

£83 T.T. Rudge. The fastest 3½ on wheels. To pass you on this they must be coming the opposite way.

All in Stock at
D. D. RILEY'S,
LEITCH CYCLE AND MOTOR
'Phone 144. DEPOT.

Victorian country newspaper "Hamilton Spectator", 22nd August 1914, page 5.

Photo courtesy of Terry Parker.

BLUE-BELL CYCLE AND MOTOR WORKS.

H. Canet, proprietor of these works keeps a big stock of new and s.h. cycles on hand, and also builds cycles and motor cycles specially to order. Strength, reliability and complete satisfaction are the watchwords of this establishment. His cycles secured first-class certificates two years in succession at the Wedderburn exhibition. H. Canet is agent for the celebrated Dux cycles and go-cars, and for the following motor cycles, viz. Precisions, J.A.P.'s Rudge-Multi's, James, Ariel's E.W.B. and others. The repair shop is one of the largest of its kind in the Goulburn Valley. Stove enamelling and lathe work is also done on the premises. Some very fine samples of lathe work including axles, cups, boxes etc. all made from the one bar of steel by the proprietor are now on view in his window.

Another country agent for "E.W.B.", this one being the Blue-Bell Cycle & Motor Works, Shepparton.

Victorian country newspaper "Shepparton News", 24th October 1914, page 1.

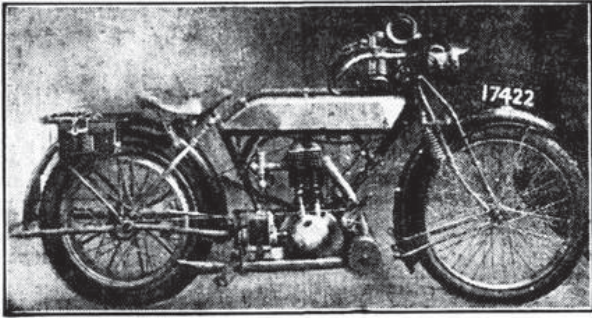
In the middle of October 1914, E.W. Brown returned from a five-month overseas business trip to England. Whether his trip was cut short is not known, but the timing shows his return coincided with the outbreak of the War and it appears he sailed back home to Australia at the earliest available opportunity.

Over there he visited the motorcycle factories of Rudge, JAP and BSA. He makes comment of over half the motorcycles in England are fitted with sidecars and the popularity of the larger and more powerful 'V-twin' engine used with sidecars.

E.W. Brown's insight on the topic of a single cylinder engine versus the V-twin was very honest;

"...will have to be decided by the Australian motorcyclist themselves by hard trial over our Australian roads."

He also makes mention that gearboxes on motorcycles are becoming popular and he also investigated an electric lighting system that could be priced as low as £14.



LOCALLY DESIGNED AND BUILT MOTOR CYCLE

This photo appeared in the same article with EW Brown returning from overseas and the motorcycle features is described as "Locally designed and built motor cycle". As the article is an interview with E.W. Brown, one may draw the conclusion that this is more than likely an "E.W.B." machine.

However, it is not and has been identified as George Bell's own 1913 "Cooee" 4¼ HP motorcycle with an unusual with skew driven camshaft. "Cooee" was another Melbourne assembled motorcycle brand operating out of Canterbury Melbourne and made about 12-14 motorcycles in this period.

Melbourne newspaper "The Winner", 14th October 1914, page 9.

Additional information courtesy of Peter Allen.

Photo courtesy of Terry Parker.

By 1915 the advertising for the "E.W.B." motorcycle seems to have ceased with adverts only now mentioning the Rudge, JAP and AJS makes. It would appear that the "E.W.B." brand of motorcycle had ceased assembly.

Due to the outbreak of the war and the prioritisation of British production for the war effort, one may offer the reason it could be due to lack of availability of motorcycle engines and parts for export. There is no evidence to support this statement, however, the period evidence does support the timing of when "E.W.B." brand ceases advertising.

THE Home of the World-famed Rudge-Multi, J.A.P. and A.J.S. E. W. Brown, 207 Swanston street.

Victorian newspaper "The Winner", 10th February 1915, page 8.

