

July 2022



# Brass Notes

[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

# CONTENTS

President's Message.....	4
Editorial.....	4
Letter to the Editor.....	4
Membership.....	4
Valē Peter Briggs.....	5
Flashback Response, June Edition of Brass Notes.....	6
Flashback Response, May Edition of Brass Notes.....	8
Cyclecar Corner – Humberettes On The Road.....	9
The Foster Family 1909 Renault AX.....	10
Motor Racing Can Be Dangerous.....	12
Wireless Turn Signals For Veteran Cars.....	13
The One That Got Away.....	14
William Henry Wong Ying (1883 To 1964) - Part 2.....	16
A Very Veteran Motorist.....	20
“T” Ford Time – Family Outings.....	23
Comings, Goings & Restorations.....	24
Private Classifieds.....	26
Findings, Feedback & Follow-Ups.....	28
Natter Night Meeting Minutes.....	29
Events.....	29
Tumbleweed at Narrandera.....	31
2022 National 1 & 2 Cylinder Veteran Vehicle Rally - Narrandera.....	32



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

## Front Cover Photograph

Our front cover photograph depicts an extremely rare vehicle that was reputedly the first car in Majorca (near Maryborough, Victoria). It is a c1905 Phoenix powered by a twin cylinder Fafnir engine. To quote an extract from Georgano's Encyclopedia of Motorcars- "In 1905 a Quad-car had four wheels (previously Phoenix were Tri-cars) and developed into a more car-like creation, with side-by-side seating and a dummy bonnet in front. The power unit was a horizontal Minerva single or Fafnir twin transversely mounted".

The car has some features that followed on from the Tri-car days with the side mounted radiators placed

# Flashback

This month we feature a Torbenson motor car. The vehicle was active in the early years of the club and appeared in events in the late 1950s. It then ended up in the Parker collection and was sold at the auction in 1982.

It has not been seen for many years and we would like to know of its fate. Please help if you are able to throw any light on its history and current owner. Please contact the editor with any relevant information.



*Torbenson at the Parker Auction*



*Torbenson at Shannon's Auction*

either side of the fire wall, and the side crank start. Front brakes can also be noted, a definite spin off from the Tri-car days, and an interesting underslung chassis.

This wonderful vehicle was owned and utilised by William "Billy" Ying, who we featured in the May edition of Brass Notes. Some parts of this vehicle were apparently sold during the dispersal sale of Billy Ying's collection in the early 1960s. We are also covering two more of Billy Ying's vehicles on page 16 with an excellent article provide by Peter Allen. We thank the State Library of Victoria for the quality digital file which is now out of copyright.

## Coming Events

12 July 2022	<b>July Natter Night - 8:00pm Meeting (Clubrooms and Zoom)</b> <a href="https://us02web.zoom.us/j/88997959410?pwd=YVdweFJzMklUUklGNm0vZDdlSWs2dz09">https://us02web.zoom.us/j/88997959410?pwd=YVdweFJzMklUUklGNm0vZDdlSWs2dz09</a> Meeting ID: 889 9795 9410      Passcode: 935551
9 August 2022	<b>August Natter Night</b> 8:00pm Meeting (Clubrooms and Zoom)
7 - 9 October 2022	<b>Motorclassica - Concours &amp; Saturday Display</b> Contact: Daryl Meek
25 - 27 November 2022	<b>Geelong Revival</b> Contact: Simon Anderson

## Major Events

8 - 10 July 2022	<b>RACV Midwinter Rally - Rosebud</b> Rally Directors: David & Julie Jones
8 - 11 September 2022	<b>RACV Four &amp; More Rally - Beechworth</b> Director: David Boyd
30 September - 2 October 2022	<b>RACV Pre-1905 Pioneer Run - Ballarat</b> Director: Greg Smith
4 - 6 November 2022	<b>RACV Veteran Car Club Annual Rally - Warragul</b> Directors: Scott & Craig Emmerson
16 - 19 March 2023	<b>RACV 1&amp;2 Cylinder Rally - Cobram</b> Rally Directors: Daryl Meek & Fiona Lane

## National Events

18 July - 11 August 2022	<b>Brisbane to Broome Rally</b> Directors: John, Graeme, Peter & Graham - jonathan44wightman@gmail.com
23 - 28 October 2022	<b>National Veteran Vehicle Rally - Bussleton, WA</b> <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally</a>
21 - 25 November 2022	<b>National High Wheeler Rally - Mount Gambier</b> Entry Contact: John Hill 0400 247 243 Accommodation: Holbrooks 03 5561 2954 chugalug@westvic.com.au

## MEMBERSHIP SUBSCRIPTIONS

MEMBERSHIP SUBSCRIPTIONS ARE DUE SOON  
 Subscriptions expire on July 1st and are payable by July 31st.

