

March 2022



Brass Notes

www.veterancarclub.org.au

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



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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback



This month's photograph features an FN. The photograph is from the State Library Victoria and is out of copyright. We do thank them genuinely for their scanned images that are available at no cost. I also have several images of this car with the Veteran Car number plate on the front. I will not reveal that number at this stage thus making it a little more difficult to identify.

The FN appears to be c1910 but I will allow the experts to identify the date and model of this car. The photograph was taken in the 60s and it is interesting to note the writing on the base of the photograph. It says "W. Ying Car". This may help some with the identification, but may mean nothing to others. The cars that came out of Billy Ying's garage at Carisbrook are almost legendary, so I sincerely hope we get some responses about some of the other vehicles from this garage as well. One such car is the Star that now belongs to Bruce Feldtman at Dookie, among many others. Please help us out with your responses about this FN or Ex Billy Ying's vehicles. Who owned and restored this FN? Where is it now?

All responses please send to the Editor please.

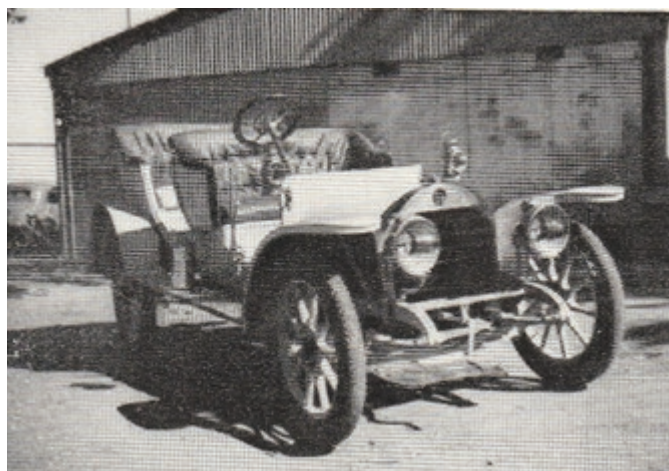
Last month's Flashback produced several interesting details about the FIAT that was pictured back in the 2005/6 period. Read the response on page 8.



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



FN under restoration in 1961.



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Coming Events

6 March 2022	Geelong Revival Motoring Festival Display Day Contact: Simon Anderson - 0414 482 241
8 March 2022	March Natter Night 8pm Meeting, Clubrooms and Zoom
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
15 April 2022	Good Friday Hot Cross Bun Run Braeside Park, Rosella Oval

Major Events

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
8 - 11 September 2022	RACV Four & More Rally - Beechworth Rally Director: David Boyd
30 September - 2 October 2022	RACV Pre-1905 Pioneers Run - Ballarat 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

G'day Greg,

I did a search and found the stone memorial that is on the cover of the February Brass Notes.

It's the George Bass and Matthew Flinders monument, The Esplanade, Flinders.

It was built in 1912 – more details at

<https://monumentaustralia.org.au/themes/landscape/exploration/display/31312-george-bass-and-matthew-flinders>

According to Google Maps it would take 1hr 9min to get from Middle Park to Flinders today, via the Mornington Peninsula Fwy.

I'm sure it would have taken a lot longer in 1912!

Cheers, Brendan Walsh



President's Message

By Ben Alcock

At our RACV 'Lets Rally Again' Rally in Benalla, which you can read all about on page 10, I was busy chatting with our members, new and long term, about a whole range of topics. One of these conversations was about the location of our members and where we all live in relation to the location of our rallies, this peaked my interest and got me thinking. In the early days of the Club it was decided that Camberwell was central to the membership and as such we had meetings held at the Camberwell Civic Centre for years until we moved to our current location, still within the same area of Camberwell. As you can see from the images below, the first is of the members that live in Victoria, the other is of all our Australian members, there's a large number of members within Melbourne, the East and South Eastern suburbs of Melbourne are most represented and Camberwell is geographically the central point to the largest majority within this data.



Members in Victoria

COVID forced us into online meetings earlier than we had planned, nothing like a bit of pressure to get ourselves up and running to avoid too many disruptions and cancelled meetings. This has been a blessing; it has proven to be beneficial to the Club as the 50% of our current committee members who live further than 50kms (by car) away from our clubrooms have been able to continue to participate in meetings and has kept our committee meetings going. This online method of meetings allows all club members to attend meetings either in person or online. This also means that more members are able to join our clubs general and events committees to help ensure that the voice of all our members are heard. Bearing this in mind, I encourage you all to have a think about what part (big or small) you can play to help keep our Club ticking along for the next 60 years.



Members in Australia

We have embraced the new online meetings and we continue to enhance our Club's digital presence and our ability to ensure continued growth and interest in our hobby. We have online membership applications, membership renewals and event entries as well as our website, Facebook and Instagram pages. All of these things mean that it is easy to stay connected with our members and prospective members as well as the general historic car movement regardless of geographical location.

I will end on this quote which I thought was very accurate:

"Many of us are fortunate to own a pretty sweet car, or even several of them. Do you ever think back to when you were a kid, and saw that person driving that cool car, truck or bike and then realise that you are that person now? You are some kid's inspiration. Be a good one."

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.

- Paul & Yao Latham of Cowes
- Stan & Lynette Ketchell of Seaford with a 1906 De Dion Bouton, 1907 Schacht and a 1912 Clement Bayard
- John Ferguson of Yallambie

LETTER TO THE EDITOR

Hi Greg,

I was taking my son for a short ride in my new toy, a 1911 Renault which I had recently purchased. As we began to climb a steady hill, I was about to engage second gear when there was a loud bang and the motor stopped. The damage was the cylinder casting had come to grief around the bottom flange. This damage resulted in me placing an advertisement in January Brass Notes which most of you will have seen. The reason for this letter is to acknowledge the outstanding result that I received from club members as a result of this advertisement. My initial thoughts were that it would be almost an impossible feat to obtain another cylinder block. The response from club members was unbelievable. Firstly I had a block in poor condition given to me just in case nothing better turned up.

A member from Victoria emailed me a link to a dealer in the UK who had a complete motor for sale. Unfortunately this one was sold to a chap in Switzerland just before I made contact. After that I had a member who connected me to the Renault Freres club in England. As it turns out they had a number of these blocks cast back in 2011, and members of this club went to a great deal of effort to chase up the possibility of there being a spare block still in existence. This resulted in one being located with all the machining already done. This block is now on its way from the UK.

After this I had a member in South Australia, a retired patternmaker, who offered to make patterns free of charge, if I needed them to have a new block cast. I then had members with contacts who could carry out welding cast iron, just in case it was not too far gone to be welded. I was contacted by a member in NSW who is in the process of having a block cast locally.

Another NSW member called to let me know that he had a complete motor that I could purchase. Several members called just to chat and let me know that they knew just how I felt. Overall the response was outstanding and reflects, I believe, the care and concern that members have one for another. This is one fabulous club to be involved with. I won't have the car repaired in time for our Ararat 1 & 2 cylinder rally, but am very hopeful of it being back on the road for our National in May.

Many thanks to all those who have contributed and have shown concern or offered assistance, it is all very much appreciated.

David Boyd

LETTER TO THE EDITOR

Hi Greg,

I believe the car featured in the February 'What Is It' is a c1905 12 h.p. Pope-Tribune. An image of an identical car from the State Library of Victoria's collection is attached. This Pope-Tribune was owned by William Toy of Dandenong. Two of Mr Toy's earlier motor vehicles were featured in Brass Notes quite some time ago. I suppose with a change of driver and horn it is possible (but unlikely) that we could be looking at the same car here.

Regards

Alan Meredith



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An FN at Friedensruh

By Andrew Brand



FN failing to proceed. Being pulled by horses in western district.

I spend a lot of time searching for FN information. Occasionally my efforts are rewarded with a new snippet, article, or photo. Such was the case recently when I located the photo reproduced on the front cover. It was an exciting find for me for two reasons. Firstly, it was taken at Pound Bend - which is about 10 minutes away from where I live. Secondly, it is a model 2000A FN, and this is the first photo I'd found showing this model in Australia. We know 2000A cars were here because their arrival was documented in the press and some parts have survived, but this was the first photographic evidence I'd seen.



Flower girls, taken at 1913 wedding.

Thankfully there was some context with the photo - it was identified as being owned by Alfred Thiele. I began researching Alfred and discovered a fascinating story. He was the son of Johann Gottlieb Thiele - a German immigrant who was one of the pioneering

settlers in Doncaster. He arrived in Doncaster in 1853, built a house comprised of 2 rooms with an attic, and established an orchard. The property was named "Friedensruh" meaning "place of peace and rest".

I also learned that Friedensruh is still owned by Gottlieb's descendants, and so I wrote a letter to the family explaining my interest in the hope that a family member would contact me. A few weeks later I received a phone call from Eric - Alfred's grandson. We had a great conversation - Eric shared some stories of his grandfather's car and I was able to tell him some details of the 2000A FN. He said he had some other photos of the car which he would locate. He also mentioned that the petrol tank from the FN was still on the property. When I expressed an interest in seeing it he chuckled and said "I'm 84 - what am I going to do with it? I think you could have it."

