

April 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

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Flashback



This month we feature a La Buire. I believe it was taken on one of our Annual Rallies, possibly down the Mornington Peninsula way. The La Buire marque is quite rare, but throughout the Club's history I believe we have had no fewer than five different examples. Can anyone tell me who owned the five different cars? No actual prizes, just the prestige of being able to show off to the rest of us!

Please help us out on who owned this particular La Buire? Can anyone help us out on the details of this vehicle, and maybe its history? Also, does anyone know the whereabouts of this particular car now? Please respond with any relevant information to the editor.

Last month we featured a FN from Kyneton that was photographed in the 60s. It presented no problems in it is identification from the FN experts. What was very interesting for me is that I grew up with that car in my home town, but thanks to the feedback responses I now know a lot more details and history of the FN. Thanks to all that responded. See responses on page 23.

I stated how that particular FN came out of a fairly "famous" garage at Maryborough, and again from the responses received, we will be able to provide further information on that subject in the next edition of Brass Notes. If anyone else wishes to contribute to the William Ying story (the owner of the garage in Maryborough) please write to the editor.



It was particularly nice to see Ken Russell out in "old Yella", the yellow La Buire at the recent "Lets Rally again" run at Benalla. Perhaps the La Buire experts may be able to enlighten us on how many other La Buire exist worldwide, as I have the feeling, it is minimal.



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



Coming Events

12 April 2022	April Natter Night Dinner 6:30pm Meeting 8:00pm (Clubrooms and Zoom)
15 April 2022	Good Friday Hot Cross Bun Run Braeside Park, Rosella Oval
17 April 2022	Flinders Motoring Heritage www.flindersmotoringheritage.com.au
29 April - 1 May 2022	Florence Thomson Tour - Victorian Goldfields https://www.aomc.asn.au/florence-thomson-tour
10 May 2022	May Natter Night Meeting 8:00pm (Clubrooms and Zoom)
13 - 15 May 2022	B40 Rally - Castlemaine Contact: Stuart McCorkelle 0423 939 053

Major Events

9 - 10 July 2022	RACV Midwinter Rally - Rosebud Rally Directors: David & Julie Jones
9 - 11 September 2022	RACV Four & More Rally - Beechworth Director: David Boyd
30 September - 2 October 2022	RACV Pre-1905 Pioneers Rally - Ballarat Director: Greg Smith
4 - 6 November 2022	RACV Veteran Car Club Annual Rally - Warragul Directors: Scott & Craig Emmerson

National Events

8 - 13 May 2022	National 1 & 2 Cylinder Rally - Narrandera, NSW https://www.vccansw.com/narrandera2022
18 July - 11 August	Brisbane to Broome Rally Directors: John, Graeme, Peter & Graham - jonathan44wightman@gmail.com
23 - 28 October 2022	National Veteran Vehicle Rally - Bussleton, WA https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally
21 - 25 November 2022	15th National Highwheeler rally at Mount Gambier SA is back on Entry Contact: John Hill 0400 247 243 Accomodation: Holbrooks 03 5561 2954 chugalug@westvic.com.au

Front Cover

This photograph came to me some time ago from Graeme Splatt

His note to me says: "....Single cylinder INDIAN M/C ridden by Otto Wurfel of Warrion, Vic. This motorcycle was sold in 1982 as part of the Parker Collection, Colac. Where is it now?"

Warrion is a hamlet north of Colac not far from the Splatt's property. I am assuming the photograph was taken local to the area. No other details are available at this time. What is interesting is that it is the single cylinder configuration, which was much rarer than the usual v-twin. Indian experts may wish to comment.

The registration number is 11467 and dates from 1913 (probably) or possibly 1914. This number is absent in the 1915 Victorian registration records.

Graeme Jarrett

President's Message

By Ben Alcock

At our February Natter Night, we shared that Daryl Meek will be leading a project to digitize our audio-visual content, VHS, videos, films etc. and we watched a film from an early 1960s Annual rally. It was great to see the early cars of our club. Some are still in the club actively being used and some have ventured overseas, however it was still great to see what the rallies started out like. At our March Natter Night we watched a more recent video of the 2004 Heidelberg Hill Climb that the club ran, again great to see so many cars are still being used today, some with new owners.

These movies are a really great tool for our club to have, a great reference point and always fun to watch back in years to come. This is why we asked those in attendance at the meetings, and now all of our members, if they had any old car film(s) they would be willing to lend to the club for this project. The more footage and movies of our cars the better so if you have anything at home please get in touch with Daryl or myself and we will be more than happy to return the originals to you once we have it copied into an easily useable format for all to enjoy.

Having just completed the RACV 1&2 Cylinder Rally in Ararat, with over 70 vehicles and bikes, we now look forward to our next major rally, the RACV Midwinter Rally in Rosebud. David and Julie Jones are busy putting the finishing touches on this event and, after 2 attempts, I'm sure the 3rd time's a charm and it will be a great rally. Entry forms will be out soon so keep an eye out.

Before we get ready for our Easter festivities our April Natter Night will be held in the clubrooms on Tuesday 12 April. We will be having dinner at 6:30pm in the clubrooms prior to the meeting, make sure you RSVP using the link: <https://www.surveymonkey.com/r/NMZJPGK> or let me know directly if you are attending, this will be catered so we will need numbers locked in prior to the event.

A lot of our members attended the Ballarat Swap Meet last month and I've heard a few success stories, so hopefully everyone found the parts they were looking for. I would like to thank Graeme & Sandra Splatt for volunteering to have the Veteran Car Club display on their site this year, they offered their warm hospitality to our members and it is greatly appreciated, thank you Graeme and Sandra.

For those that read last month's Presidents message you will remember that I wrote about the location of our members and our spread throughout Victoria, after thinking about this and how else we can keep everyone engaged and connected we have decided to take Natter Night on the road. We know it's a long drive for some people, so we thought we would try and bring it closer. We will be coming to Ballarat first, in June. Same time, same date (14 June, 8pm), just a different venue. The local Ballarat club has kindly agreed to let us use their clubrooms for the night so I'm sure we will get

to see plenty of our members from out in the Ballarat district. More details to come, put the date in the diary now so you don't miss out, I'm looking forward to the road trip, and who knows when we will be visiting your local area.

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*



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MEMBERSHIP

WELCOME TO NEW MEMBERS

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

- Graeme Wingrove, from Mitcham, with a 1904 Oldsmobile.
- David and Barbera Lumby, from San Remo, with a 1918 Dodge Tourer.

LETTER TO THE EDITOR

Dear Greg Smith,

Congratulations on another fine issue - the March Brass Notes. On page 25 is a photo of gentlemen surrounding a T Model Ford. The caption says 'The location of this group of motorists and the purpose of the outing is unknown'. The building in the rear had a sign on top - Verrier's Hay & Corn Store. I figured Verrier was an uncommon name so I 'googled' the name on the building and came up with an advertisement in the newspaper 'The Alexandra and Yea Standard' of 26 November 1920. The advertisement was for E. Verrier's Hay & Corn Store and stated it was now open opposite Cameron's Exchange Hotel and that they were agents for Cumming Smith's manures. The advertisement didn't specify whether the business was in Alexandra or Yea, however a further 'google' search had the Exchange Hotel in Alexandra. Pretty sure then the location was Alexandra, Victoria. After all this, I remembered I had an A4 sized photo of Alexandra somewhere and lo and behold it was the actual photo but with more of the buildings and cars in it. The purpose of the outing must be a rally of some kind with a lad holding up two cornstalks - perhaps they were from E. Verrier's Hay & Corn Store!

Lessons learnt:

1. Jog your memory to find a photo you have.
2. A bit of detective work on 'google' can give a location.
3. Uncommon Surnames such as Verrier's are easier to verify, whereas with 'common' surnames such as Smith, one cannot be sure if it is the correct person as exemplified in the advertisement as they were agent's for Cumming Smith's manure which of course being of no relationship to yourself.

Kind regards
John Cox

Attached is my photo purchased in an opportunity shop labelled Alexandra on the back



LETTER TO THE EDITOR

Hi Greg

I am contacting you to hopefully make contact with those involved with the Fiat Tipo 1 you had in your Flashback in January and February Brass Notes.

I have recently purchased a Fiat Tipo 1 which has been dated as a 1908. (Photo's attached)

You may have seen the car around as I purchased from NSW. I am in Bundaberg, Qld.

I have some information on my car and found it difficult to obtain any information on Fiat Tipo 1s in general.

It is my hope that you may be able to pass on my contacts below to the contributors/owner as you see fit.

I would be grateful for any information they feel comfortable passing on.

Many thanks

Len Kelly

Email – gairloch@internode.on.net

Mobile - 0418734268



1909–1911 Cotton: More Questions than Answers

By Laurie Kathage VCCAQ

The Most Exciting Cotton Find in Years

The February issue of "Brass Notes" included the first For Sale advertisement for Cotton parts I had ever seen a name plate and a set of winch control levers for Cotton #1, both in first class condition. I am actually astounded that any parts of the Cotton should surface at all. Club member Graeme Edward has been caring for them for the last 40 years, having purchased them from Ern Cobb (1914 La Buire fame) at a swap meet in Melbourne. At a guess, if Ern obtained the parts at least 10 years prior, it means that, at the most recent, the Cotton #1 remains surfaced in Victoria prior to 1970. It seems strange why anyone would rescue only the winch levers and a body plate from a derelict car, unless it was only the bodywork which was available. This is a possibility, as the levers and the plate were both fitted to the dashboard. Even further back, and prior to Ern Cobb acquiring the parts, I am also surprised that #1 (or any parts of it) found its way to Victoria. It is believed that #1 stayed in the ownership of its designer Alfred J. Cotton and ended its working life at "Brunette Downs" in the Northern Territory.