With this edition of Brass Notes or as a separate letter, you will receive a 2022/2023 Membership Renewal Form.

Membership fees have been held at the same level for 5 years.

Our **on-line renewal system** allows members to update their details and pay their membership subs using their computer, tablet or smart phone and a credit card.

Members more comfortable with a hard copy can complete the Membership Renewal Form and declaration and pay exactly as they have done in the past.

The Club needs to maintain the currency of member contact information so with either system you must check the accuracy of the data we have on your record and advise any corrections, additions or deletions, either online or on the hard copy form.

# President's Message

By Ben Alcock

Our June Natter Night was held in the clubrooms of the Vintage & Classic Car Club – Ballarat and we had a great turn out of locals. It was a big effort trying to organise the meeting to be run on Zoom from Ballarat while we had the normal clubrooms open as well, and to end the meeting, the highlight of the night was the talk by Murray Murrett. Murray spoke on his reflection and learnings of the restoration story of the 1911 Buick he has very recently completed, which was truly fascinating and very entertaining. We can't wait to see the car on its first event soon.

People are often surprised when I tell them we have a rally in the middle of winter and can't understand why we do it. This year's Midwinter Rally in Rosebud organised by David and Julie Jones is the reason why. It's shaping up to be a great weekend of touring with a lot of interesting sights to see and roads to travel, I look forward to seeing you all there.

Don't forget its renewal time, and we have had a great response so far so please make sure you have paid up. You should have all received your renewal form in the mail, either with Brass notes or as a separate letter (if you receive email only Brass Notes), we have numerous ways to pay now with the online system as well as the paper forms so please make sure you pay up.

To those making their way to Brisbane for the Brisbane to Broome tour, enjoy your trip and stay well.

Stay safe and well,

Ben Alcock,  
President – VCCA (Vic)

## LETTER TO THE EDITOR

Hi Greg,

*Please find attached a picture of Catrina and myself on our wedding day, 7th May 2022. Colin and Catrina always wanted a veteran Scott, and who would have thought that 7 years later that search would have ended up here.*

*All the best, Richard and Catrina*



# Editorial

By Greg Smith

I am very pleased to report that due to the fantastic responses and contributions the editorial column has had to be put aside, due to space constraints for a number of past editions. This is a wonderful position to be in, where interesting and relevant articles take precedence.

This month is no exception, and again packed with great contributions, however, I feel obliged to briefly recognise some of the past efforts some have made to help make Brass Notes a "must read" newsletter. Not only have we had terrific articles to commemorate history, we have also had to postpone and put back some of the writings for a later time, and for that I wish to thank the writers for being so patient to get their submissions published.

The articles on how members found and were able to gain ownership, followed by the restoration process and then to the joy of utilising their vehicles have proved to be both entertaining and very much embraced by the readers, and from the feedback ascertained, extremely popular. Recently, we have had several of these types of articles and I wish to thank the Smallman's for their article on their Stanley Steamer. Thank you to Francis Ransley, for contributing his two stories on the 1913 Indian motorcycle and the 1908 IHC highwheeler. To Ken Russell for his account of his La Buire which was a great read and very popular. The bonus is we still have a couple to be published. Gavin McNeil and his son Nick have penned an article on their 1903 Wolseley and have been more than patient in that I have held it over for months waiting for the RACV Pre-1905 Pioneers Run to be closer, as this vehicle is again hopefully attending this event.. Russell Holden has been writing about Haynes Appersons and his interest in this marque, and that will be published in the near future. Others such as Noel Holbrook have committed to write about one of his IHC highwheelers, so we all have plenty to look forward too.