A couple of weeks later I visited Eric at Friedensruh. It was an amazing experience to say the least. Although it's a private residence, it's like a living museum. Many of the homestead's original features and early additions are still intact. I took a 2000A radiator to show Eric, and also gave him some printed information on the 2000A FN dating from its arrival in Melbourne in early 1909. We sat and went through the Pound Bend photo and identified the car's occupants. There are six children in the photo. The youngest, born in late September 1910, is being cradled by Alfred's wife Minna. This indicates the photo was taken in late 1910 or early 1911. Eric also loaned me two photos of the car being used in a wedding to copy. They show Eric's mother Selma as a flower girl, and I've since ascertained that this wedding took place in 1913. Eric presented me with the petrol

tank. He recalls seeing a bulb horn many years ago but is unsure where it went. No other remains of the car are known to have survived - it was rebodied in the late teens or early twenties and eventually traded in on an Oldsmobile.

Eric subsequently contacted me to say he had found more photos of the car. One shows it being pulled by horses after "failing to proceed". This photo is thought to have been taken during a trip to the western district, probably at Warrnambool where relatives lived. Eric also explained Alfred's reason for buying the car. The family made a weekly journey to church in Melbourne. Each week they would stop at Kew Cemetery where Phillipine (Alfred's mother - that's her in the back seat in the Pound Bend photo) would visit her husband Gottleib's grave, placing a posy of flowers prepared

from the garden at Friedensruh. Phillipine was having trouble climbing into the buggy, and the FN made this journey easier for her. Although she died in 1915, the FN was still performing this duty in 1921 when it was photographed in its rebodied form ready to leave for church.

Coincidentally, when the orchard surrounding Friedensruh was sold in the late 1960's, VCCA member and fellow FN enthusiast Stan Bone was employed to bulldoze the furrows!

I'm still amazed by the unlikely chain of events. It's not every day that you can track down a veteran car to its original home and discover photos, stories and even parts - let alone in metropolitan Melbourne!



Family outing to Pound Bend, late 1910 or early 1911.



FN, now with modernised body leaving for church, February 1921.

February Flashback Response

Greg,

Congratulations for another excellent issue of Brass Notes. The Cover photo is an extremely interesting Fiat and I hope someone can throw some light on it.

Your Flashback car is a 1910 Fiat Tipo 1 which was owned by Alan Duncan from Agnes, Victoria, when these photos were taken in 2006.

It was sold in this state in 2006 to Bill Atkinson, a VCCA member from Canberra, who is still its custodian.

You are correct in referring to the extensive work involved in the frame of its Laundelet body.

Unfortunately Alan Duncan used the wrong timber and over a period of 2 years it warped and shrunk to the extent that Bill Atkinson had to dismantle it and start again. This has proved to be an extremely difficult task and this painstaking restoration is still underway.

Best regards

David Wright

Flashback Response

Let me introduce myself. My name is Bill Atkinson and I live in Canberra. I tell you this information in response to a query raised in relation to two photos of a 1910 Tipo 1 Fiat Landalet published on p2 of the February edition of "Brass Notes".

These photos were taken of the 1910 Tipo 1 Fiat when it was in a shed owned by the late Alan Duncan of Agnes, Victoria. Alan also had a high wheeler (type and date unknown to me) and a veteran Humber, lime green in colour with brown/tan upholstery and a light brown hood in the shed. You may also be unaware, that Alan Duncan also hand-crafted violins. He was quite the master woodworker.

The Fiat Tipo 1 was advertised for sale in Brass Notes in early to mid 2006. I purchased this vehicle which now resides with our family in Canberra. While much appeared to have been reconstructed on the car to a very high standard of workmanship, much of the work that had been undertaken had to be redone due to the use of poor quality materials used in the restoration to that point. That said however, many of these pieces of the car have been able to provide excellent patterns for the reconstruction. Considerable work has been done on the body and in sourcing appropriate and absent items for the car (trim, 'jewellery' etc), she is currently a 'Lady-in-Waiting'. Further work on the landalet has been purposely put on hold until other projects are nearer completion. Once this is achieved, fairly rapid progress is expected be made on the landalet.

Rest assured Graeme and Greg, the 1910 Tipo 1 Fiat Landalet is saved, safe and well!

I hope this has answered your query.

Editor's Note: Both Graeme and I were very fortunate to be able to chat with Bill on the phone and what a true enthusiast he is. At that stage Bill had some trepidation,

understandably, about being willing to have his name in print and details of his beloved FIAT as public knowledge. We were very sympathetic with his wishes and were very willing to alter any response to suit his desires. We were able to chat about all things FIAT and reminisce times of Alan Duncan which was delightful. I also sent the responses up from David Wright and Warwick Landy for his perusal, which he very much appreciated. Bill very kindly, and may I add, for our benefit supplied extra information in regards to the history of his FIAT. This is what he responded with.

Hello Greg,

It was a most pleasant chat we had this afternoon – thank you for your time and phone call.

Our car is a 1910 Tipo 1 Fiat. The engine number corresponds with a manufacture date of very late 1909 or early 1910.

On reading your forwarded reply from Warwick Landy this evening, I returned to some notes that I made from my conversation with Alan Duncan when I purchased the car from him back in April 2006. The bloke who sold the car to Bill Landy was Brian McCallum from Benalla. Bill then owned the car for 10 years before selling it to Alan Duncan in the late 1970s.

Alan told me that Bill Landy had come across two veteran Fiats similar to our Tipo 1 Landalet in the early 1970's in north-eastern Victoria. To add more fuel to the fire, an uncle of Brian McCallum's, Henry Formby, used to have a Fiat similar to our landalet. Henry Formby lived at the corner of Gardner's Road and Holman's Road in Drouin. Alan Duncan had no evidence, but thought that there was common ancestry between these two cars, both coming from Benalla.

And that is where my knowledge of the history of our Tipo 1 stops.

Might I suggest that when next you contact Warwick Landy, you mention the name Brian McCallum? It might just trigger enough to weave yet another thread through this rather thin tapestry that is the background to our Tipo 1.

Many thanks for forwarding on that information. I appreciate your time and effort and your time this afternoon on the phone. I am sure that we will speak again soon.

Cheerio for now!

Bill Atkinson.

We thank Bill for helping us out with such detail in what is happening restoration wise and further history on this lovely vehicle. You can rest assure that this FIAT is defiantly in the right hands as Bill is an absolute FIAT enthusiast that he has in his blood from his close association with his Grandfather who also was absorbed by this marque.

Flashback Response

Greetings Greg,

Here is some feedback on the February flashback in Brass Notes.

The Fiat Landulet featured was a restoration project formerly owned by my Dad, Bill Landy.

He purchased the project around 1975 as the remains of early Veteran Fiat bits thought to be of around 1912. I quizzed Dad today about who he got the car from but sadly he can't remember.

It was identified during Dads ownership as what was produced as the "Type 51 Fiat" which featured the smaller engine from the "Zero Model" and the larger chassis of the Type 51. It is a massive and beautifully engineered chassis with a small engine.

Dad restored the car to a running chassis and then sold it around 1983 to Alan Duncan from Korumburra.

Alan made the Landulet body, mudguards and bonnet and then sold the car prior to its completion.

Unconfirmed but possible, I heard it was sold to a NSW enthusiast and the restoration completed. Hopefully this will be able to be confirmed. I would love to see and ride in the completed car.

A fond memory is of Dad driving the chassis down the driveway at our home of the time, in Casterton! He was watching each corner to ensure that none of those big Rudge wheels fell off, as the locknuts were not complete or finished at the time! Somewhere in the archives there is some super 8 footage of this momentous occasion!

It is pretty bizarre that the same edition also features another Fiat from Casterton, where we lived when the bulk of the restoration on our chassis was done.

The Aged care facility in Casterton is named Edgarley (same name as the property where the FIAT was featured in Brass Notes February Edition Pg 11) and I think the original homestead from this property is the main component of this nursing home.

Regards,
Warwick Landy

Flashback response Re: Brass Notes Magazine, May 2021, P2. 1904 Siddeley Car,

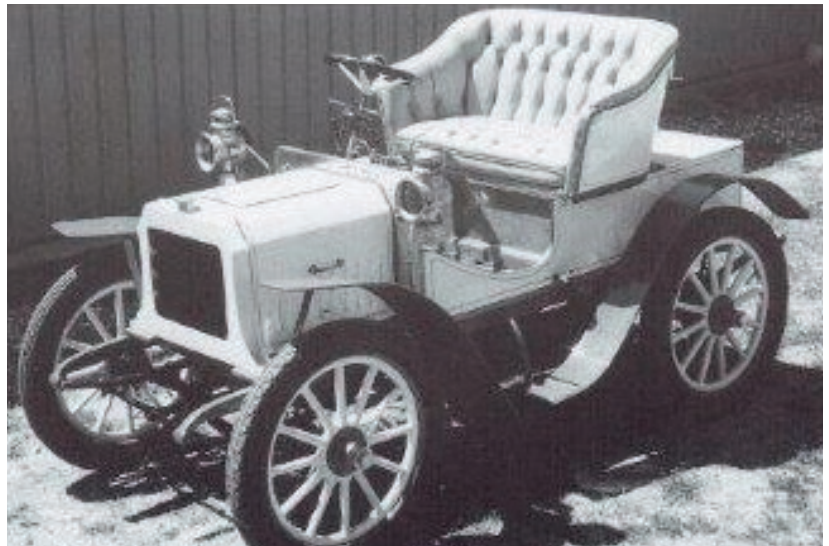
I came across this page in a Shannons catalogue dated March 2000, so we know the car was still in Australia then. I have contacted Shannons for details of sale, buyer, price etc but they were no help at all!