The nameplate shows that it belonged to the first of the batch of 10 or so, which were made in Glasgow by motor agents Rennie and Prosser. The Patent No. refers to A.J. Cotton's 1909 patent of the front-mounted, engine-driven winch. Incredibly, this script is believed to be that of A.J. Cotton himself.



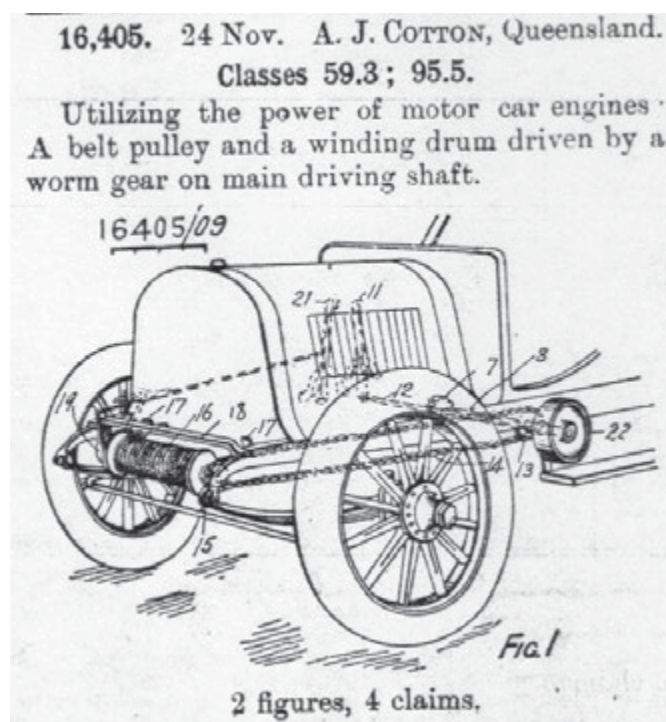
Mounted to the upper part of the dashboard, these levers control the operation of the winch from the driver's seat.

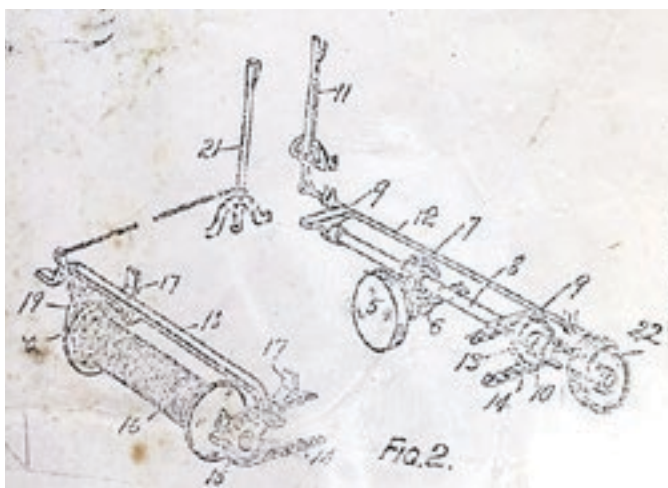
While the parts themselves are a great step forward with my Cotton project, their appearance opens up the possibility of a new avenue of research, perhaps more questions with no answers. In reality, the Cotton for me has been more of a research project than a veteran car restoration project. Much of it would have been impossible without the willing assistance and untiring research skills of Victor Bloxsome, great grandson of A.J. Cotton and custodian of the Cotton family history. Without Victor's knowledge and access to the family's photo albums, it would actually be impossible to restore my car.

The purchase of these parts is a shining example of a good outcome as a direct result of the assistance of friends in the VCCAQ. That is part of what clubs are about, working together to help each other to achieve our goals.

A Special Car for the Australian Outback

In the early days of motoring, road travel in the country areas and away from the towns and cities was extremely difficult, with badly formed roads, rough tracks through the bush and fords instead of bridges at creek and river crossings. Pastoralist A.J. Cotton owned several large holdings in Queensland and one in the Northern Territory and identified the need for a vehicle which could cope with these demands. Even with some manufacturers producing Colonial models, there was nothing on the market which really did the job required. He envisaged a car which could manage the conditions and also be useful around the property driving stationary machinery, pumps, etc.





Patent No. 16,405 of 1909 showing the winch control levers 11 and 21.



This photograph shows, which is most likely, Cotton #1 getting some exercise behind the agent's building.

The car was well advertised in "The Pastoralists' Review 1909 – 1911.

The 1910/11 Cotton # 6 What there is of it!

Can you believe that this "car" was actually complete in all respects, in good condition and parked in a shed near Winton, Qld up until the early 1970s? Contact with the property manager revealed that it had been dragged a short distance out of its shed and left to be harvested for bolts and parts to be used around the property.

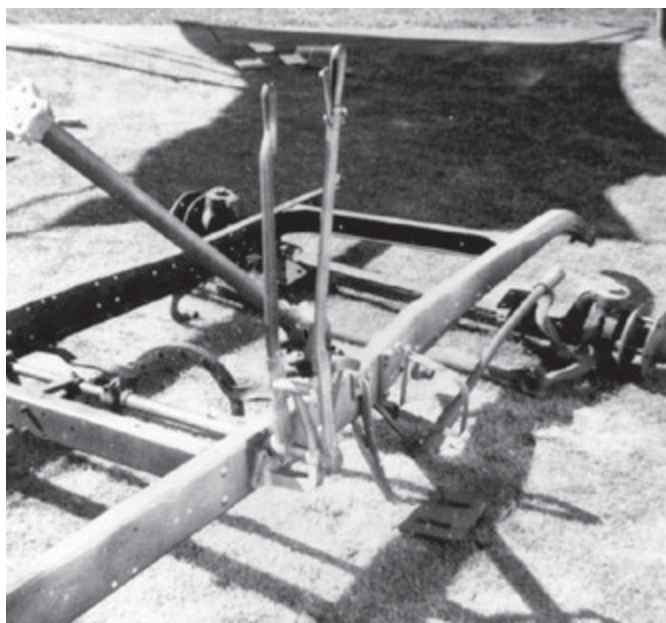
The elements destroyed all of the timber components, causing the touring body to fall apart, and then a scrap metal merchant finished it off by removing all of the aluminium and brass. Tragic! I had been told about the Cotton c1969 and given a detailed description and its location. Unfortunately, the informant had confused the name of the property with a similar sounding town also in the Winton area. Of course, many enquiries at that time failed to find the car. A real shame, as the Cotton was still intact and in its garage at that time.

A string of unlikely coincidences led me to being able to locate where the remains had been near Winton and then follow it through to the previous owner Bill Fischer in Toowoomba in the late 1980s. It was truly a case of serendipity at work.



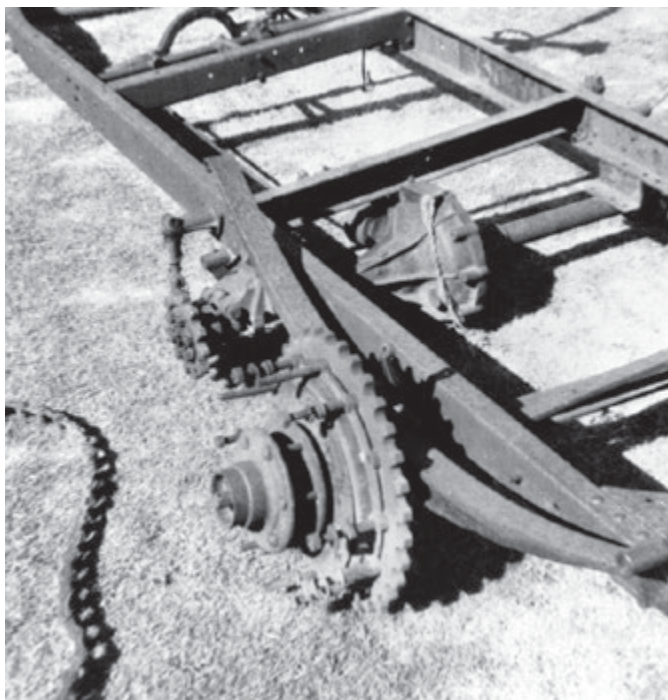
Courtesy of Bill Fischer

What there was of it on the day it was rescued from near Winton.



Courtesy of Bill Fischer

On arrival in Toowoomba with the main parts approximately in place.



Courtesy of Bill Fischer

On arrival in Toowoomba with the main parts approximately in place.

The Mystery of Cotton # 1 How did the parts get to Victoria?

It is thought that # 1 was the car taken on a promotional run into outback Queensland, starting from Brisbane in August 1910. It was then used by A.J. Cotton in Sydney, and finally driven to "Brunette Downs," NT, where it spent the rest of its working life. I was very fortunate to have been able to acquire the mudguards from this car, while the remainder of it was supposed to have been buried on the property dump. Now the mystery remains as to whether more parts of that car were recovered from the NT and then found their way into the hands of veteran car folk in other states. How did the plate and levers, both dashboard attachments, find their way to Ern Cobb? Did Ern have access to the entire car or just the bodywork? Is it really true that #1 did go to the NT or was it sold to someone in Victoria? We shall probably never know at this late stage.



THE COTTON MOTOR LEAVING THE GENERAL POST OFFICE, BRISBANE, FOR AN EXTENSIVE TRAIL TRIP THROUGH WEST & ID NORTH QUEENSLAND.

EVOLUTION OF THE MOTOR CAR

TEST OF THE "COTTON."