Although it sounds so promising to have these all in the pipeline, please always remember that one article does not fill the entire edition. We always require the participation of as many as possible to help fulfil the reading pleasures of our members. We all have knowledge and abilities to relate about our fantastic hobby. If you contribute it will be very much appreciated as well as recording history for others to read about long into the future.

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

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

- Nicholas & Ciana Scarff of Kilmore

# Valē Peter Briggs

by Graeme Jarrett

The irrepressible Peter Briggs has passed away in his home state of Western Australia, aged 83.

Peter was born in the UK and arrived in West Australia at an early age. He left school at fifteen to become a carpenter and progressed quickly. His tenacity and entrepreneurial skills soon came to the surface; he went on to become a real estate developer. Mining and tourism were also a very significant part of commercial portfolio later on.

We have lost a person of considerable vigour in all manner of things, including collecting, competing, exhibiting and driving early motor vehicles. His collection of cars is said to have exceeded two hundred during his lifetime – some of his collection has been dispersed in recent years.

In terms of his earliest vehicles, they range in diversity from Bedelia to Bentley, in period, from the very early ones in 1890's to the classic era. His appetite for cars was enormous and extended across touring, racing and historically significant early machines. I believe his collection of early vehicles, such as ours, is the largest in Australia.



Peter Briggs is pictured above in the Napier recreation (L48) as built by the late Alan (Bob) Chamberlain.

To exhibit and store some of his collection he created a museum in York, WA. This was a mecca for car enthusiasts from all-over; this site was sold in recent to a local group. Some of his vehicles have remained there on display, on loan.

As well as his deep interest in motoring he also was a keen competitive yachtsman who raced very successfully, including overseas.



**We are very pleased to announce Henry's  
is now under new ownership.**

Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

Our aim is to provide you with the best possible customer experience and supply an extensive range of quality parts at competitive prices.

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[www.henryspares.com.au](http://www.henryspares.com.au)



# Flashback Response, June Edition of Brass Notes

By Warwick Landy and Greg Smith

*Greetings Greg*

With regards to this month's "Flashback Column" and the 1915 Tarrant Roadster, I am curious to confirm the following.

I think it is possibly a 1914 Model, not 1915. The Glasco side lamps on the car are typical of 1913/14 Fords, with the 1915 being a standard looking E&J round style side lamp first appearing in 1915.

The 1915 Tarrant Roadster body is quite a bit different in its construction. I do know of a very original unrestored example here in Gippsland which has very different features to the 1914 style.

Knowing that you have a copy of the Parkers Catalogue could you please compare the picture of the car in the catalogue with the Brass Notes picture of the car on the Argus rally in 1955.

I am thinking that the car pictured is the same car as was sold at the Parkers Auction. Confirming that the car in the Parker catalogue has the same later demountable wheels may help confirm my theory.

The timeline of the car being in Melbourne on a rally and then possibly becoming part of the Parker collection might fit, as it was sold from Parkers some 25 years later, giving it ample time to deteriorate to the condition it was displayed at the auction.

In all my knowledge of Model T's, there is only one known surviving example of the 1914 Tarrant bodied Roadster which is the ex-Parker car, now restored and living in Adelaide. Maybe someone will come up with a different theory and hopefully confirm the existence of possibly 2 surviving 1914 Tarrant Roadster.

Find attached a picture of the Neil Murray's 1914 Tarrant Bodied Roadster.

*Regards Warwick Landy*



*Flashback Ford Model T*

When I first looked at the flashback column, the photograph of the Ford Model T, supplied by Ian Berg and written up by Graeme Jarrett, immediately gave me the impression it was the Ford T from the Parker collection. The Tarrant bodied car was in my mind quite unique, and I could not recall seeing any other surviving cars with a Tarrant roadster body. Remarkably the response from Warwick Landy confirmed my opinion of what happened to the "flashback" Ford Model T.

I studied the flashback photo, and compared it to the car that now survives in South Australia. David Chantrell had supplied the photos of this car after our request for information on what had become of the cars that were sold at the Parker auction, and we thank David for his contribution of both photographs and information.

David wrote, "I was there at Neil Murray's service station when he arrived from Victoria, and it was backed it off the trailer. The original colour was dark green. Since that time he has done a truly wonderful restoration of a rare, lovely lady."