However, I thought the chap who sent in the coloured photo might like to have the catalogue page as it gives the serial numbers and the expected price.

If you send it to him, could you ask him if he took ANY other pictures of the car and, if so, could he send them to us. I would be most interested to see them.

I have sent a copy of the catalogue page to COLIN DENNIS who sent in the detailed reply.

Cheers for now,
Jerry Wells.



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1904 SIDDELEY 6HP TOURING CAR OPEN TOURER

MANUFACTURER:	Vickers, Son and Maxim Ltd, Crayford, Kent, U.K.
ENGINE NO:	5187
CHASSIS NO:	285
BODYWORK:	Tourer
COLOR:	Cream / Brown
INTERIOR:	Beige

MECHANICAL SPECIFICATIONS:	ENGINE:	1 cylinder 6 h.p.
	GEAR BOX:	3-speed Manual

DESCRIPTION

Siddeley Autocar Co. of Coventry produced early cars that were relatively primitive, with vertical engines, mechanically operated inlet valves, honeycomb radiators and side chain drive, offered in 2.3 litres, twin cylinder and 3.3 litre and a 4 cylinder of 18 h.p.

HISTORY

Originally purchased by Mr Trawella (of Trawella Jack fame) he used it until 1917 (approximately) as his personal vehicle to sell his jacks. It lay unused in a factory until 1956 and has since had only three veteran enthusiast owners. Total restoration was completed by the present owner. He states that it is a pleasure to drive, capable of 22 mph, more if you leave hood and windscreen off! It is the only one of this model known, and is most suitable for 1 and 2 cylinder rallies and would be especially eligible for the London to Brighton rally etc. Some spares included with original owners manual. In 4 years this delightful veteran will be 100 years old, that fact will add great value to this old darling. Sold unregistered.

Mr Trawella

GUIDING RANGE: \$35,000-\$46,000

RACV 'Lets Rally Again' Rally – Benalla

By Alan Esmore & Kim Williams

RACV 'Lets Rally Again' Rally – Benalla

By Alan Esmore

Four days of touring the Benalla region's highways and back roads with tourist interests all the way. With about thirty cars and bikes it gave sufficient interest to take note of those that passed us, or that we passed. It was a great group of veteran enthusiasts; most we know and others it was a pleasure to meet.

President Ben and helpers, you did a great job. Thank you, especially to Paul Daley for that lovely rally book. I keep these books and ponder over them, and the memories of each rally.

Day 1. Assembly at the Rose Garden was very convenient for all, and a great spot for the locals to view the cars. Our instructions for every day were clear and concise, although some navigators got their drivers temporarily lost on a few occasions, but that's ok. Our destination to Kooyonga Creek Winery this day was a cool reward, although one car gave his owner the "Brush" off having to carry so much alcohol. This "mood" lasted the rally through - you ask the "pushers." Covid prevented an Antique Shop visit, so it was retracing the road back to Benalla.

The welcome dinner was most appreciated by the local Pizza Shop when President Ben ordered about 30 Pizzas, and we need them in 1 hour! Camp kitchen was bursting at the walls with rally entrants awaiting, licking their chops for Pizza, which were almost ALL consumed. The enthusiastic chatter continued on into the night.

Day 2. Like the grey nomads of today we also went along the Silo Art Trail, commencing at Goorambat then on to Devenish and Tungamah for more silo treats - especially treats for the tummy at the local Pub. A very good midday meal with liquid refreshments. We then continued along the Silo Trail to St James where a line up our veterans improved the period Silo Art. I am sure Ben's efforts lining us up will endow the pages of the Brass Notes. Continuing, we crossed our previous paths to Devenish from the other direction giving us a different Silo view. I always believed corrugations were created on unsealed roads, but NO! Whilst meandering along these tree lined country roads, the corrugated bitumen we encountered was caused by the tree roots on either side, fighting for moisture below. Had our veterans crossed these paths more often there would have been moisture from our leaking water pumps (I speak for myself!), for others it may have been total loss of oil, drip by drip.

Day 3. To market to market! Well, that sparked some to attention! My Buick could not take the excitement, so, as it gave a lean mixture cough, a valve rocker pedestal could not take any more and broke! A spare under the seat and grease on my hands (not permitted on a rally), we soon caught the tail enders, and once again toured via the White Box, Grey Box, Yellow Box

and Red Gums, all named because only Tim Harris (our local) knows them. However, it was the Bang that gave Nigel Smith, Jeff and us a hell of a scare. Was it a tree, tyre or what? Unfortunately, we got the prize – LH rear blow out, but with help we were soon off to market again. Violet Town is known as the market town in that area and rightfully so. Multitudes of stalls that normally appear at markets, but food was on my mind and in my eye. The return to Benalla included a visit to Tim and Marie Harris' property to view his collection of antiques (cars, petrol bowsers and plenty more) plus afternoon tea. By all reports a very worthy visit, but I will catch up another day Tim. Thanks for your hospitality.

The Rally Dinner held at Ella Goose was a lovely wind-down from a great day. Attended by about sixty people, except for President Ben who had a prior engagement back in Melbourne, however Andrew McDougall capably conveyed Ben's appreciation of those entered especially to the interstate travellers, and to Paul Daley for producing our rally book. Having a poet amongst us, we heard Doug Fulford's thoughts. Doug's renditions of a couple of poems were thoroughly enjoyed and applauded.

Day 4. You cannot beat a great breaky on Sunday morning. It was goodbye to the Rose Garden and straight to Benalla Gliding Club. We (the Club) had been there on a previous rally, but it never stops amazing me. The size of the restorations undertaken there. Whilst unknowingly the runny egg in the egg and bacon roll dribbled down certain shirts, we stared with appreciation at the exhibits we could stroll around, and also climb up to see what makes them tic. Although, it's not actually a "tic" when the Radial or the Rolls-Royce Merlin were started.

So, tummies satisfied, we motored down the tree lined roads once again, turning left and turning right. Although one driver over navigated a turn – sliding around broadside, controlling that Studebaker like a pro! Tatong Tavern was our destination. Lush green grass, shady trees, and cool liquid refreshments was the order until lunch time. Alas, we head back to town, not realizing the tourist park had almost been vacated by the rallyist's. We did not get to say goodbye and see you again to so many.

I have not dobed in may in these notes, but if the cap fits, wear it. Those caps that didn't fit blew off and I noted it was the driver who trotted back to retrieve. You would think people from windblown Warrnambool would have learnt by now with all those years "under the hood."

So now I will say goodbye and safe travelling, till we 1&2s meet in Ararat.

“Let’s Rally Again” Rally – Benalla 10th to 13th Feb 2022

By Kim Williams

Benalla, home to Sir Edward ‘Weary’ Dunlop and the magnificent Benalla Rose Garden where we gathered each morning under the shade of some fabulous trees, before embarking on the day’s adventure.

Thursday 10th saw a large contingency of Club members gather at the Benalla Tourist Park to unpack cars and luggage before participating in the shakedown run. Between 20 & 30 cars travelled on back roads towards the Swanpool area before dismounting at the Kooyonga Creek Winery where many tastings and purchasing of bottles commenced before the return trip to Benalla.

Back at the accommodation everyone gathered from 5.30 for nibbles, drinks and plenty of conversation. Dinner was a combination of pizzas and nearly all were eaten by the enthusiastic and obviously hungry crowd, enjoying socialising again.

Friday 11th we again left from the rose garden and commenced the Silo Art Trail which passed through the towns of Goorambat, Devenish and then Tungamah where we had lunch at the local hotel which has a unique mascot in a white cockatoo. ‘Cocky’ likes to tear strips out of an empty cardboard box and look at everyone from the ‘peephole’ at the bottom. He isn’t overly friendly so don’t try to pet him as he may bite.

After lunch we stopped in at St James for a group photo in front of 3 large silos with incredible artistry on them. Afterwards everyone made their way back to town and dinner was up to the individual.