Ten years ago motor cars were as scarce as snowballs in summer; now they are as plentiful as swallows in spring. It is not only the cars that are numerous but also the makers. One of the latest cars is the "Cotton", designed by Mr. A. J. Cotton, the well known Queensland pastoralist. He has applied his knowledge of local conditions to the construction of the car, and it is intended especially for Australian country work. Take its features as they present themselves. First there is a clearness of 14in., which gives ample room for clearing stumps and easily negotiating rough country. Secondly, the carburetter and magnet are both on top of the cylinders so that the car can go through water 2ft. 6in. in depth without stopping the engine—a great desideratum in crossing rivers or flooded country. Thirdly, the back wheels are semi-pneumatic, with 3in. solid rubber outer rim fitted in a special way over the usual pneumatic tube and extra strong cover. This obviates punctures, with their necessary delays and expense, without decreasing the easy riding of the car. The fourth innovation is a sprag behind, which can be dropped when negotiating stiff pinches, and so prevent the car running backwards. The fifth addition is a wire rope attached in front which may be utilised to enable the car to haul itself over sandy river beds like the Fullerton or Cloncurry, up very steep hills, or up the side of a house if necessary. These improvements are all with a view to enable the car to go anywhere without being blocked or without having to wait for outside assistance to negotiate bad travelling country. The winding gear may also be used for lifting weights, loading teams, &c., and at the recent Brisbane Show one was to be seen hauling up 10 cwt. loads and pumping water. A short shaft or pulley can be put in front and the engine will drive a chaff-cutter, circular saw, or any machinery with a belt. The water tank under the back seat carries 12 gallons of water, which can be pumped through the engine to the radiator and back to the tank, so that there is an exceptionally large water-cooled surface and sufficient water to last a long day's journey. Those are the special features. For the car itself, it weighs 32cwt. The engine is four cylinder 18 x 22, White and Poppe maker, and the carburetter is the same firm's. The magneto is by Bosch. The car has been submitted to many trials and has answered them all satisfactorily. It is now undergoing the supreme test—a practical demonstration under working conditions.

A SPECIAL COLONIAL CAR.

Some time ago a wealthy Australian squatter, owning some thousands of square miles innocent of anything in the nature of roads, came to this country to see if any kind of motor vehicle was obtainable which would meet his somewhat exacting requirements. He had a very good idea of what he wanted—a car capable of a fair speed with ample clearance and able to negotiate several feet of water, a winch for hoisting or pulling the car out of soft ground, and provision for stationary work. Of course, no standard model was forthcoming, and in the chief manufacturing centres everyone was too busy with regular models to take on anything of so unusual a type. Eventually he went to Glasgow, and in Mr. A. G. Rennie, of Rennie and Prosser, Ltd., 93-95, Mitchell Street, found someone willing and capable of the task of constructing a number of cars to the squatter's specification. The task was no easy one, for so many parts had to be specially made, but the complete vehicle has proved quite successful, several having now been at work for some time and giving no trouble except in a few little ways that are to be expected when mechanism is entrusted to men of no experience. However, the seventh car left Glasgow last week for the Antipodes, and others are nearing completion, so that it is evident they have fulfilled expectations.

In general appearance the car looks quite a smart touring vehicle of the ordinary kind, except that it is high-set, giving 15 in. absolute clearance, and

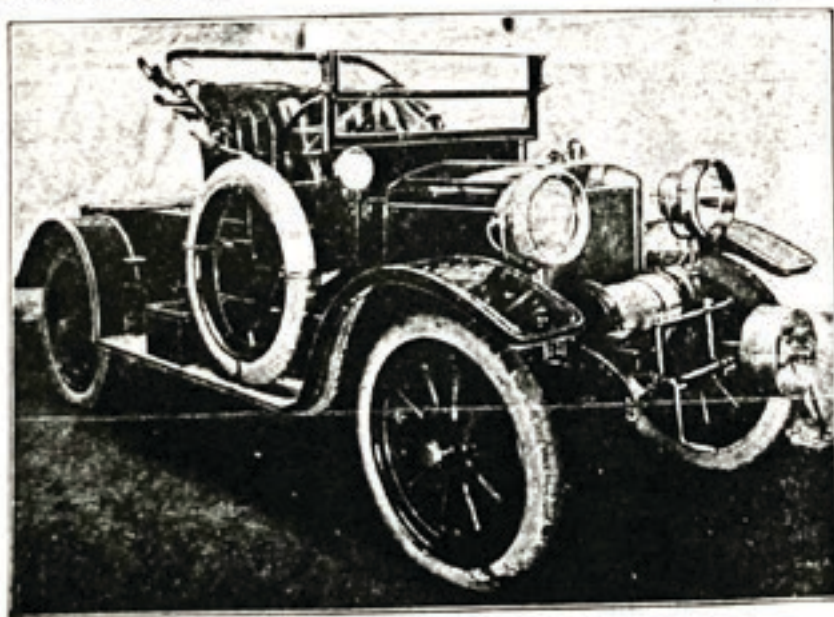
carries a semi-circular casing forward of the radiator. The frame is of the usual type but exceptionally strong, whilst both axles are of H section, and mounted with 920 mm. wheels, carrying 120 mm. Spencer-Moulton tyres on Shrewsbury and Challiner rims. It may be mentioned that Sankey steel wheels will be fitted to future cars.

The engine is a 24 h.p. White and Poppe, with an overhead drive to a magneto situated in a casing on the driver's side of the dash. The carburettor is placed even higher, so that 3 ft. of water fails to interfere with carburation or ignition. Cooling is by pump through a large horizontal-tubed radiator, swivel-mounted. The clutch is of the metal disc type, connecting to the gearbox through a double Oldham coupling. The gearbox gives three speeds with gate control, and at the rear of it is a countershaft carrying the differential, the final drive being by side chains. At the rear of the gearbox there is a loose chain sprocket which drives, by means of a silent Coventry chain, a longitudinal countershaft, carried from the near-side member.

A positive clutch, controlled by a third side lever, engages the sprocket or the differential pinion shaft as required. This side shaft is provided with two universals, and drives right through to a bracket carried on a shaft connecting the ends of the forward spring horns. The shaft, in fact, projects beyond the frame so that the pulley can, if required for stationary work, be clamped on as shown. The shaft also carries a worm, which engages a worm wheel, to which the transverse winding drum is attached. This drum carries 100 yds. of $\frac{3}{4}$ in. wire rope, made specially to ensure sufficient flexibility for winding on a small drum. The off-end of the drum is provided with a foot-applied band brake, and there is also a small hand lever by which the drum can be locked to its shaft. The drive for drum and pulley being taken from the rear of the gearbox, both have the advantage of the three gear ratios and reverse, which give normal road speed of 10, 20, and 35 miles per hour.

The petrol tank carries 22 gallons, and about two gallons of oil can be carried. Electric lighting by means of a C.A.V. generating set is employed throughout.

G.H.C.
11



The Cotton Colonial car.

Cotton # 7 just completed and on its way to Australia “The Motor” of 7th March 1911.

Cotton # 6 was similar to # 7 except fitted with a touring body.

Where to from here Can anyone help?

This is clutching at straws. I should very much like to make contact with anyone who may be able to add something extra to the story or contribute in any way to my being able to locate any more information and original parts of the 1901-1911 Cotton vehicles. Of particular interest are:

- the names and contact information of early and long term VCCV members who knew Ern Cobb,
- the names and contact information of current and past (circa. 1960 -1980) owners of veteran La Buire cars (Ern and Jean Cobb of Northcote owned a 1914 La Buire), and
- the names and whereabouts of Ern and Jean Cobb's children.

Of course, I would be delighted to hear from anyone who knows of the existence of any of the Cotton cars or any surviving literature or parts. It would be great to find another one, even to compare notes, take dimensions for replicating parts, share information, etc. While there is some interest value in having a sole survivor of a make or model, it is a total restorer's nightmare if the car is incomplete and you need to find / replicate missing parts.



The current project is the front axle and steering. The steering is most likely a proprietary unit. Have any members seen a steering box and steering wheel like these?

I need to make a pattern for a new steering spider to be cast. It is clear that the scrap metal merchant couldn't remove the steering wheel, so decided to break off the arms disgraceful lack of appreciation of our motoring heritage!

If anyone can help, please contact me on e-mail:

laurie.kathage@gmail.com

or via the Editor..

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Flood Causing Untold Issues

By Bob Trevan

The following has been received from Bob Trevan in Lismore and distributed via Facebook and emails amongst other clubs. I fondly remember the IHC, owned by Bob, and shown in the background of this photograph, at the Bundaberg Highwheeler Rally in 2013. This is terrible news and we all wish anyone who has been affected by the floods our heartfelt best wishes, and hope that all can be salvaged as much as is possible. It really has been an extremely trying time for so many. *Editor.*



Bob, hopefully all can be salvaged and members will be happy to help you.



Update from Bob Trevan in Lismore

Hi all, from the Great Brown Land down under. It has been a sad event for my city and I don't think that it will ever recover from the extra 6ft of water that came on top of the highest recorded flood height in the town in the last century.

Pictured is my 1906 Ford Model K, which is one of nine early collector cars that I lost due to the damage caused to the wooden framed body work and the diamond pattern upholstery.

To add "salt to the wound," the rodents had their "last supper" on the leather seat on the Model K before they got washed away.

Still plenty of spark, but exiting from multiple places.

"T" Ford Time – Fleet Cars

By Graeme Jarrett

These three cars appear to be 1915 models. Little is known of this particular photo, however, the lack of front number plates suggest this shot may be in New South Wales.