When the photograph was taken in 1955 or maybe 1956 for the 2nd Argus Rally, it was entered under the name of M. Smith as a 1914 Ford T. This was well before my time so as such doesn't ring any bells to me. Sometime after this, it is my opinion that it went to the Parker collection where it stayed until the auction in 1982. It was purchased by Neil Murray and as David Chantwell confirms, and was restored by Neil and is still in the same ownership.

The unique Tarrant bodied Model T Roadster survives alive and well in South Australia.

See photos on page 7 for the restored version of this lovely Tarrant bodied Ford Model T.



*The Ford Model T with Tarrant Body at the Parker Auction.*



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# Flashback Response, May Edition of Brass Notes

by Max Cowie & Greg Smith

Hi Greg,

The vehicle in the last Brass Notes belonged to my father, George Cowie, and I think the photo was taken in the late 70s. I think it is a 1914 Mercedes, not positive about the year, and it had a sleeve valve engine, the same as the late Mac Luckie's (formally Jack Nelson's).

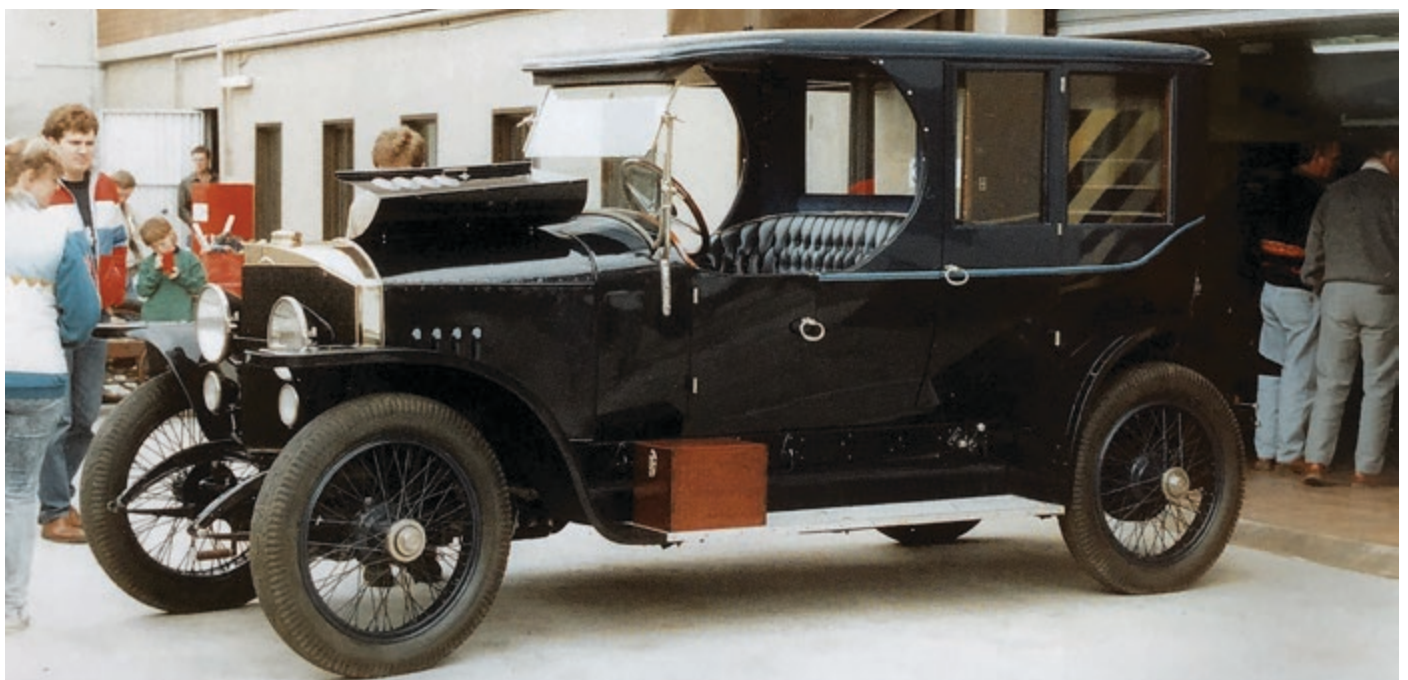
It was purchased from Jack Nelson and some of the restoration was carried out by the late Stan Cox. Some of you may remember Stan. He lived at Dubbo and had a Veteran Krit (an American vehicle with the radiator and wheel caps with a swastika emblem - which at the time was a good luck sign before the infamous use it was put to in later years) and was a very clever man at restoring. Dad used to take the Mercedes to rallies on the back of the Dodge truck as it was too heavy for his trailer. I don't remember when or where it was sold too but someone in the club might know.