Saturday 12th saw us meander south towards Violet Town where a wonderful large market was taking place. Our cars were on display for the public to look at while bargain hunters and hungry tummies wandered around the numerous stalls. The afternoon offered one of two



Tearing strips out of the box



Bringing out the evidence



The eye was checking me out



A close up taken carefully

options – find your own way back to Benalla to do as you wish or go and visit club members Tim & Marie Harris at their farm at Upotipotpon, which is situated between Shepparton and Benalla. Tim has an incredible collection of cars and fuel pumps which are safely ensconced in a large shed. After everyone had looked and even partaken of afternoon tea, Tim gave a talk on his addiction of 27+ years and how his love for the old cars came from his father who had owned the property prior to his death at the age of 99 years, 9 months and 9 days.

Saturday night saw the majority of members attend the Ella Goose restaurant function room for a lovely 2 course meal and comradery before heading home for a well-earned rest.

Sunday 13th had most rally entrants packing up their belongings before heading to the Benalla Gliding Club for breakfast. After a leisurely meal participants took a last drive through the countryside to the Tatong Pub where a farewell lunch was eaten before people said their goodbyes and headed back to Benalla to load their cars and take the road for home.

It was a really fabulous weekend and a big Thank you goes to our President Ben and his helpers for organising and running this rally.

Entrant surname	Entrant first name	Year	Make	Model	Passengers
Alcock	Ben				
Alcock	Jeff	1914	Overland	79 Tourer	Jessica & Cooper Holt
Auditori	Adam	1906	Vulcan		Angela Meade, Daniel Zampatti & Emily Martin
Betts	Bill	1908	Renault	AX	Robyn Betts
Bone	Stan	1910	FN	1500	Maggie Bone, Deborah Alcock & Demetri Kourouzides
Boyd	David	1914	Ford	T	Gail Boyd
Clark	Norman	1912	Triumph	Free engine	Cheryl Humphries
Daley	Paul	1904	Oldsmobile	Curved Dash	Lena Daley
Dillon	Chris	1909	Minerva	Type R	Fiona Dillon
Dunshea	James	1911	Hotchkiss	Type Z	
Emmerson	Scott	1912	Cadillac	Tourer	Craig Emmerson
Esmore	Alan	1913	Buick	EX25	Heather Esmore
Fagan	Peter	1914	Triumph	Type C	
Fitzgerald	Peter	1912	Rover	Tourer	Judy Fitzgerald
Fulford	Doug	1915	Studebaker	EC	Vivian Fulford
Hammet	Peter	1914	De Dion Bouton	Torpedo Tourer	Joan Hammet
Harris	Tim	1910	Briton	14 HP	Marie Harris
Herbstreit	Mark	1912	Ford	T	Peter Jordan Hill
Holding	Michael	1912	Ford	T	Claudia Holding, Peter Holding
Hussey	Brian	1913	Ford	T	Jill Bartlett
Mansbridge	Terry	1912	Sunbeam	12-16	Carol Baudinette
McDougall	Andrew	1910	Brush	Runabout	Frances McDougall
Provan	David	1907	Cadillac	Model M	Robert Tenney, Steve Hobbins
Russell	Ken	1913	La Buire	Roadster	Bob & Helen Ballinger
Sinclair	Anthony	1917	Overland	75 Tourer	Donna Sinclair
Smith	Greg	1909	Schacht	Model K	
Smith	Nigel	1912	Overland	T59	Jeff Nankivel
Turner	Michael	1914	Twombly	A	Gabriella Bini
Wards	John	1916	Benz	DS2	Greg Payne, John Prentice
Williams	Paul	1911	Wolseley		Kim Williams
Wills Cooke	Terry	1913	De Dion Bouton		



Holdings' 1912 Ford T, Esmores' 1913 Buick, Bones' 1910 FN and Emmersons' 1912 Cadillac, at Tungamah Silo.



Williams' 1911 Wolseley in line-up at Violet Town.



Nigel Smith's 1912 Overland at the Tungamah Hotel Mural.



Tim Harris has another Briton in amongst many petrol bowsers.



Panoramic view of cars at the silos at St. James.

Finding Your Way In Veteran Times, Part 1

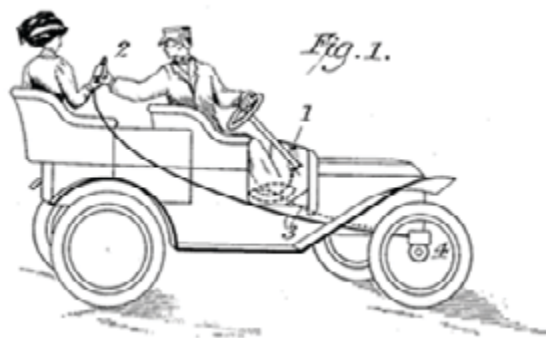
By Doug Fulford



Back in the veteran era there were no satellites. So there was no GPS based navigation. Right! Well not exactly, maybe. But the advent of the motor car meant that people could travel privately a lot further and a lot more easily. That meant that individuals had a need to navigate that wasn't the case if one was travelling by railroad or stage coach. When there is a clearly identifiable need then clever, innovative people will put their minds to coming up with a solution. And indeed there were a number of intriguing solutions developed during the veteran era that clearly anticipated the GPS based navigation systems we have today. Some were just ideas. Some were granted patents but never got into production. Some of those were to say the least imaginative but impractical. However several became commercial products that enjoyed at least some measure of success. Unfortunately they are largely forgotten today. Even what we might regard as the more mundane and obsolete aids to navigation, namely the street directory, the strip map / road guide and the folding map had to be developed and refined – but they are subjects for subsequent parts of this article.

In America, one of the earliest and more successful such devices was the Jones Live-Map, developed by one Joseph W. Jones (1876-1960). Jones was an engineer who had interned with Emile Berliner, the developer of the flat disc record. In 1901 he was awarded a patent related to the production of lateral cut phonograph discs. It had taken several years for the patent to be granted and some years later it was found to be invalid. Shortly after he had been awarded the patent Jones sold it for twenty five thousand dollars. This enabled him to set up the Jones Instrument Company. He built a steam car in 1898-99. Once on an outing in that vehicle his wife happened to ask him how fast they were travelling. Jones responded that he didn't know at which point his wife suggested that he should develop something to measure the speed of a vehicle. Jones subsequently invented the "speed-o-meter" in 1901. He applied for a patent in 1903 which was awarded in 1904. A gear driven attachment to the front wheel was used to rotate a flexible shaft cable which drove the speedometer / odometer. They were rather beautiful instruments offered in an increasing array of options including dual

clock and speedometer models. The subsequent story of the speedometer with Jones, Stewart and Warner competing is a long and interesting one. This maybe the basis of an article in the future.



The Jones Live-Map.

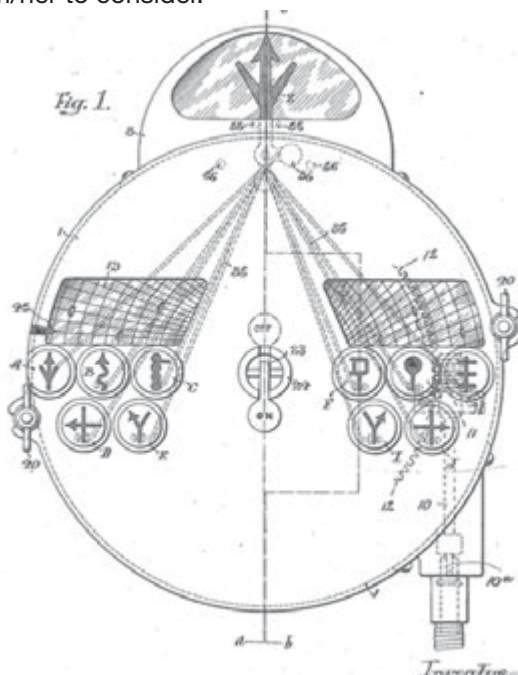
Jones used the same basic arrangement to drive the Jones Live-Map. The device itself consisted of a glass covered brass "turntable" – Jones' description – which harked back to his days as an intern with Berliner. Trip instructions, developed by the Touring Club of America, were printed on 8 inch paper discs. The outer edge of the disk had tick marks that equated to a fifth of a mile. Route instructions were printed inside in a radial manner. At the start of the journey the appropriate disc could be mounted on the device which would rotate the disc in proportion to the car's speed. A single disc could contain instructions for up to 100 miles. Then you had to pull up to change discs. The unit itself was priced at \$75 including twelve discs. Additional discs were priced at 25 cents, or 15 cents each in multiples. By 1919 more than 500 routes were on offer. For accuracy the device assumed you pretty much followed the centre line of the road. A 1913 enhancement, developed by Jones' brother, Ernest, reduced the amount of rotation if the driver was steering erratically. One typically hyperbolic claim in a contemporary advertisement read that "to have it with you is like having in your car a man who knows every road, every corner, every crossing, every landmark, every puzzling fork and crossroad in the entire world". It was allegedly "impossible to get lost with this device in operation". The advantages of the device would be "readily seen by those who have endeavoured to handle a map ... in a fast car". In the twenties the Live-Map fell victim to the problem of the rapid changes to roads and the consequential problem of keeping the route discs up to date, the improvement in roads and more importantly road signs and the developments with road maps and their free availability from oil companies.