Above, the two cars on the left appear to be fitted with tyre cases over the normally inflated ones – to minimise punctures and tyre damage.

This photograph (below) was taken in timber cutting mountain country. The timber milling activity is substantial with a large group of workers in the bigger picture.



These Ford T models above are 1913 - 1914 production year. Using these cars as a means of drying the laundry is novel and new to me.

Cyclecar Corner – Cyclecar in Sandringham

By Graeme Jarrett



Barney Dentry Cyclecar at Holyrood House

This vehicle, although it has a Cyclecar engine, might be better described as a light car. It is powered by a vee-twin Precision engine (1100cc capacity approximately). These engines were proprietary items to the industry and were made and supplied by F.E. Baker, UK. They were used in a variety of Cyclecars.



Above, Bessie Dentry (nee Wheeler) in the Cyclecar that her husband, Barney, produced.

It is an assembled car - the major components were made and supplied by the Merlin Cycle Car Co., UK. Mr Godfrey H.S. (Barney) Dentry (1900 – 1986) completed the assembly, built the drive-train from the rear of the engine to the back axle, and the body.



Above, Barney Dentry with his car.

Although most of the components appear to have been made prior to The Great War (WW1 – 1914-18) the car was largely built and completed in 1920. The Victorian registration number '11427' on this car was likely issued in 1913 predating that year – perhaps transferred from another vehicle or a re-issue (typical, at that time).



Chassis detail of the vehicle – clearly showing the Precision vee-twin engine and Barney's drive-train.



Agents for the New Merlin Cycle Car Co. in Victoria was the Windsor Motor Co., Chapel St, Windsor. I believe this is the supplier who provided the basis for Barney's vehicle.

At least two of these Merlin based vehicles survive worldwide, one in South Africa and the other here in Victoria (Michael Turner).

Barney Dentry was a well-known motor racing driver in the 1920's. He competed in various cars of his own, including Senechal and Riley.

I wish to thank the Sandringham and District Historical Society for the provision of the photographs and background to this history article.

Input to this column is invited and welcome.



Michael Turner's 1913 Merlin

OUR CAR 1910 Tipo 1 FIAT Landaulette

Bill and Michelle Atkinson and family

On Tuesday March 27th 1899, Signor Giovanni Agnelli Snr woke up, and said to Mrs Agnelli, "I think I am going to invent the Italian motor car." Actually, he didn't quite say that, because he spoke to his wife in Italian. And so it was on July 1, 1899 Giovanni Agnelli, a 33 year old cavalry officer turned amateur engineer, Cesare Goria-Gatt, a distinguished criminal lawyer with interests in competitive cycling, and Roberto Biscaretti di Ruffia, founder of Turin's Museo dell'Automobile formed an association bound by a common interest - to draw up an article to form a car making venture. It was to be called "La Societa Italiana per la Construzione e it Comercio dello Automobili Turin". Unfortunately, no radiators manufactured at this time could be found that were wide enough to fit this across the top, so (luckily) Biscaretti suggested "Fabbrica Italiana Automobili Torino" instead, or FIAT for short. In later years 'FIAT' has come, of course, to be recognized as being the global acronym for Finest in Automotive Technology.

FIAT's first car was manufactured in 1899 and was chain driven, steered by tiller, and had a rear positioned 697cc flat twin engine with a 3 speed gearbox. Output in 1900 was 24 cars. This increased to 134 by 1903, and by 1905-6, with a production of 850 vehicles, FIAT declared a 20% dividend after tripling the size of the company. Much of this success was due to racing, and the Company prospered through the latter half of the decade. It was against this background of industrial innovation and success that the Company introduced the Tipo 1 (Type 1, also known as the 12-15HP), producing 999 examples over the period 1910-1912. It featured a front-mounted Tipo 51 engine - a 4 in-line 1846cc side valve monoblock design with an integral head with a bore and stroke of 70 x 120mm and a compression ratio of 4.2 to 1. With a single gear-driven camshaft and a 3 bearing crankshaft this engine produced 15bhp at 1700 rpm. It featured a Marelli high tension magneto and a water pump, and full pressure lubrication to all engine bearings which was achieved by way of a gear type pump. Cooling was assisted by vanes cast into the flywheel, there being no vents in the engine cowling and a sealing pan under the engine. It had a 50l petrol tank, initially pressurised by a hand pump, then by an exhaust gas pressure operated fuel pump supplying Fiat's own design of carburettor. A 4 speed and reverse gearbox was mounted in one unit with the engine in a substantial cast aluminium housing and was operated by a side mounted lever driven through Fiat's sweet and well-regarded multi-plate clutch. Transmission was by shaft drive contained in a substantial torque tube driving a bevel pinion final drive. It had 1/2 leaf springs at the front and 3/4 elliptical at the rear, with a foot-operated transmission brake and a mechanical handbrake operating on the rear wheels. The Tipo 1, or 12-15HP sold for 14,500 lire in 1910 and represented just part of Fiat's extensive offerings of models - the Tipo 1,2,3,4,5, and 6 - ranging from the

1846cc Tipo 1 to the 9017cc Tipo 6. The Tipo 1 was regarded as the most popular of the range.

In March 2006 I attended the monthly VVMC meeting, as is my want, standing up the back, offending no-one and behaving in a manner most circumspect. My vertical solitude was broken by one Gerard Frawley who asked me "Have you seen this? In the For Sales!" He passed me a magazine containing an advertisement for a 1910 Tipo 1 Fiat Landaulette. I have always had a high regard for Gerard, recognizing him to be a man of fine judgement, perceptive acumen and of the utmost distinction. For it was he, and only he, who had recognized the true merit and value hidden in those printed words.

And so it was that soon after I spoke to the then owner of the Fiat, Alan Duncan, a gentleman in his 80s who lived on the south-east coast of God's Own State of Victoria. Alan is a member of the Australian veteran car scene, having several very interesting cars in addition to the Fiat, and a vast knowledge and wisdom to complement them. Our conversations led to arrangements for me to visit him and to see the vehicle, which occurred in late April 2006. Alan lived at a place called Agnes, a loose aggregation of about six houses and two signposts, a creek, some rain and two dogs, (though I think that there may have been another one under the back water tank, but don't quote me). You don't tend to see a lot written about Agnes in the tourist brochures, and I now know why. Nevertheless, Agnes, Victoria, held the true essence of all that was good, true and pure in the world of veteran motor cars, and in fact, in all of the wondrous State of Victoria.

A return recovery trip was subsequently arranged for early June 2006 after some interesting clarification with car and car hire firms for, as can be seen, the landaulette is a large car and was beyond the towing capacity of the trusted family Honda CR-V. Being conversant with the Queen's English for well over 50 years now my skills fell obviously short of what was required, for I could not get the numerous companies that I contacted to understand that I did not want to buy their 4WD on offer, but just to hire it for a couple of days. Added joy came to this mix when I found out that no 4WD's for hire had tow-balls. Anyway, after a few frustrating days with no result I turned to an old friend who had a very big 4WD. He said, "no, he couldn't come with me on a recovery trip," but I could borrow his fully optioned latest model state of the art 4WD (with tow-ball) but only on one condition - that I borrowed his electric-braked, 6 wheel, winch and ramp provisioned custom built car trailer with it as well. I reluctantly agreed. And so my adventure south began - through Cooma to Cann River and beyond. I stayed with family friends near Bairnsdale overnight, which allowed me to arrive at Agnes early the following afternoon, thus avoiding their notorious peak hour. The 1910 hadn't moved much in the last 12 months, but with winches, ropes and some bad language she was eased from

her sheltered and dry resting place and onto the trailer, where a copious and intricate ropework worthy of an International Macrame Convention secured her for the journey to her new home.

By this time I knew it to be a “her”, and the family and I had christened her “Agnes Agnelli” in recognition of her place of resting and her exquisite Italian heritage. I left Agnes the Metropolis the next afternoon and returned to Raymond Island, crossing by ferry (in the company of two B-doubles) to re-join my friends once more. It had been the perfect recovery - except for one flat tyre on Agnes which impeded loading to a minor degree. The load trailed exceptionally well, the car a delight to drive until I needed to fill up. I have never driven a car so prone to limp from bowser to bowser. For the total trip of 1382 kms the vehicle (with loaded trailer) returned a fuel economy of just under 14 mpg (in the old language), but it was with a big load, and a load unsympathetic to aerodynamic efficiencies. It had started to rain overnight while on Raymond Island and so I purchased another tarpaulin and additional rope in Bairnsdale and securely covered the load which took on the appearance of a mobile Christo exhibition. I became very familiar with this aspect of the recovery trip, for every 60 or so kilometres the nylon ropes would either break or loosen, requiring re-tarping and re-tying (in the rain). If this was the price for veteran recovery, then so be it. I later found out that Victoria had received record rains that weekend, especially along the south-east coastline. I averaged 30 kilometres per hour along the Princes Highway the rain was so heavy, stopping at every little service station to re-tie the tarpaulin. I will never use 5mm nylon ‘rope’ for anything ever again. At each stop people would emerge and say “It’s a Ford, isn’t it?”, or offer encouraging advice like “You’ve got a bit of work in front of you there!” or some such. On one occasion I replied that it was a surprise anniversary present for my wife, but I think the sarcasm was washed away in the accompanying deluge. I can’t recall ever driving into horizontal rain before in over 40 years of driving, but it finally ended past Bombala, unfortunately not before some of the timberwork had got wet. (By this time, I was quite adept at retying the tarpaulin and had started introducing feature decorative bows and festive ribbons to add to its appearance). I stopped in Cooma (it involved ropes) and to ring my Dearly Beloved and let her know of my delayed return to the fold. I couldn’t do it much earlier - there had been no mobile phone coverage anywhere along the route, once out of sight of a street light. (Note: I was glad that I had taken the mobile phone in case anything had gone wrong). It didn’t work in Cooma either, and so I tried using the local phone box but it had been vandalised. Fortunately, a local shop owner came across the road to look at the load (which was by now re-tarped) and offered me the use of his shop phone to ring Michelle and the kids to let them know all was well, wet, and slow, and that I would be home in a couple of hours. God Bless The Landline.