Regards

Max Cowie



Further to Max's response, the last time I saw the Mercedes it was in 1991 at an "around the garages run" conducted by Graeme Jarrett where we visited the restoration shop of Hans Schmidt (See photo below). It was here we were treated to this lovely rare sleeve valve Mercedes Knight. It was one of two that Jack Nelson had owned. It was restored by George Cowie, but I have no details after 1991 of where it may now be. Hopefully this may be a reminder to other members who actually know further history of this. Please help with details by responding to the editor.



# Cyclecar Corner – Humberettes On The Road

by Graeme Jarrett

The Humberette was, and still is, the universal Cyclecar! They are reliable workhorses that provide inexpensive travel in a minimalist way. I firmly believe that more of these were sold in Australia than any other Light Car or Cyclecar. There seems to have been more of these in South Australia than in any other state. Clearly, NSW received their fair share also of these fine machines.

These photographs are largely from a New South Wales collection.

These two Humberettes are both air-cooled. The location, again, is likely to be in NSW. Nothing is known of those present.

These photographs are from the John Hughes Collection. We thank him for his generosity in making these available.

Input to this column is invited and welcome.



The photograph above shows an air-cooled model en-route from Burragarang to Wentworth Falls (near Katoomba) – a distance of approximately 70 miles (112km). It would have been a challenging trip on those early roads. The travellers seem to be in some sort of trouble in a water splash.

This air-cooled Humberette below is accompanied by an Overland on a trip to the Wangaratta district. The latter of these appears to be experiencing some sort of tyre mishap – not uncommon for these early motorists. Mr Officer of “Balilla” seems to have been associated with this escapade.





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# The Foster Family 1909 Renault AX

by Daryl Meek

On the recent Victorian 1&2 Cylinder Rally in Ararat, Fiona and I had the pleasure of meeting the new owners of the ex-Kim Coillet 1909 Renault AX. It is reassuring to know that this vehicle has passed into good hands and will continue to be rallied on Veteran Car Club events.

On the back of research we had undertaken on his 1915 BSA motorcycle (previously published in Brass Notes, February 2021), Kim was cheeky enough to ask Fiona and I whether we would attempt to uncover the history of the Renault. It was Kim's curiosity that led to this story.

In the first instance, Kim was able to provide a list of the Renault's owners from Howard Kiel to himself. They were, in order: Howard Kiel, Ash Dyer, Reg Harris, David Inglis, Kim Coillet.

As Kim didn't have any other information, the first logical step was to speak to David Inglis. David suggested that the car may have come from Western Victoria, although he wasn't sure. He also told us how he had spent hours in Reg Harris' workshop watching him work on the little Renault, without realising at the time that he would become the cars' next owner. He said that he wished he had paid more attention to what Reg was doing.

Fortunately, Dementia Prodest, the History of the Victorian Veteran Car Club, had recently been published and included a magnificent, full page photograph of the Renault whilst under the ownership of Ash Dyer. The Renault, complete with surrey top, is being driven by Ash on the 1959 Annual Rally. The caption states that the car had originally come from Queensland.



Ash Dyer & 1909 Renault – Annual Rally 1958

Unfortunately, no one who had been involved in editing Dementia Protest was able to advise where the reference to Queensland had come from. Our next approach was to Rick McDonough, Queensland member and author of Queensland's Motoring Dawn (Boolarong Press, 2015). Rick had no knowledge of the car. With little else (well, nothing really) to go on, we decided to see whether we could find an AX Renault with a Queensland history.

Searching through online newspapers and past editions of Veteran Car Club magazines, we were able to find references to a number of early Queensland Renaults that could have potentially fitted the bill. Further delving unearthed a candidate that was reported as being sold in the early 1950's to an un-named Melbourne gentleman. But still no direct link with Kim's car.