The Live-Map wasn't the only device offered in this new and emerging market and Jones' invention was rejected five times by the US patent office on the basis that it was similar to other devices.



A Jones Live-Map Disc.

One such competing device was also based on the rotating disc concept, although the way the disc was used was entirely different. This was the Chadwick Automatic Road Guide. Lee Chadwick had graduated with a degree in mechanical engineering and soon thereafter set up a car manufacturing business in 1903. He sold that business in 1911 in order to concentrate on producing and marketing his Road Guide. His Road Guide discs were perforated and operated rather like the holes in a pianola roll. Pianolas being very popular at the time. These operated a set of ten different coloured signals using compressed air. The signals were “large enough to be seen from any point in the car and at any speed”. The driver could adjust the distance in advance that the signal would operate and a bell would ring to advise the driver that there was a signal for him/her to consider.

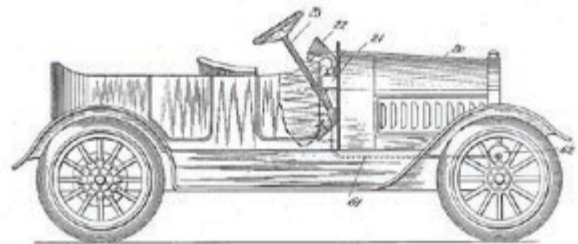


The Chadwick Automatic Road Guide.

The device was also fitted with an electric light so that it could be used for navigation at night. Users were even able to make their own sets of instructions using an attachment that came with the Guide. This consisted of “a keyboard bearing the ten signals with which discs may be punched [while] on the tour”. Two models of the Automatic Road Guide were available selling for \$55 and \$75.

In 1916 a patent was issued to Manhattan chauffeur George Boyden. His rather imaginative and impractical Vehicle Signalling System took the connection to the phonograph to a new level. A phonograph was to be mounted on the steering column so that it could announce directions to the driver at pre-set mileage points rather like the GPS based navigational systems we use today.

A Traveling Companion



In 1916 Manhattan chauffeur George Boyden patented a new way to navigate: install a phonograph in your car to play audio recordings through a megaphone in front of the steering column. “The talking machine at the proper times will announce the directions whereby the driver will be enabled to follow a predetermined route.”

How does it know where you are? The phonograph is connected to the car's wheels and will engage only when you've traveled certain predetermined distances. “For example, if it is desired to make a record to guide the driver from Chevy Chase to the Treasury Department, the record among other things would contain the directions “U street turns to the left,” and knowing the distance between Chevy Chase and the corner of 18th and U, for example, (a record of this distance would be registered with the mechanism) and the desired direction spoken into the machine. From a cylinder prepared in this manner a matrix would be made for the production of permanent records.”

The Boyden Vehicle Signalling System.

There were alternatives to the disc based devices, namely scrolling strip maps such as the Baldwin Auto Guide, which appeared in 1910. But they are the subject of part 2 of this article. In doing the research for this article I was fascinated by the cross fertilisation of ideas between the automobile, the phonograph and the pianola which happen to be three things that I have a great interest in.

Early Ballarat Motoring, Part 3

Original research and story by Daryl Meek & Fiona Lane

Miss Greenfield's FN

Victorian Registration number 535 was issued in the first three months of 1910 to Mr. A. M. Greenfield of 138 Webster Street. It was the 11th car to be registered in Ballarat.

Fortunately, an image of the vehicle exists and was published in *Punch* on Thursday, 10th November 1910 as part of a series titled "Ladies at the wheel - Motor ladies who drive their own cars".



Miss Gladys Greenfield at the wheel of her FN 1400 Roadster.

The woman at the wheel, with her pet dog by her side, is Miss Gladys Mackay Greenfield, one of Alexander Mackay Greenfield's six daughters. Whilst the vehicle is registered to her father, *Punch* suggests that the car was for Gladys' personal use. This is quite likely the case, as the car, a c1909 FN 1400 Roadster, was possibly a gift from a doting father to his unmarried daughter.

Gladys would most likely have driven the short distance from the family home, "Rodelheim" in Webster Street, to the gardens around Lake Wendouree for the photographic opportunity. The original image was taken by a photographer from the Ballarat firm of Richards & Co.

Gladys Mackay Greenfield was born in Ballarat in 1883 and was one of seven siblings – six sisters and a brother. Gladys obtained her motor drivers licence in 1910 along with her father and brother, Angus. At the time, a licence was obtained by simply paying the appropriate fee at the local Police Station. No driving test was required.

Alexander Greenfield had arrived in Victoria during the 1850s to seek his fortune on the goldfields and soon became embedded in Ballarat society. He was described as a "merchant, citizen soldier and sportsman" and was one of the founders of the Ballarat Football Club in 1860. Today, the Club's Best and Fairest award, the Greenfield Trophy, is named after him.



Gladys Mackay Greenfield

It is likely that Gladys' FN would have been purchased through Ballarat's own agent for Fabrique Nationale vehicles, Kiel & Loveland.

Charles Edward Kiel started a successful cycle business in 1891 and by 1907 was the proprietor of Kiel's Motor and Cycle Store at 107 Sturt Street (three doors down from the Ballarat Mechanics Institute). In late 1907 he expanded his business significantly by acquiring the main portion of the Phoenix Building in Armstrong Street and converting it into a Motor Garage. That same year he created a partnership with "well known motor expert" Mr Arthur Loveland. Kiel & Loveland became the local agents for the Tarrant Motor Company of Russell Street, Melbourne, selling the large range of makes that Tarrant held the Victorian agencies for, which included FN as well as Argyll, De Dion Bouton, FIAT, Rover and Ford.

The venture was short lived, as in 1911 the company was dissolved, and Arthur Loveland left Ballarat. The Armstrong Street Motor Garage was acquired by a group of local businessmen who proceeded to update the premises under the business name of Ballarat Motors Pty. Ltd. The garage itself was referred to as the Phoenix Garage.



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Kiel & Loveland

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As to what happened to the Greenfield FN; in 1915, a vehicle registered 535 was still registered to Alexander Greenfield, most likely Gladys' FN. There are currently only three FN 1400s known worldwide, one in Australia.

Following the death of her mother in 1897, Gladys and another unmarried sister, Irma, remained with their father in the family home in Webster street. That home, "Rodelheim", no longer exists, being replaced by three new homes in the 1930s at numbers 138, 138A and 138B Webster Street.

Gladys lived in Ballarat all her life, she never married and died in 1974 at 90 years of age. She was one of Ballarat's first female motorists.

KIEL & LOVELAND
Motor and Cycle Works,

Office and Showroom: 107 STURT ST. Garage and Motor Works: 34-40 ARMSTRONG ST.

Balla. Oct. 13th 1911.

*M. School of Mines
Ballarat.*

Dear Sir,

Having disposed of our Motor Department we now beg to inform you that we are disposing of our Bicycle Business in Sturt Street so as to balance the books and terminate our partnership. We now take the opportunity of thanking you for your esteemed patronage to us during the past 14 years, and trust that our endeavours to please you have met with success. We would ask your assistance in closing down the books by an early remittance of all monies now due to us by your good self.

Again thanking you for past favours,
We beg to remain,
Yours faithfully,
[Signature]

Vulcanising, Magneto and Accumulator Work a Speciality.

“Flashback” – Response To November 2021 Offering

By Graeme Jarrett

The De Dion Bouton featured in this column in November 2021 was owned jointly by the late Reid brothers, Don and Alex.

They bought the car locally from one of our members – his name currently escapes me. He had it stored in a carport, not an ideal situation. The car was deteriorating with the incoming weather and an offer by Aub. Smallacombe to keep it in the garage at Malvern was welcome and accepted.

It was from there that Don and Alex bought the car. Some fettling was required before it could go on a rally. It featured in a number of club events but used sparingly. It was a 6hp model with two speed gearbox – somewhat limiting its on-road abilities in modern Melbourne traffic. It has been described as a 1903 model.

The car was sold and I believe it is now in the UK.



The Parker Auction

By Daryl Meek

Commencing in the April edition of Brass Notes, we will be bringing you a series of articles about the Parker Collection Auction held in Colac on 23/24 October 1982. This event is one Australia's veteran vehicle movement's defining moments and is still the subject of a multitude of stories from those who were there, and a few from those who weren't.

The intention is to not only talk about the collection itself, but to publish the list of vehicles and the prices, but to delve into the question of "Where are They Now?".

As an introduction, we start by bringing to you an account previously published in the August 2010 edition of Brass Notes. Contributed by Francis Ransley, this is an abridged and recently updated version of Francis' personal experience of the Auction.