The next morning the sun shone, a gentle zephyr lazily puffed, white fluffy clouds floated in a sea of blue (and dry) tranquillity, the birds sang, and Agnes was removed from her overnight resting place on the trailer in the back yard. It is only now that I can reveal that the whole purchase of Agnes revolved around her clearance under the front portico - I had measured it to be less than 50mm - and fortunately I was right - and she was pushed into the back yard. I was glad I had fed the children for all those years. Some more activity (let’s call it ‘shed reorganisation’ shall we?) took place and Agnes Agnelli had safely arrived in her new home.



Since then, much has occurred. I identified what I needed to find and needed to do, with my earliest problem being locating a 5th (spare) wheel. Agnes came with the splined hubs and wire wheels option - a 60 pound extra in 1910! To this end I am indebted to Angelo D’Emelio for his kindness and assistance in solving this problem for me by producing the best looking splined wire wheel that Mankind has ever seen. I am also most grateful for the help afforded me by to Bob McGuire who fitted the new tyres to the rims - not a job for the faint of heart, and one that was definitely beyond my capacity. Finding other small items followed - bonnet catches, priming cups, acetylene generator and so on. I was very lucky with the purchase however - very little was missing from the car, which came with a very attractive pair of small continental, but completely unbranded headlights. I am also most grateful to the inimitable Ian Irwin for his continuing assistance. Ian has helped me enormously, particularly in coming to terms with the task at hand, in terms of appropriateness of fittings, fitments, advice on the body and the like. His encyclopaedic knowledge and his willingness to share his experience and offer advice typifies the best of the best of this great hobby of ours.

I had had a good look at Agnes before we purchased her, but as always happens there were a few surprises, but nothing catastrophic or insurmountable, and I remain on the verge of uncontrollable ecstasy with

our purchase. Restoration has begun well and truly with my initial focus on restoring the body which is all plywood with the exception of the engine cowling and the four mudguards. It is indeed a fine example of the art of coach building, and serves to illustrate just how much the design of early vehicles was determined by the available ideas and technologies of the time. Some of the timberwork in the frame had to be replaced (due to the rain) and this is progressing as well as teenage children and their demands allow, with removed pieces being perfect templates for their replacements. New skills in woodworking are being acquired along with an assortment of things that will complete our car.



Why did I purchase Agnes? I have always had a soft spot for Fiat, in particular the Fiat 501. It was this type of car (in fact a 1924 501C Californian Hardtop) that my Grandfather drove as his everyday transport up into the mid 1960's and which is at the heart of many happy childhood memories for me. Through this car I developed an appreciation of Italian design and engineering. Subsequently the opportunity arose to be able to purchase our 1922 501 narrow track Fiat in mid-1988 just after the Bicentennial Rally, but more recently thought a veteran Fiat (I never contemplated any other marque) would bring much delight. To find a landaulette was an added bonus in many ways - my grandfather was not only an Edwardian and veteran motorist in Victoria, New South Wales and Queensland, but was also a founding member of the Victorian Chauffeurs' Club of Victoria. I treasure family photos of him and the cars he drove in this period including some taken when serving in his chauffeuring capacity. To emulate this motoring pioneer 100 years later will be, to me, both a great thrill and immense honour. This said I think that I may have some problems with the tact and diplomacy bit in the role of a chauffeur, for when I mentioned to my dear wife Michelle that the other side of the front seat was where the maid sat - well, let's not go there again.

Previous investigations had revealed that the Fiat 501 was initially being prepared for release in 1913, and it's very veteran design bears witness to this. (Our 1922 501 displays right hand gate gear change and provision for oil lights front and rear as small examples). The Great War intervened and the car was not released, Fiat being heavily involved in the production of trucks and aero engines and other military requirements for the duration. Come the Armistice, to assist recovery, Fiat

drew on what had already been prepared for release five years earlier - the 501. The design of the 12-15 is patently evident in the 501, and while chronologically there are 12 years between them, they are really only three years apart technically and developmentally.

From my research into the Tipo I Fiat, from the 999 vehicles initially manufactured between 1910 and 1912, I believe there to be less than 20 examples of the car currently remaining in existence. There is a splendid example of the Tipo 1 to be seen at Beaulieu at the National Motor Museum, and while not a Tipo 1, there is a 1908 chain drive model - the model directly preceding the Tipo 1 - in the Museo d'ell Automobile in Turin. (This model is very similar to the Tipo 1 in many ways). Currently I believe there to be only 11 Tipo 1s in Australia (only one other bodied as a landaulette) but I welcome correction in this as others are found. This is a remarkable number given the import restrictions of the time and the harsh uses to which many of these cars would have been put to, and bears testimony no doubt to their initial sound design as much as to some innovative Australian bush engineering over the intervening years. Of these cars, I believe ours to be the earliest Tipo 1, being a 1910 model as dated by its chassis number. I am currently tracing the origins of our car, and thanks to Alan have spoken to a previous owner who has been most helpful in filling in some of the missing years of our car. That search has not yet ended, and is providing me with much insight to not only the car but the whole era of motoring to which it pertains. In this I gratefully acknowledge the assistance of Norm Mitchell, a fellow veteran Fiat owner (the car that is, not Norm), who has been a great source of both technical information and wisdom, being most generous with his time and assistance. As I have said, it's a great hobby this one. As to a completion date, I am not sure, but God willing I would like it to be on the road within 100 years of the end of the model's manufacturing run, when I hope to see it alongside Angelo's Fiat. They will make a grand sight together, presenting a fitting testimony and tribute to early Italian motoring design and engineering and to the part that Fiat played in early motoring in this country. And for his role in all of this - well, I might just let Gerard polish the radiator.

Bill Atkinson



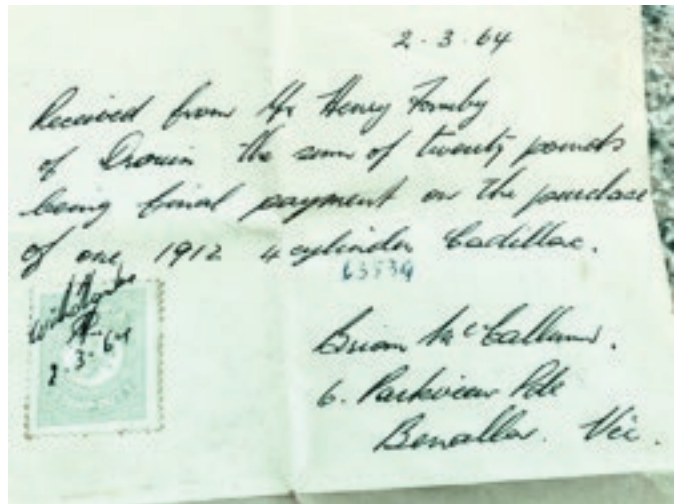
Findings, Feedback and Follow-ups

By Scott Emmerson

In finally sitting down and reading through Brass Notes, I saw my Grandfathers name mentioned regarding the FIAT story. I can add the Formby angle, not that I know a lot. I believe we have a photo of the FIAT in our paddock with Henry looking at it, and it would have been taken around 1961 or 62. The best part of the story is that Henry traded up to swap the FIAT foryes you guessed it....a Cadillac. That Cadillac is the green one we still have today.

What is also interesting, and a side note, is that when Henry took the FIAT to Benalla to do a swap with Brian McCallum, the Cadillac slipped when being loaded and rolled back and broke Henry's leg. This meant Henry ended up spending a few weeks in Benalla hospital, but was said to be the worst patient, as he was itching to get back to Drouin to look over the Cadillac.

I also contacted cousin, Bill Formby some time ago to find out where the FIAT came from originally, but he was unsure how we ended up with European tin!



This is the receipt from Brian McCallum confirming final payment by Henry for the trade between the FIAT and the Cadillac.



Here is proof us Formbys sometimes own something different to that of good old Cadillac iron. This is a photo taken from a slide showing Henry Formby kneeling in front of the FIAT chassis (editor note: is he paying homage?). The photo is from the property at Drouin c1962. Two more photos follow.....



This is the 1912 Cadillac in Benalla, now loaded ready to go back to Drouin, but not before it broke poor Henry's leg.



The car today.

Good Driving Has Nothing to do With Sex, It's All Above the Collar - pt 3

By Doug Fulford

The First Real Trip in a Motor Car



Bertha with patentwagen

It both surprises and saddens me that few people, even in veteran car circles, realise that the first person to drive what we would consider an internal combustion motor car, for anything more than a tiny test drive, was in fact a woman. Indeed a most remarkable woman, Bertha Benz.

She was born Bertha Ringer to wealthy parents – her father had achieved his wealth through hard work as a carpenter and through judicious dealings in real estate. At the time, as a woman, she was denied access to higher education but did get to attend a school for “high born daughters” from the age of nine. Both at school, and at home with her father, she demonstrated great interest in technical matters – her eyes would light up when such matters were discussed. It has been claimed that her father had written “unfortunately only a girl again” in the family bible at the time of her birth. Discovering this apparently only made Bertha more determined to show that a woman could achieve great things and leave her mark on the world.