Contrary to the advertising and other evidence, the often-quoted date for the end of the "E.W.B." motorcycle seems to be 1918. In Robert Saward's book "A-Z of Australian Made Motorcycles" he too quotes 1918 with the sale to Turner Brothers (discussed later).

"The silver, blue and gold colour scheme continued until about 1914 when it was changed to green and yellow with red lining.

The range continued largely unaltered through the war years, advertisement though, in 1917 and 1918, advertised the availability of a countershaft gearbox on the 8HP JAP model. The petrol tank by the time had curved sides, and the frame had grown triangulated braces under the lower tank tube."

The question remains how many "E.W.B." motorcycles were made?

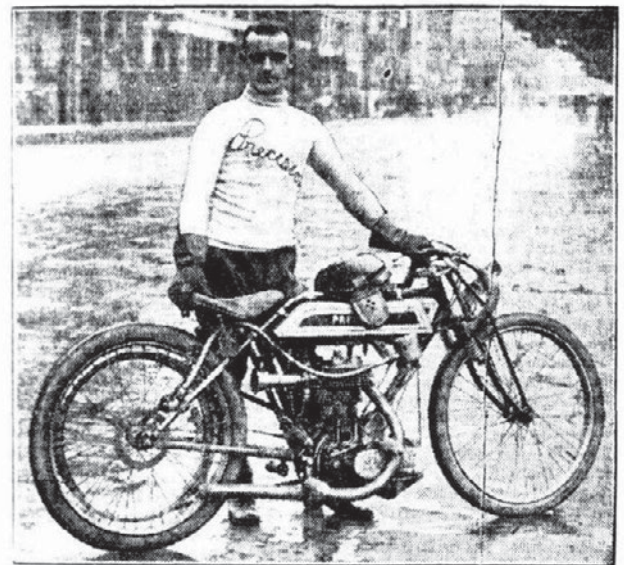
The answer to that question is simply not known. Victorian registration records are scant, period records are spasmodic and E.W. Brown himself did not seem

to publish any sales numbers. Perhaps one day information will surface and help us understand the "E.W.B." motorcycle in more depth, even the simple question of when it ceased manufacture.

Through the 1914 and 1915 period saw the rise of another motorcycle that was winning most competitions, beating the British made JAP machines, and was rapidly gaining popularity. The race wins, combined with a very good-looking motorcycle stunningly painted bright red, saw the rise of the Indian, an agency that Brown did not have. And the Indian was being actively promoted for some time by a competitor Rhodes Motorcycle Company, on the corner Russell & Little Collins Streets.

In March 1915, the 10-mile road race "E.W.B." Cup was organised once more, this time won by H. Parsons riding a Precision 3½ HP machine at an average of over 65 mph. 2nd was E. Walker riding an Indian and 3rd place was E. Tyler riding a JAP.

WINNER OF THE E.W.B. CUP



MR. H. PARSONS

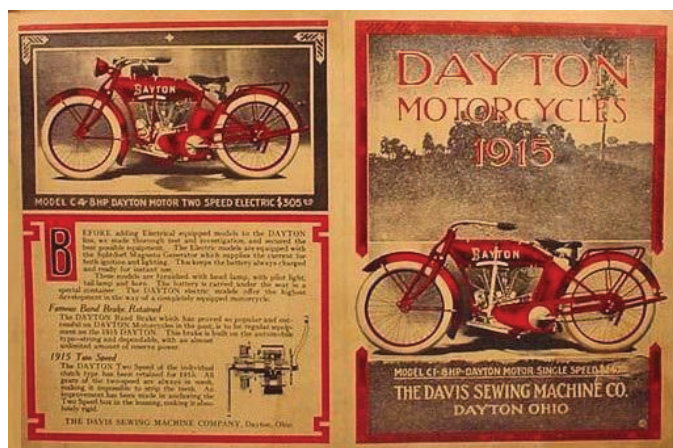
H. Parsons riding a Precision 3½ HP machine, at an average of over 65 mph.

Victorian newspaper "The 1915 Winner", 3rd March 1915, page 9.