We have received quite a lot of information so far, but if you feel that you may have any further information about "Where Are They Now", please contact either Greg schacht09@bigpond.com or Daryl fafnir@iinet.net.au

Daryl Meek

The French Connection – Or How to Get a 1904 Darracq by Default

(and De Fault was Mine for Bidding On It)

Around August 1982, there were rumours that a shed full of veteran cars and bikes was to go under the hammer in Colac. A number of Tasmanians made noises about booking motel and air fares to Melbourne, however, once a date was set for October, those going from Tasmania narrowed to myself and Jack Webb (JJ)

At the last moment Bill Banon was also in Melbourne, so he came down to Colac with us as did Tim Clemons. We drove into town and arrived at the Auction room (previously Woolworths) two minutes after viewing for that night had finished. However, a look through the windows gave us a taste of what was to come.

Next morning JJ, Bill and I were there trying to get a bit of a look inside before the doors opened at 9.00 a.m. I will never forget the feeling of standing there with approximately 60 Veteran cars in original condition. Some had been painted by hand, some were running, and most were in excellent original condition with all accessories such as lights and horns etc. There were also 60 motor bikes of all types from 1904-40, some complete and in A1 condition, down to basket cases.

But where to start. I had sold one of my Veterans to get some gold and paid homage to the Bank Manager (promising the wife as security) to try and buy a complete, original, car - but which one? There were steamers, electrics, singles, twins, all shapes of petrol engines, in nearly all body styles. Unbelievably, many were complete, un-rusted, with some even having good leather upholstery.

The Auction started with a selection of lights. This bugged me greatly because it was obvious that some of the lamps belonged to the cars. I had decided to aim for a 1915 Chandler Tourer, a big car with plenty of room for the family and a 6 cylinder motor would suit me to a "T". On the other hand, maybe the 1912 Armstrong Whitworth would do me. It had a lot of dents in the body, no rust, just dents – who knows, I might even pay \$4,000 for it. I reckon the Chandler might make 6 grand.

While all this was going on JJ and Bill were also busy looking. JJ fancied a 1912 Buick which was in mint condition, and a car you could nearly rally as is. He reckoned about \$4,000 tops on this one. I also looked at some very sad, but complete, IHC Buggys like mine, remembering all the work that someone was going to have to put into them.

While we waited for the Auction to get around to the cars another local, Jock McLean, turned up Veteran bargain hunting, especially for Hupmobiles. I will never forget the look on his face when the first car, a basic 1910 Roadster went for \$8,000 – first time I had seen Jock stutter. Next was a 1902 Torbenson (a ring-in with Austin 7 wheels and diff and a De Dion motor) that someone paid \$5,700 for. My estimated \$4,000 Armstrong Whitworth went for \$6,500 and then I reeled in shock when someone shelled out \$12,500 for a sad IHC Motor Buggy. These were followed by a 1905 Reo for \$9,000, a 1903 Oldsmobile curved dash for \$16,500 then, finally, the Chandler. I watched it knocked get down for \$12,900, well above the \$6,000 I was prepared to pay for it. Even a sad 1914 Ford bought \$5,700. Some big prices for a 1919 Benz and 1921 Stanley with the Haines and Grut passed in at \$34,000. But then, a ray of light. While JJ and I were in a state of shock, a sound 1919 Scripps Booth car sold for \$4,500. Maybe there's hope yet. The 1912 Buick started at \$6,000 and was knocked down for \$7,350 – oh well, JJ didn't want it anyway.

The two wheel department was going just as well. If it had Indian or Harley on it, the bidding started at \$4,000 with some selling for \$10,000. A 1912 Indian big twin sold for a big number and then a 1920 Harley Pea Shooter sold for \$11,000.

On it went. 1904 De Dion, 1909 Swift, 1909 Austin Cabriolet, and 1909 Brush all bringing big prices. JJ, Bill and I went to lunch to recover. After lunch things were pretty much the same. I decided to lower my standards, resigning myself to the fact I would have to buy a basket case and rebuild it. We decided that tomorrow MUST be better.

By day two, Jock McLean had gone home in disgust. JJ took a liking to a 1910 Maxwell Roadster and Bill Banon had decided that he who bids, and gets nothing, will live to bid another time. Tim Clemons had fallen in love with a very nice 1910 Waverley Electric, that was in beautiful original condition, and he managed to buy

it. Another very original car was the 1905 Vulcan, but even at \$15,000 needed a lot more to be spent on it. Unfortunately, JJ didn't even get to raise his hand as the Maxwell went for \$12,500.

I stood and gaped during the sale of parts, watching two grown men bid \$1,200 for a 1926 Ford radiator. I decided to bid on the second last lot - a very sad 1904 Darracq 4 cylinder with a great heap of parts and rotten wood piled on it, thinking that at the rate things were going I might get it for \$6,000 if I was lucky. Time was getting on, and our flights home left at 6.30, it was approaching 4pm, and we still had a 100 mile drive back to Melbourne. Finally, lot 456, a 1904 Darracq. It started higher than my \$6,000 but due to much prompting by Tim Clemons, and another I shall not name, I finally bought it for \$8,000 and had just enough time to pay for it - pick up the carby, magneto and door handles and hightail it for the Melbourne Airport. And what a trip that was, broke most speed records, nearly finished in the scrub twice, only got lost once, but we still made it with two minutes to spare.

Following the Bendigo Swap meet, I returned to Colac with my trailer to pick up the Darracq. I even managed to fend off a determined effort from Mike Manning (Sue Holbrook's father, from the UK) to buy the car. Mike had been the losing bidder at the auction and had rung

Elayne, offering to buy the car for more money than I paid. This only made her more curious as to what I had bought!

Looking back, it was a great experience. I don't think I will ever again be in the presence of so many original, unrestored cars and bikes with the chance to bid on them and see them go to new homes. I learned a lot, as I'm sure did Bill, JJ and especially Jock.

I restored the car in 1983, but that's another story. Since restoration it has been to numerous concours, travelled thousands of miles and is thoroughly reliable. Unfortunately, old age and ill-health catches up with you and in 1996 I was forced to sell my business and my Darracq "Flying Fifteen", the proceeds of which formed the basis of "Darracq Court", my residential units, which are intended to feed Elayne and myself into our old age.

The vehicle is a 1904 Darracq Flying 15 with Roi Des Belges Body and 815 x 105 wheels. All the panels were galvanised and most iron work nicked. It was a very expensive car in 1904 when purchased by Mr. Alderson of Euroa. It was rescued Tolly Jerimiah in 1932, who eventually sold it to Mr. Parker of Colac. As of 2022, the car resides in Hua Hin, Thailand where it is regularly rallied and much prized by its new owner.

Francis Ransley

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Findings, Feedback & Follow-Up

By Vic Ellis



Last month we had a “What is it?” question supplied by Vic Ellis on a car that was reputedly the first car in Warracknabeal. We thank Alan Meredith very much for taking the time to identify and respond and also sending a lovely period photograph to endorse his findings. (see Alan’s response on page 5)



Vic Ellis has kindly offered another photo of this vehicle in front of the Mallee Cycle Works. It does differ slightly from the previous photo supplied by Vic, in that this car features no back doors, and there is a body moulding under the front seat. It may well be a different vehicle, but the chance of having two Pope-Tribunes in Warracknabeal at one time seems fairly remote.

Pictured in the car is driver W.J. Smith, Mr. W. Hutchinson (MLA) in the front passenger seat and Mr. E. Devereaux and Mr. C. Devereaux in the rear seat. Perhaps the local member of parliament was heading to see one of Warracknabeal’s successful businesses owned by Mr. H. H. Mercer – Mallee Cycle Works.

Vic also provided the photo of Mr. Mercer’s Mallee Cycles and the Mallee Cycle Works motorcycle at the 1910 Warracknabeal show. This motorcycle would have

been assembled at the Mallee Cycle Works around the 1905/6 period using proprietary parts. BSA supplying the frame components combined with Minerva engine and tank. Apparently they had not sold the motorcycle as they still had it in 1910 and exhibited it at the show. (We hope to feature more details of this motorcycle in the next edition of Brass Notes.)



By c1913/14 the Mallee Cycle Works owned by H. H. Mercer were distributors of the Peerless motorcycle, suppliers of Dunlop tyres, and were agents for the Ford, FIAT, and BSA cars along with Caldwell engines. Quite the enterprising thriving business in Warracknabeal I would imagine.



Thank you Vic for supplying these photos of a long establish business in your home town of Warracknabeal.

Hello Greg,

I am a member of the VCCofA and the VCC in the UK.

I consulted a long term friend who owns a Georges Richard and he provided the following comments on the Brass Notes words.

The Georges Richards in the article were most probably a Paris built Hurtu built under licence from Benz. They certainly followed the Benz type engine and layout.

By late 1899 Georges Richard was in full manufacture of his own twin cylinder cars with clutch gearbox and several body styles and horsepower. Georges Richard also built the very successful "Poney" a much lighter front engined air cooled single cylinder (Vivinus) with belt drive to a rear axle gearbox. Quite a number of these survive.