She met the near penniless Karl Benz when by chance he shared a ride in a horse drawn carriage with Bertha and her mother. Karl talked of his vision of a horseless carriage driven by a motor and Bertha must have been fascinated. Two years before they married she used part of her dowry to invest in – in reality bail out – Karl’s then failing business. She was steadfast in her love for Karl and married him against the advice of her parents who were concerned that she would suffer privations compared to the life style she was accustomed to. Some of which she did endure in the early years of their marriage. Of course the archaic laws of the time meant that once she married Karl she was no longer an investor and her wealth reverted to him.

Bertha was astute enough to realise that her husband’s invention, the Benz Patentwagen, was both literally and figuratively going nowhere. They had sunk a lot of money (much of it from her dowry) into this project for as yet no return. Karl was somewhat of a perfectionist and wanted to refine his design yet again – he had already built three versions. He was also subject to bouts of depression, hardly ideal for a man with a vision he was passionate about but very

few around him shared and towards which many were downright hostile. Bertha, also astute, realised that to properly refine the design of the Patentwagen much more extensive testing was required. Beyond that they needed sales to achieve any form of return on their investment. Those sales would only come if they could demonstrate what the Patentwagen was capable of. Clearly her husband wasn’t prepared to take this important and necessary step to enable his invention to have the lasting impact on humanity that it deserved.



Bertha Benz with her four children

So in the early pre-dawn hours of 5 August 1888 the then 39 year old Bertha and her two sons, Eugen (15) and Richard (13), quietly pushed the Patentwagen onto the streets of Mannheim and continued far enough from the house so that Karl wouldn’t be woken by the sound of the Patentwagen “bursting into life”. Bertha left Karl a note informing him that they were off to visit her mother in Pforzheim, the ostensible reason for the trip, a distance of around 106 km. Bertha would have been well aware of the size of the challenge she was taking on. While she clearly had a good deal of faith in the vehicle it was basically untried. What’s more the trip itself was of doubtful legality due to pressures from those with a vested interest in horse drawn transportation. She was doing it without her husband’s permission or knowledge at a time when women were supposed to be subservient to their husbands. The Patentwagen didn’t have a fuel tank and the carburettor only held 4.5 litres of fuel so she had to plan her route to purchase ligroin, a petroleum type solvent used at the time as a dry cleaning fluid, along the way. Thus an apothecary (chemist shop) in Wiesloch became, in essence, the first ever petrol station. The roads were deeply rutted and hardly suitable for an automobile. There were no road signs and no map to show the way. The 954cc motor produced around 2/3 hp (0.5 kW) at 250 rpm which proved insufficient to climb many of the hills on the route given the two gear ratios available. So they had to get out and push. Bertha subsequently told Karl that he needed to add a lower gear. Top speed was probably around 16 kph – on a downhill run! The wooden blocks used as brakes were wearing away.

On the return trip Bertha got a cobbler to line them with leather, effectively inventing brake linings. Engine cooling was by evaporation so there was a need to replenish the water supply every stop. Bertha cleared a fuel line blockage using a hat pin and helped Karl refine the design of the fuel line to reduce the chance of blockage. When the trembler coil ignition circuit shorted out, she used her garter to provide the necessary insulation.

It appears that when Karl read Bertha's note he assumed that the trio were travelling by train and only realised they were attempting to drive there some time later when he noticed one of his Patentwagens missing. You can imagine his relief when Bertha reached her destination that evening after dusk and sent him a telegram informing of her achievement. The 106 km journey had taken Bertha and her two sons some 13 hours.

Bertha's remarkable trip generated interest in the Benz Patentwagen which, of course, was her intention. It also resulted in significant improvements in its design. While we will never know for sure I am certain that Bertha no doubt had, and would continue to have, further significant input into the design of the Patentwagen. Indeed she would probably have been listed as a co-inventor of the Patentwagen had the laws at the time not prohibited married women from obtaining patents. One can only imagine what more great contributions women like Bertha may have made had they not been denied access to tertiary education, in her case in engineering.



Das Brautpaar Bertha Singer und Karl Benz um 1870
Bild der Sammlung: Eugen Benz, Lahr/Baden

Carl and Bertha

In his later years Karl Benz wrote: "Only one person remained with me in the small ship of life when it seemed destined to sink. That was my wife. Bravely and resolutely she set the new sails of hope." Bertha died in 1944 at age 95 (Karl had died in 1929) having seen the amazing impact of Karl's and her invention. In 2008 the Bertha Benz Memorial Route was officially proclaimed. It is the site for the Bertha Benz Challenge which has the motto "Sustainable Mobility on the World's Oldest Automobile Road". In 2016 she was inducted into the Automotive Hall of Fame.

NOTES:

1. Mercedes-Benz produced a four minute video titled "Bertha Benz: The Journey That Changed Everything". It can be found at: <https://youtu.be/vsGrFYD5Nfs>. I think that the reactions to her shown in the video may have been exaggerated somewhat for dramatic effect. There is a feature length film in German, naturally, "Carl and Bertha", which you can also find on youtube. There doesn't seem to be an English sound track and I have also been unable to find English subtitles. The video quality isn't that good in the upload I have found. However there is a half hour version, again in German, but with much better video quality which you can find at <https://youtu.be/4qevDPvugso>. It defaults to 720p but can be played at 1080p.

2. Some details of Bertha's trip, the stated capabilities of the Patentwagen she drove and the spelling of her name and Karl's differ slightly between the various accounts I have referenced but the real story is the same.

See page 31 for further photographs.

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VVC INSTRUMENTS

The Parker Auction (Part 2)

By Daryl Meek and Noel Holbrook

Following on from Francis Ransley's entertaining encounter with the Parker Auction published in the previous edition of Brass Notes, this month we present another personal account of the event.

This time around, Noel Holbrook gives us an insight into his experience of the event.

Noel describes the Auction as possibly the biggest event that the western district city of Colac had seen for many years and I am sure that others who were there, and probably even those who weren't, will agree that the sale of this large collection of veteran cars and motorcycles did justice to that suggestion.

In the May edition we will follow up by bringing you an abridged history of the Parker Collection and Parker Bros. Motor Garage. In the meantime, if you have any further information to contribute about the auction, the collection or "Where Are They Now," please contact either:

Greg Smith,
0447 395 233, schacht09@bigpond.com or

Daryl Meek,
0407 881 288, fafnir@iinet.net.au

One Man's Experience of the Event.

The catalogue was available with the descriptions of the lots, photographs and all the sale conditions. The two previous weekends to the sale days had been set aside for viewing of the diverse collection and were quite well attended with potential buyers scribbling notes about their hopes for the following weekend.

And yes, I was one of them, equipped with my little book and pencil (and I think I had a torch as well).

I had acquired my buyer's number and was ready for the fete! Amazing how time travels slowly when you're waiting, then the Saturday morning arrived. Sue, myself, and Michael Manning (Sue's father), who was over here on holidays from England, were on our way to Colac.

The auction commenced at 1pm on Saturday, October 23rd, with lots 1 - 86 (cars and motorcycles) and lots 86 - 200 (veteran spares) being sold on this day.

I was interested in a motor buggy, as I already had the remains of one, and a friend also was interested in one of the high-wheeled vehicles. We had decided not to compete against each other and had each picked a particular vehicle to bid on.

I made a bid on a couple of lots on the day and noted the prices, as well as the behaviour of the crowd that had filled the large building, barely able to move at times.

The day had surprised everyone with the high prices achieved, particularly for the motorcycles and the 1&2 cylinder cars. I believe that the spares had also sold well. On the way back home, I considered my bidding limit for day two may have to be re-assessed.

Sunday morning, day two, and it was back to the auction where lots 201 - 400 (veteran spares) were being offered from 10.30. Not being overly interested in the parts side of the sale, I mostly browsed the cars again.

Lots 401 - 460 (cars and motorcycles) were being put up after lunch. The 1pm start saw a series of motorcycles offered up. The first of interest to me was lot 409, described as a 1907 IHC. A bit decrepit, but at least it had the hood. Unfortunately, this bought a little more than I had anticipated. As the sale progressed, so did the prices. Another revaluation was needed.

Another buggy, lot 430, a 1910 IHC was coming up. I didn't have the same desire for a commercial model, so I let it be even though it was possibly in the best condition of the three Internationals that afternoon.

A nice little Minerva was of interest and a few more items sold until the buggy, lot 448, came up. This was the one I was gunning for. I started early and soon it was down to two of us, each on the opposite side of the room. The bidding seemed to go on forever, with my opponent standing above the crowd where I could eye him off. He kept going and so did I, until the brain finally clicked in. When lot 448 was knocked down to my opponent a resounding cheer went throughout the crowd. My philosophy is that something will always come up.

The sale went on and the good prices continued. Sue's father Mike also put a few bids in on two of the cars but was also the losing bidder on both.

Before heading homeward, I was able to have a chat with my opponent, eventually becoming good friends. He and his father had come down from Sydney to acquire two of the Internationals, both of which they still have.

As Sue drove home she recalls a sombre mood, with two dejected losing bidders - the one in the back mumbling "I should have gone more!".

Regardless, I imagine others as well as myself will recall the weekend as having been a wonderful couple of days.

Noel Holbrook



Parker Auction

By Alan Meredith and Simon Anderson

Also at the Parker Auction

Not to be outdone Grant Phillips from Warrnambool made the most of the opportunity and in an enterprising move, parked a trailer complete with 1908 Argyll, directly opposite the Parker building with a for sale sign. The car which was subsequently owned and motored by John Miller.

Alan Meredith



After digging around in an old box of stuff, I came across this newspaper clipping.