In 1916, the 10-mile road race "E.W.B." Cup was organised once more, this time won by J. Booth riding an Indian. Ironically, it appears that no "E.W.B." machines ever competed in the "E.W.B." Cup.

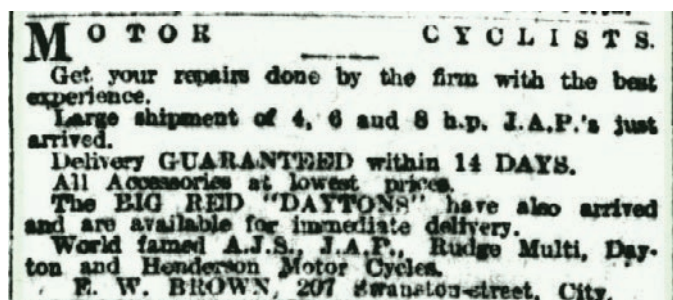


The Indian was everywhere and in January 1916 E.W. Brown took on 2 more agencies; the expensive 4-cylinder Henderson and the 8 HP V-twin Dayton, both American made machines.



An American c1915 Dayton advertising pamphlet.

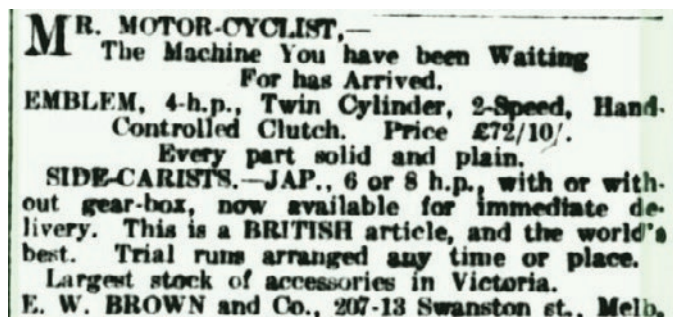
The Dayton, or "The Big Red", is worth a special mention as was direct competition to the Indian. The stunning Dayton machines arrived in March 1916 and it is thought this was a machine that E.W. Brown believed could challenge the rising dominance of the Indian.



Melbourne newspaper "The Age", 13th March 1916, page 2.

In June 1916 saw E.W. Brown with another American made motorcycle sporting a small 4 HP V-twin engine, this time the far cheaper New York made "Emblem", priced at just £72/10.

The last advert seen seems to be around February 1917; the "Emblem" seems to have been short lived and was sold by E.W. Brown for about 9 months.



Melbourne newspaper "The Argus", 14th June 1916, page 3.

Through this period, E.W. Brown engages in importing Ford motor cars directly from America and is quickly embroiled in writs and court proceedings instigated by the Ford Motor Company, Canada.

Importation of Motor Cars.

"Litigation between the Ford Motor Company of Canada and Edward Walker Brown of Swanston Street, motor cycle importer (and E. W. Brown Motor Pty. Ltd.), was mentioned to Mr. Justice Cussen on Tuesday. An injunction was obtained by the Ford Motor Company against Brown in May last restraining him from infringing plaintiff's trade mark in relation to the importation of motor cars..."

Melbourne newspaper "The Age", 6th September 1917, page 8.

The importation of the Ford cars and legal proceedings have been included here to show that by 1917, E.W. Brown was seriously exploring further business opportunities with the motor car.

Note – Brown's involvement with cars covers a number of years and is a colourful story of true Australian ingenuity; a topic all of its own. From a chronological perspective it requires a mention as a relevant business activity. However, as it is outside of the scope of these writings about his motorcycle endeavours, no further mention will be made.



Brown's motorcycle business interests were diminished in October 1918 when they were merged with the Turner Brothers owned Carbine Cycle Company to become the "Carbine Cycle & Motor Co., & E.W. Brown". The new company is listed at Carbine's address of 234 Elizabeth Street, near the General Post Office.

At the end E.W. Brown was only advertising JAP and Henderson brands, but we also know he was a Rudge agent since 1911. The new combined company adds the Thor and Ariel to their list of makes on offer.

To be continued in next edition of Brass Notes.

Private Classifieds

FOR SALE:

Lucas no38 brass horn.
Complete with operating
reed. Needs T.L.C. \$250.00

Rotax no 3290 Brightlite. Gas
lamp. Needs T.L.C. \$150.00.