Regards, Mike Robinson



1899 Vivinus 3 1/2 hp

Auction News – Bullnose Morris

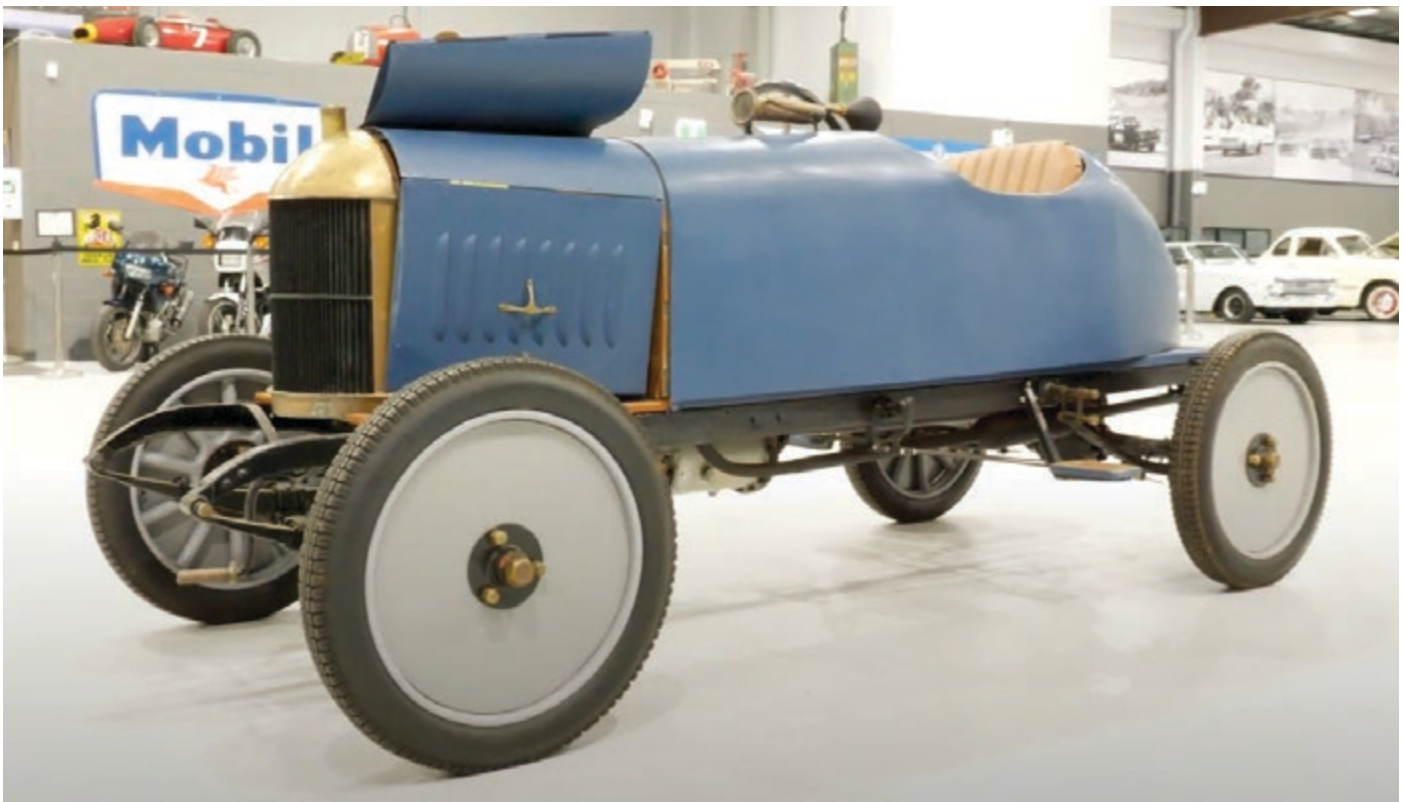
By Graeme Jarrett

This Bullnose Morris was news to me – not having seen or heard of it previously.

It was offered for sale in the Shannons auction in 21-30 November 2021, Lot 89, described as c1912..... ..'Speedster Replica'. It was sold for \$13,000 to a NSW enthusiast of the marque, Terry Prodger.

I am reliably informed the car is a 1914 Morris Oxford; the body is a modern confection.

The car was originally sold in Sydney and remained in NSW for its life. The late John Lewis acquired it and kept it for very many years in Mittagong, later passing it to his son Brian.



Comings, Goings and Restorations

By Greg Smith

As usual there is always something occurring within our club members' ranks. This month had a photo sent in on a new restoration that has occurred during COVID. The car has been completed from the start to finish in that time. Francis Ransley sent me photos of the recent restoration



This is what has started a love affair with cars and other vehicles. Francis aged 4 with his sister aged 2 in 1942



Newly restored thanks to COVID

The 1911 Austin previously belonging to Wally and Denise Nye, and before that Cliff and Betty Ward, has gone to a new home. Adam Francis has purchased the lovely Austin, and is apparently an Austin enthusiast through and through. This is a perfect fit for the car as the previous owners were certainly of the same ilk. Not sure he is a member of our club yet, but we will be certainly hoping he soon will be, so we continue to be able to see the Austin on our runs.



Wally Nye at the wheel of the 1911 Austin

The lovely 1914 Hotchkiss AG Tourer that we featured last month that was going to auction at Shannon's at the start of March, and was formally from the ACT. A couple more photographs were provided by the daughter of the person who restored the vehicle. We sincerely thank Anne Bobets (nee Pickup) for sending these photos of her fathers and mothers car via Ian Irwin.



Alan Pickup at the wheel of the Hotchkiss he restored, with a photo next to it that depicts the car when he first got it.



Front view of the 1914 Hotchkiss

Russell Holden contacted me with some extremely exciting news of a very early car that will be arriving here to his and Chris's collection. This is what he wrote:

After a lot of searching, we have finally purchased another Haynes Apperson. As you know we have been slowly restoring the 1899 Haynes Apperson Surrey I purchased many years ago and as fortune would have it, as it finally starts to come together another Haynes Apperson became available. This one, a 1903 Model I, is a runabout, two cylinder, 12hp with the 3 speed progressive transmission. We purchased it from the 2nd owner's family after having been in their possession since 1938. The car was purchased new from the Brooklyn Automobile Company in New York by a Dr Miehle who used it for his medical rounds up

until 1918 when it was retired to the barn, probably after purchasing a new steed! It was then purchased in 1938 by Ruth S. Connon (nee Schwilk) who used it sparingly for over 65 years, with it never residing outside of New Jersey - it last ran some 15 years ago. Ruth passed away last year at 101 years old and the Haynes-Apperson was finally placed on the market. The car remains in remarkably original condition with Ruth and her father only doing a repaint and top in the 60s.

It remarkably carries the original 1903 leather number plate #506, New Jersey was the 1st state in the USA to issue vehicle identification requirements in 1901 and 1903 was the 1st year of numerical plates (prior to that they were the initials of the owner which soon became cumbersome and confusing). It also bears its 1907 registration disc and as part of the literature included is some 1904 gas (petrol) receipts and 1941 - 1951 registration certificates.

It will be sometime before it will reach us with transport across the USA to Long Beach, CA and the current worldwide container shortages – so probably not in time for this year’s Pre-05 Tour, but it will be a wonderful addition to our collection and the early veteran movement here.



1903 Haynes-Apperson and associated documentation.

“T” Ford Time – In Country Towns

By Graeme Jarrett

This car appears to be a 1915-16 model with Tarrant (probably) body – I expect.

The driver is Stan Neale, uncle of Graeme Splatt. Graeme is one of our long standing members from Beeac – not a T Ford owner.



This photograph (above) was taken outside the Rokewood Hotel, Rokewood, Vic., during The Great War (WW1). The hotel does not survive as it was demolished in the 1990's. A modern residential home now graces the site – such a pity. The fate of the car is unknown.

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



**INSTRUMENT
REPAIRS**

Veteran Vintage Classic

Speedo, Tacho, Clock,
Temp, Oil, Amps, Fuel

Brendan Walsh 0418-103739
114 Hayes St, Shepparton 3630
vvcinstruments@gmail.com

 VVC INSTRUMENTS

This Ford model T below is most likely a 1918 production year model – surrounded by keen admirers (envious of the owner and machine).



It has seen good service and is a little battered – showing signs of age. The domed mudguards help soften the otherwise angular lines of the car. A Lucas (probably) acetylene generator is fitted to the running board – unusual for one of these.

The location and of this group of motorists and the purpose of the outing is unknown.

Cyclecar Corner – DUO Cyclecar Raffled

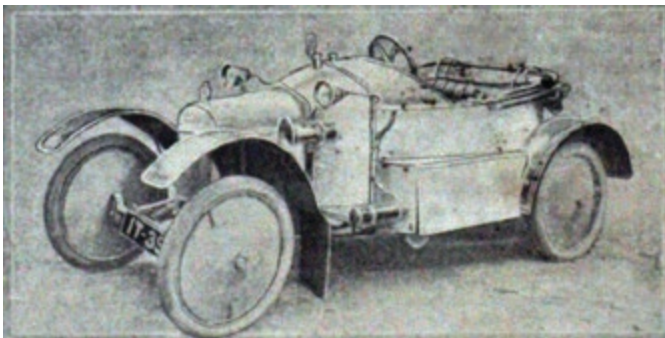
By Graeme Jarrett

The raffle is a good way to raise funds and it has been around for a long time. Schools, charities and all manner of benevolent funds indulged in having a raffle. Australia is notorious for them – the chook raffle at the pub is in our folklore. However, to raffle a Cyclecar is something I have not seen previously.