Somehow, as a youngster, I ended up in the Sun newspaper featuring the Parkers auction in Colac. The details in the clipping are a little off as the vehicle is not a Mercedes Benz but a 1902 Torbenson. I just recall going to the event and looking at all the wonderful stuff.



This picture was taken at the Parkers Auction in 1982. My father sits proudly on the 1914 Indian he restored in the late 1950s, with me in the proper Indian side car.

Dad sold the Indian to Arthur Parker to help fund the restoration of the Adams in the early 1960s. Once my parents became aware of the Parkers auction and the Indian was going to be up for sale, Dad was very keen to buy the Indian back. At the time we had a 1942 Harley outfit. This was sold to help fund the purchase of the Indian. Dad was very confident he was going to get the bike back, with a pocket full on money from the sale of the Harley. The bike came up, dad bidding away furiously but sadly it went well beyond what he had in his pocket, and was not the winning bidder.

It wasn't much longer and dad and I started the restoration of the 1916 Indian I own today which gives me a big smile every time I ride it.

Simon Anderson

Metropolitan Fire Brigade Vehicles

By Graeme Jarrett

The Metropolitan Fire Brigade in Melbourne was a forward thinking and progressive body which adopted the use of motorised vehicles very early in their operations.

The first of these to arrive were made by Hotchkiss in France and dominated in numbers. More than half of the Hose Carriages in the fleet were Hotchkiss vehicles.

There were other quality vehicle marques in the fleet which consisted of FIAT, Napier, Daimler, Pierce-Arrow and others.



This particular vehicle (Victorian registration No 1898) is a FIAT (chain drive) and likely to be the 28/40hp model. The body for this one was made in the workshops of the MFB – like so many of their hose carriages, pumpers and general purpose operational vehicles.

The operation of these required a raised level of horsepower to carry its load and also to run the underfloor pump to fight the fire.

The MFB maintained their fleet to a high standard and kept them in service for extended periods of time – hence the relatively high survival rate.



The FN as owned by W Ying

By Robert Martin

Greg Smith
Brass Notes.

Courtesy of your newsletter forwarded by one of your club's members I read with interest the challenge issued on the car featured in "Flashback". I wrote to your club some time back of the life and cars of William Ying and some members may recall the car from the article. William owned this FN, pictured below with a later body fitted by him. Having mated a number of T Model Ford chassis with bodies from Melbourne he was familiar with this modification. Bruce Feldtmann and Neil Ferguson most probably saw the car in this state while it was kept at the Ying property at Majorca. After parts were found missing from the FN William then moved his cars to his home in Maryborough. As a then young neighbour that's where I first saw them.



The FN as owned by W Ying

Subsequent to its sale the FN was rebodied in a style more befitting its age.

During my research into William's cars someone kindly forwarded me further information on the car. Unfortunately I cannot now recall who this was or if the article was protected by copyright. In the hope you are able to use it I have included this as an attachment. In it you will see the car as owned by William together with the same car when restored.

Yours in motoring,

Robert Martin

TYPE 2100 No. 551

from the book by Doug Marshall

1910 January 11th

John Van Schaik who lived at Kyneton, Victoria, acquired the remains of this from Mr Ying who had a Ford dealership in Maryborough, Vic. The original body had been removed but mechanically it remained largely complete. John built a new body when restoring the car, which he had completed by 1962.

The next owner was Noel Parry who acquired it c1974. Noel and his wife Kath rallied the car as well as displaying it at their museum at Bli Bli, Qd. In August 1988 Noel advertised No 551 for sale, the asking price being \$25,000 (AUS). As a result Keith Wherry of Sydney, NSW became the next owner and he held it until c1990 when it was again sold. This time it was auctioned at Darling Harbour in Sydney NSW.



In 1992 it appeared in the entry list of a concours event on the 15th of March at the Royal Pine Resort, Surfers Paradise, Qld. The owner of No 551 was listed as Mr Kazus Hasegawa Tokyo, Japan. The next reference I have is a photo of No 551, date unknown, with a Belgian address showing in the background. So it appears that No 551 has found its way back home.

Before Mal Grant wrote the foreword for this publication he of course read my work and was able to add some further information on Mr Ying. He was William Henry Ying (Billie) and was a well known motor car dealer in Maryborough. Mal's parents lived nearby and his father often spoke with Billie who prided himself as the 'Chinese Car Dealer'. Billie died in Maryborough in 1964 aged 80.



March Flashback Response

Flashback Feedback

Hi Greg,

Regarding the article in flashback on the FN, I will stick my neck out and say that it is the ex-John van Schaik 2100 (engine No. 551 and Club Registration No. 082). As far as where it is now, I do not know, however I believe it was sold overseas. John van Schaik lived in Kyneton and was restoring the car. The last I heard, he had moved to Queensland.

He received some of the FN remains from our family property at Yarra Glen in the late 1950s.

Hope this is of some assistance to you.

Regards, Stan Bone.

Dear Editor

I am writing regarding the Flashback car in the March 2022 Brass Notes. The FN was owned and restored by Mr John van Schaik in Kyneton in the 1960s. John was a painter and decorator and a good friend of my dad. This car was my introduction to veteran motoring, attending the 1967 Annual Rally to Warburton. Dad towed the FN to Melbourne on an A bar, behind his Ford Zephyr, with John in the FN. This was also the beginning of a 50+ year friendship between Greg Smith and me. My dad borrowed a spare tyre for the FN from Greg's dad, Ivan, and I got to play French cricket with Greg and one of his friends while I waited.



John's wife Ann, with my younger brother Geoff and me in the back seat at the Exhibition Buildings for the start of the Annual Rally in 1967.

Ann had been an actor in Sweden when she met John, and travelled to live with him in Australia. She was a talented craftsperson, particularly pottery, fine enamel work and needlecraft.

We also rallied the FN to Maryborough for the Golden Wattle Festival Rally, an Echuca Steam Rally and other local events. The FN was always driven from Kyneton to these events. The FN was dated 1910 by the VCCA (Vic), John always believed that it was 1909. I remember seeing documentation he had from Belgium regarding the car's manufacture date.

I have a newspaper article from the 1960s stating that this FN was the first car in Maldon, Central Victoria.

John also owned a 1907 Vinot & Deguingand, a 1918 Oakland, a number of vintage vehicles including Dodge, Chevrolet and Renault and an incredibly impressive collection of horse drawn vehicles from both Australia and overseas.

In about 1970/71, John and Ann sold all their vehicles – everything going to a museum in Queensland. John and Ann purchased several acres of land on a swamp, with basic huts for accommodation for fishing folk. This was in a never heard of backwater where everyone said that they were stupid to go anywhere near, called Port Douglas. Who'd a known?

I believe that the FN was later sold via Gilltraps to Japan.

It was a beautiful car, and I would have loved to own it.



My brother Geoff and me in the back seat.

John and Ann have both since died. They were lovely, talented, welcoming, and generous people.

In relation to the infamous Billy Ying's shed, the only other car I know of that was there, was a two cylinder De Dion, flat radiator I believe.

Yours sincerely

Mick Turner

Hi Greg,

This one is a bit too easy for FN enthusiasts!

This car was restored by John van Schaik formerly from Kyneton Victoria.

The Victorian permit plate was 082.



When the car was sold to Noel Parry from Bli Bli in Queensland the plate became 103

Chris Duncan very kindly supplied the following notes taken from the great FN guru, Doug Marshall, who has written a book on all the surviving FN motor vehicles in the world. Doug's notes on the history of the car following the ownership by Noel Parry go like this: In 1988 Noel Parry advertised the car for sale in the Sydney Morning Herald that was dated the 27/8/88. Doug rang about the advert and Noel claimed it was the oldest FN in Australia and they were asking \$25,000 for it.

Keith Wherry purchased the FN from Bli Bli museum and then it was subsequently sold at Gilltraps Auction in Darling Harbour in 1990 or 1991.

In 1992 the car was spotted at the Royal Pines Resort – Surfers Paradise in a concours d'elegance event on March 15th. The owner was listed as Kazuo Hasegaura (hope that is the correct spelling as it is hand written notes) from Tokyo, Japan.

Around 1994 the car was purchased and exported back to its home country of Belgium.

Our friend in Belgium tells us this car now belongs to Lieven Desmet, also from Belgium, and Lieven asked us Aussies for background information on this car.

Chris Duncan



Hello Greg

Regarding the FN in the March Flashback – I'm sure others will recognise it as the car John Van Schaik bought from Bill Ying and restored. It is a type 2100, serial number 551. It had a couple of subsequent owners in Australia before it went overseas in the early 1990's. I believe it was in Belgium by 1994 when one of the attached photos was reputedly taken at the Brussels Retro Festival. I have also attached another photo of the car, apparently still in Belgium, which I think is more recent.

Regards,

Andrew Brand

Private Classifieds

AVAILABLE FREE (Melbourne Only) For a strictly short term loan:

1. Renault AX Wheel Puller
2. Renault AX Flywheel Puller

Magneto component, possibly for twin ignition – Free

FOR SALE

1. Assorted glass fuel filters, brass/bronze \$30, other \$20
2. Zenith 30mm DEF brass carburettor missing idler jet \$175 ONO
3. Calorimeter Wilmot-Breedon, working \$50
4. Renault Freres AX identification plate \$50
5. Reflex copper/brass 8 inch gas headlamp \$275 ONO
6. Solid-state 12 volt fuel pump, new in original unopened package \$35
7. Rotax single twist brass horn, good condition, nice note \$175 ONO
8. 2 brass priming cups \$50 the pair
9. 2 white enamel drip trays 45cm by 160cm \$5 each
10. Three headlight glasses and one side light glass for "Saxon" lights on Overland Model 79. These are curved 9 1/2 inch diameter, but could be cut down if preferred, to suit other project. \$100

Contact: David Inglis
ph. (03) 9878 0496



FOR SALE

IHC Buggy later style Steering Box Assembly \$350.00

IHC Buggy Camshaft. Early style with angle distributor bracket and oiler drive pulley \$150.00



In Qld. but can deliver to Narrandera rally in May.