Body plate no 1 and original
levers to suit Australian made
Cotton car no 1. \$200.00

Brass radiator. Very early.
Circa 1900. Most likely a one
off hand crafted to suit a pre
1906 machine. \$275.00

CONTACT: Graeme Edward
T: 5334 6548
M: 0409 850 192



FOR SALE

Veteran ITALA BLOCK

or swap for Renault AX parts

CONTACT: Max Vormister

T: 02 42288970

M: 04199 85871



FOR SALE:

De Dion Bouton pre 1905 8
HP motor in good condition,

PRICE: \$5,000 negotiable

CONTACT: Paul Williams

M: 0408 691 144.



FOR IDENTIFICATION:

Amac Carburettor

Simon Anderson wants to
know if anyone can identify
what this Amac carburettor
may be off.

It has a serial number of
8187. The main jet has three
settings, S, L and M

**CONTACT: Simon
Anderson**

M: 0414482241



WANTED TO BUY

Veteran motorbike project, preferably with most of
its parts.

CONTACT: Phone Paul Williams

M: 0408 691 144.

WANTED

Cylinder block for 1911/12 AX Renault (9HP).

Must be in good enough condition to enable it to
be restored. Leads also welcomed for contacts
that might know about the possibility of having
one cast I need this to replace my original one –
photo attached.

**Contact: David Boyd 0421 064689 email
dboyd@sctelco.net.au**



Events

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 AOMC
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](http://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

Entries will close on February 24th unless the event is over-subscribed. With 6 weeks to go, we have already exceeded 60 entries so complete yours NOW.

Be aware that this event was previously advertised as Horsham. Just to be clear...Horsham is not happening, but Ararat is!

Ararat has a lot to offer veteran enthusiasts. 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 on the Sunday, following a short run and an early lunch, allowing plenty of time to load your veteran and head home.

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

Be sure to book your accommodation NOW. Rooms were held till New Year but are about to be released to the public.

On-line entries, on the club website, are now open but if you have any concerns at all about using the system, contact Michael who will step you through it or provide an alternative process.

When: 17 March – 20 March 2022
Where: Ararat, Victoria
Contacts: Rally Directors: Michael & Claudia Holding 0407 008 895
mholding@netspace.net.au

RACV 1&2 Cylinder Rally

Ararat
17 – 20 March 2022

Join us as we explore the flora & fauna of the Ararat region as well as wineries and historic properties.

Full itinerary and entry forms are now available on our website:
https://veterancarclub.org.au/?page_id=5119

All enquires and information please contact
Rally Directors:
Michael and Claudia Holding
0407 008 895

Yarra Glen 2022 Swap Meet

Vintage Cars
Parts & Accessories
Garagenalia – Collectibles – Trade Displays
Show & Shine
Vintage and Pre-War Cars
Sunday 13 March 2022

Yarra Glen Racecourse – Armstrong Grove, Yarra Glen Vic

Gates Open
Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am

Site Fees – from \$20
Entry – \$8 (children u12 free)

Onsite Catering

The Vintage Drivers Club
www.vintagedriversclub.com.au
Site Booking & Enquiries – yarraglenwap@vdc.org.au or Iain 0473 832 277

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

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e president@veterancarclub.org.au

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FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

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DATING
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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
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e registrar@veterancarclub.org.au
Postal:
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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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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 website, 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

Mudgee Misfits Tour



Peter and Sue Martin's 1908 IHC.



Michael & Claudia Holding's 1905 Cadillac.



Andrea Holden's 1902 Thomas.



Marc & Michelle Alcock's Black and Russel & Chris Holden's Black Van.



Victorian representation, Greg Smith's 1909 Schacht and the Holding's 1905 Cadillac.

Bendigo Annual Rally



Barry Murfert's 1915 Excelsior.



Greg Orde's 1914 Rover.



Caffyn's 1912 Talbot.



Hein & Veronica Otten's 1914 Overland.



Hein & Veronica Otten's 1909 Star.



Brenton Smith & Lillie Keogh's 1913 Ford Model T.