The Druids had taken the opportunity to raffle a DUO Cyclecar in Melbourne in May 1914.

DRUIDS' GALA and EASTER BAZAAR.
 CITY of MELBOURNE STALL,
 In AID of the AUSTIN HOSPITAL and FREE KINDERGARTENS.
 The Lady Mayoress (Mrs. D. V. Hennessy),
 President.
TO BE RAFFLED.
 Novel and Up-to-date Duo Cycle-Car, value £180.
 Tickets, 1/- Each. Add postage.
 Mrs. G. H. JAMES, Hon. Sec.
 Town Hall, Melbourne.

The company A. Burrell & Co Pty Ltd at that time were the agents for the DUO and likely provided the car for the raffle. It may be these Cyclecars were not easily to sell; they did have their detractors, being belt drive (and primitive).



Above, a DUO Cyclecar similar to that offered in the raffle – by the Druids.

The Burrell Company did have two showrooms in the Melbourne city area and were more than a small concern, at that time. They were trying to mix with the big league and advertised with some commitment.

Thu 1 Jan 1914 / Page 40

BURRELL'S
 (The Small Firm with the Big Reputation).
 Have now one of the Finest Selections, comprising
Fifty New and Secondhand Cars,
British, Continental and American,
 At figures showing such a **SUBSTANTIAL REDUCTION** on the ORDINARY AGENT'S PRICES that they must appeal to the careful, discriminating buyer as Indisputable Bargains.
 The following are a few of the Cars on our list:—

ADAMS	MORGAN
BUICK	DUO
OVERLAND (2)	WOODROW
GREGOIRE	MARLBORO'
BRITON	HUMBERETTE
DARRACQ	DE DION
OAKLANDS	DENNIS
ORIOLE	TALBOT
PENN	STRAKER SQUIRE
DAIMLER	FORD
MARTINI	CLEMENT-BAYARD
DELAHAYE	ISOTTA-FRASCINI.

GENUINE BUYERS ONLY are invited to call for particulars.

A. BURRELL & CO. Pty. Ltd.,
 (THE RECOGNISED MOTOR SPECIALISTS),
 608-10 COLLINS STREET, MELBOURNE,
 428-30 BOURKE STREET, MELBOURNE.

In October 1913 Burrells had a marquee at the Royal Agricultural Show (Melbourne) displaying more than a few of their cars for sale, including a DUO Cyclecar (on the left). Perhaps this was the very car that was being raffled by the Druids in early 2014. See below.



In the marquee there were a number of Cyclecars, motorcycles and cars on offer. The Cyclecar in the centre is a Morgan – presumed to be my own car.

The lucky winner of the DUO Cyclecar is not known.

Input to this column is invited and welcome.

Natter Night Meeting Minutes

VCCA (Victoria) at clubrooms and Online Zoom Meeting

Tuesday, 8th February 2022 @ 8.03pm

1. Opening

The Club President, Ben Alcock, welcomed all to the February Natter Night at the clubrooms and those online.

2. Attendance

There were 32 members present in the rooms and 17 online, a total of 49 who attended the meeting.

3. Apologies

Jennifer Atherton, Margaret Lethborg, David & Kath Wright, Darren Savory

4. Club News

- Adam Francis has purchased the 1910 Austin which was previously owned by Wally Nye
- Alan Lethborg turns 88 Wednesday 9th February
- Michael and Claudia Holding are expecting their first grandchild in July

5. New Members

- Paul & Yao Latham of Cowes
- Stan & Lynette Ketchell of Seaford, with a 1906 De Dion Bouton, 1907 Schacht, 1912 Clement Bayard
- John Ferguson of Yallambie

6. Events

Future Events

RACV "Let's Rally Again" Rally, Benalla, 10-13th February 2022 - 29 entries. Looking forward to good weather and good runs.

The British & European Motoring Show will be held at the Yarra Glen Racecourse, Sunday 20th February 2022.

Geelong Revival 6th March 2022 – still a few spots available. Contact Simon Anderson if interested in attending.

RACV 1&2 Cylinder Rally, Ararat, 17-20th March 2022. Entries now open online with 70 entries already received.

RACV Midwinter Rally, Rosebud, 9-10th July 2022. Planning is successfully going ahead. More information on entries in the future.

RACV Pre-1905 Pioneers Run, Ballarat. Please note Greg Smith has advised change of date to 30th Sept-2nd October 2022.

7. Library & Archives Report

Daryl Meek advised of a new project being put in place, for the digitisation of audio visual, to be available in USB user friendly format. 8mm and 16mm films, videos, tapes etc will be converted and digitised. Any

previously digitised material will need to be redone. A request for any/all old tapes held by members to be returned to Daryl, to enable inclusion in this project.

8. Wanted, For Sale or Swap

2 veteran cars are available through the next Shannon's Auction. 1914 DG Runabout Renault and 1914 Hotchkiss AG Tourer.

A catalogue is now being organised for the sale of lamps held by our club. Dates and sale information are expected to be forthcoming in March.

9. Items of General Business

Rick Thege's new Daimler has had overheating problems due to a radiator leak – buyer beware when making auction purchases.

Greg Smith congratulated Stan Bone and Catherine Strutt for the work which went into the production of the Swan Hill trophies.

Special showing of a VHS video, Golden Fleece Rally 1956

10. Next meeting:

8.00pm Tuesday 8th March, 2022 in club rooms and on Zoom

11. Meeting closed:

8.52pm



Silo Art, Tungamah.



Paul & Lena Daley in the Curved Dash Oldsmobile.

Private Classifieds

FOR SALE

Set of four original guards for 1904 De Dion

\$2,500.00

CONTACT: Dan Sinclair

T: (03) 9808 0289

WORKSHOP POSITIONS AVAILABLE FOR CAR ENTHUSIASTS

McDermotts Workshop, a company renowned for high quality service, restoration and repairs to Rolls-Royce, Bentley, Bristol, veteran, vintage and classic motor cars, currently have three workshop positions available.

One position is for an experienced mechanic with organisational and personal skills.

A second position is for an enthusiastic young person to start an apprenticeship.

The third is for an experienced coachbuilder or woodworker.

We offer top pay for the right person.

This is a unique opportunity to get involved in restoration of special cars, a lifetime career.

CONTACT: Robert McDermott

9362 0291 or 0416 074 120

FOR SALE

Pair of Brass side lights in excellent restored condition ready to mount. No Brand but would suit Brush or any U.S. origin car. Price \$850

CONTACT:

Greg Smith

0447 395 233



FOR SALE

Large 18" diameter wood rim steering wheel. 'xlent condition. \$500.00.

Pair of large Lucas no.2664 oil side lamps. \$1450.00.

P.& H. Self generating Headlamp. \$1250.00.

CONTACT: Graeme Edward.

T: 5334 6548

M: 0409 850 192



FOR SALE

Brass Tail lamp from Italian origin. It has four names in Italian and under that Torino. Traces of nickel plating and paint on the rear. Original condition \$375

CONTACT:

Greg Smith

0447 395 233



Events

RACV 1&2 CYLINDER RALLY 2022 - ARARAT

Entries have now closed. This event has exceeded our expectation with over 70 entries received.

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.

All accommodation has now been released to the public, however The Statesman Motor Inn may still have some availability if you haven't already booked.

On-line entries are now closed but please feel free to contact Michael if you have any concerns.

When: 17 March – 20 March 2022

Where: Ararat, Victoria

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



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 – yarraglenswap@vdc.org.au or Iain 0473 832 277



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

64th Kalorama Rally

Kalorama Memorial Reserve
Mt Dandenong Tourist Rd Kalorama 3766
Sunday 20th March 2022



For Further Information:
Iain Ross: 0409 027 392
Paul Edgar: 0419 369 542

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- Vintage and Post Vintage Motor Cycle Clubs Displays, Vehicle Awards.
- Display of Vintage Fire pumps and Agricultural Machinery.
- Kalorama CFA Kiosk with a variety of food and drinks Subject to CFA Covid Regulations.
- Venue Entrance will be in strict Compliance with Covid Regulations
- Drivers under 25 in an eligible car admitted free



www.vintagedriversclub.com.au/
KaloramaRally



Sponsored by
RACV

All Proceeds to The Kalorama CFA

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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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
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e registrar@veterancarclub.org.au
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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.

Benalla Rally



Briton of Tim & Marie Harris - follow those arrows.



Amazing art, Goorambat silos.



Ken Russell 1913 La Burie and James Dunshea 1911 Hotchkiss.



Line-up at Violet Town market.



Line-up at the lunch at the Tatong Tavern.



Tim & Marie Harris' garage, with a line-up of petrol pumps to marvel at.

Benalla Rally



The Bone FN in front of the impressive Devenish silo art.



The McDougalls' Brush approaching Goorambat.