Contact: Greg Hill
gregoryrhill@optusnet.com.au
M: 0412 676 871

FOR SALE

Set of four original guards for 1904 De Dion \$1,800.00

CONTACT: Dan Sinclair
T: (03) 9808 0289



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Natter Night Meeting Minutes

Events

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 8 March 2022 @ 8.05pm

1. Opening

The Club President, Ben Alcock, welcomed all to the March Natter Night, we also welcomed those online.

2. Attendance

There were 34 members present in the room and 15 online, a total of 49 who attended the meeting.

3. Apologies:

Jennifer Atherton, Daryl Meek, Alan & Margaret Lethborg, Stan Bone.

4. Club News:

Ben announced that his brother Jack and Anna got married on the weekend. One veteran Overland was present.

5. New Members:

Graeme Wingrove with a 1904 Oldsmobile from Mitcham.

David & Barbara Lumby with a 1918 Dodge Tourer from San Remo.

6. Events

Past Events

RACV 'Let's Rally Again' Rally in Benalla. Andrew McDougall gave a rally report and thanked, Ben for organising a great weekend. 35 vehicles.

AOMC held there British and European Car Show at Yarra Glen Racecourse, nearly 1000 cars.

The Geelong Revival was last weekend with a nice display of veteran cars, thanks to Simon Anderson for organising.

Future Events

RACV 1&2 Cylinder Rally in Ararat 17-20/3/22. 75 Entries.

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

B40 Rally, Castlemaine 13-15/5

RACV Mid- Winter Rally 9-10/7

Motorclassica 7-9/10 – 10 veteran spots

At our Clubrooms on March 26, Neighborhood Watch display 10-3pm

Florence Thomson Tour 29/4-1/5.

7. Treasurer's Report

Claudia reported \$119k of funds with \$86k in a term deposit.

8. Wanted, For Sale or Swap

Nil.

9. Items of General Business

Shannon's recent Auction had a Renault which sold, whilst the Hotchkiss was unsold.

April Natter Night will have a dinner before the meeting, RSVP to Ben or via survey link to be emailed out.

May Natter Night will be Zoomed from Narrandera.

Ben announced Natter Night is going on the road, visiting regional Victoria. Our first one will be the June Natter Night in Ballarat!! Same date and time, just a different location, more details to follow.

10. Meeting Closure 9.14pm following the viewing of a video from the 2004 Heidelberg Hill Climb.

11. Next Meeting:

8.00 pm on Tuesday, 12 April 2022 – with dinner starting at 6.30pm.



Events

2022 FLORENCE THOMSON TOUR

Attention ladies, it's time to polish up your historic vehicle and join the Association of Motoring Clubs (AOMC)/RACV on the 2022 Florence Thomson Tour to celebrate the contribution women have made to the motoring world. Travel the historically interesting roads of the Victorian goldfields passing through Maldon, Castlemaine, and North Harcourt.

Tour the historic Buda house and gardens, enjoying a buffet lunch there. Visit the interesting Morris Garage collection at North Harcourt. Celebrate your successful rally with a dinner at the Lakeside Motel, and finally show off your pride and joy at Bendigo Pottery on Sunday morning.

Entrants are encouraged to dress in the era of their vehicle. Prizes will be awarded in four categories for Best Dressed in the era of your vehicle.

Inclusions

- Entry to AOMC Florence Thomson Tour 2022
 - Event Pack including Souvenir.
 - Welcome barbecue dinner Friday evening
 - Breakfast Saturday morning
 - Lunch and entry to Buda House & Garden Castlemaine
 - Entry to Morris Minor Garage North Harcourt
 - Evening function at Lakeside Hotel Bendigo including two course dinner, drinks at bar prices.
 - Entry to Display Area & Breakfast outside Bendigo Pottery Sunday morning 9 to 11am
- Application Information
- The tours aim is to show a diverse range of vehicles and hence places are limited.
 - You must apply for entry to the event by filling in the online application form on AOMC website.
<https://www.aomc.asn.au/florence-thomson-tour>
 - If your application is successful, you will be sent a link to the payment portal. To secure your place you must make payment within seven days of receiving this email. You should then secure your accommodation at Quality Hotel Lakeside (03 5445 5300) or Mercure Schaller (03 4433 6100) and mention you are part of the Florence Thomson Tour.
 - Entry Fee is \$120 per person

Tour Timetable

- Friday - Welcome barbecue Bendigo Rowing Club 7.00 pm
- Saturday - Tour start, breakfast & briefing Bendigo Rowing Club car park 8.30 am. Tour Departs 9 and 9.30 am.
- Saturday - Celebration Dinner Lakeside Hotel 7.00 pm
- Sunday- Display including breakfast Bendigo Pottery 9.00 till 11.00 am.

Terms and Conditions

- To secure your place after successful application participants must make payment within 7 days.
- Drivers must be female.
- Vehicles must be 25 years or older
- Only one vehicle per registration permitted
- The recommended driving route must be followed as part of the tour
- Final event details will be emailed to registered participants closer to the event date

Cancellation Policy

- Cancellations after 30th March 2022 will be 100% non-refundable

Covid

Should COVID or other State or Commonwealth Government restrictions be imposed that would compromise the health and safety of participants or prevent the tour being run all applicants will receive a full refund. This event is being run under a COVID safe plan and in compliance with any applicable State or Commonwealth Government health directives at the time of the event. By applying to participate, all entrants and their passengers agree to comply with all such directives.



Editor's Note: The concept of the Florence Thomson Tour was an initiative of our own member Daryl Meek, Vice President, VCCA (Victoria).

RACV FOUR & MORE RALLY - BEECHWORTH

Just a brief summary of the progress of the RACV Four and More Rally at Beechworth.

Planning is well under way for the RACV Four and More rally from September 8-11. Based in Beechworth, we will be travelling some of the most scenic roads in the North East of Victoria. The rally will start with the normal short "Shake Down" run, departing at 2.00pm on the Thursday afternoon and will conclude with a short run and lunch on the Sunday. This will allow ample of time for those who must leave to load up their cars and head home. I would encourage those who can, to remain in Beechworth and enjoy local attractions on the Sunday afternoon and depart the next day. 12 cabins are being held at the Lake Sambell caravan park, 10% discount for entrants. I leave it up to the individuals to phone the park on 03 5728 1421 and confirm their own booking.

David Boyd Rally Director.



B40 #2

Rally

13th-15th May 2022

Entries are now welcomed for those drivers under 40 in cars pre 1940 for the B40 Rally #2 to Central Victoria



For further details and entry form, scan the QR Code.



45th HISTORIC WINTON

28th and 29th May 2022



www.historicwinton.org
Winton Motor raceway, Benalla, Victoria





**Invitation to attend the
2022 Veteran Car Club of SA Annual Rally**
for all vehicles built prior to 1919

Goolwa, South Australia

Rally Dates: *Friday 7/10/2022 – Sunday 9/10/2022*

Destinations: *The Rally will include drives with distances ranging between 52kms - 90kms.*

Reserve your accommodation now.

(SAY YOU ARE WITH THE Veteran Car Club of SA)

GOOLWA MOTEL - (08) 8555 1155

30 Cadell Street Goolwa SA 5214

info@motelgoolwa.com.au

Further Information:

Please contact the Rally Director: Hamish McDonald

Phone: 0488142159

Email: brushownersregister@gmail.com



The Veteran Car Club of South Australia Inc.
P.O. Box 193 Unley BC SA 5061



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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

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

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

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

IMMEDIATE PAST PRESIDENT
Paul Daley (Lena)
t 0417 583 064
e paul.daley@neo.com.au

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t (03) 9486 4221

Geoff Payne (Sue)
t (03) 9560 6837

Greg Smith (Denise)
t 0447 395 233

Deb Alcock
t 0412 777 676

Peter Hammet (Joan)
t 0428 282 631

Michael Holding (Claudia)
t 0407 008 895

Callum Walsh (Francesca)
t 0447 766 724
e events@veterancarclub.org.au

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

EVENTS SUBCOMMITTEE

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

SUBCOMMITTEE:
CLUBROOMS MANAGEMENT
Geoff Payne and Jim McCaffrey

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

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

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

EDITOR
Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR
Roger Berg
t 0403 727 228
e editor@veterancarclub.org.au

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

PUBLICITY & COMMUNICATIONS
Callum Walsh

AOMC & FEDERATION DELEGATES
Daryl Meek
Andrew McDougall

TRADITIONAL OWNERS' LIAISON
John Stanley 0409 001 836

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

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

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

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

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

CLUB MEETINGS

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

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



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Extra Photographs From Bertha Benz Article



Bertha Benz in her later years.



Original Benz Patent-Motorwagen.



Bertha Benz with her two daughters in the car.



Bertha Benz on a Benz



Karl and Bertha in a later model Patentwagen.

Geelong Revival

Photos by Calum Walsh and Ben Alcock



The line up veterans in prime display location



The cars with the Revival publicity team.



1912 Adams of Graeme Anderson.



Ben, Jeff and Nicole in the Overland Speedster.



The Veteran line up. Adams, Stanley, Brush, 3X Overland, Locomobile (replica), Hupmobile.