At the same time this detective work was going on, Fiona and I were sorting through a box of ephemera that had recently returned to the Club archives. By pure chance, as is often the case, we stumbled across a hand-written letter from Toby Foster, the previous owner of an AX Renault, confirming the sale of the vehicle to Howard Kiel.

Toby's letter also contained a wealth of information about the history of the car. As fate would have it, the Renault that had shown the most potential had belonged to a family by the name of Foster. Finally, the missing link confirming that they were the same vehicle.

## The Renault

On completion of its build, Renault Model AX, chassis 17454 and 8hp motor number 5037, was sent from the Billancourt factory in France to the export agents, Tozer, Kemsley and Fisher, London in August 1909. By mid-September the car, complete with body and 750x850 tyres, was on its way to Australia.

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You can't afford to experiment with any kind of Car either. The World's best cost but little more than ordinary Cars. Here's the best we know of - - - - -

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**Canada Cycle & Motor Agency, Qld., Ltd.,**  
MOTOR DEPT.—Corner Creek and Adelaide streets, BRISBANE.

Warwick Examiner & Times, 8 September 1909

William James Foster of Warwick purchased the Renault, most likely through the Brisbane agents Canada Cycle and Motor Agency. The Foster Family history suggests they believed the car to be the first one in Warwick and only the eighth in Queensland, carrying the number plate Q8. Unfortunately, neither of these statements can be correct. Early registration numbers in Queensland were overseen by the Police Traffic Department with vehicles registered in the Police District in which they were driven. These early plates started with a letter, representing the district, followed

by a number. The Warwick Police District was allocated the letter "G" hence it is possible that the Renault's first registration could have been G8. It cannot have been Q8 as the Queensland Q system did not begin until July 1921 and that number was not registered to the Foster Family.

For more information on the history of Queensland registration plates, read Doug Young's

"An Anorak's Guide to the Q Plate"

<https://static1.squarespace.com/static/55891778e4b034e58f5e51e7/t/625519ced8fc7c5b6d887c26/1649744344647/An+Anoraks+guide+to+early+Q+plates.pdf>

William (Will) Foster was born in Warwick in 1881. He initially trained as a teacher before enlisting in the Army and commencing a military career in 1906. At the outbreak of war in 1914 Will had attained the rank of Captain and sailed for Egypt in October that same year. Will Foster survived the war but remained in England where he died in 1927. Will had left the Renault to his only sister, Marietta, when he departed Australia in 1914.

Marietta was unmarried and three years older than Will. She served for some years as secretary of the Warwick Benevolent Society, played croquet, did paintings in oil, and was often mentioned in the social pages of the local newspaper, either visiting friends or having guests staying with her. There is no evidence that Marietta drove the car at all.

Marietta predeceased her brother Will, dying in 1920, and leaving an estate valued at over £6000. Marietta had written her own will, the executors being her three brothers, Will, Harry and Jack. An article in the Brisbane Courier described the will as "a mass of inconsistencies and a veritable Chinese puzzle" with the estate not being settled until seven years after her death. Fortunately, at some point prior to her death, Marietta had passed the Renault to her brother Harry.

Harry Foster was a land agent in Toowoomba. The car was not used a great deal by Harry, but he did go to the effort in 1923 of getting it registered in Toowoomba with number 3736. On a visit to Warwick in 1934 he gave the Renault to his nephew, Toby.

Toby Foster was the son of the last brother, Jack Foster. Toby and his father made use of the Renault quite regularly up until 1939, when Toby enlisted for service in WW2. Jack drove the car all through the war years in his position as Bailiff of the Magistrates at Circuits Court at Warwick. Upon his return from active duty, Toby again regularly drove the Renault before selling it to Howard Keil from Melbourne in 1951.

In 1951 Howard Kiel was already rating a mention in Melbourne newspapers for being the owner of five "vintage" cars. In September 1951, he is reported as having purchased a 1908 SCAT for £210 to save it from the scrap heap. Howard was "rejuvenating" the Renault in early 1952 and drove it to Bacchus Marsh in March 1953 as part of a run with the Vintage Sports Car Club. Howard sold the Renault to Ash Dyer in 1954.

Ash Dyer was a car dealer in Fairfield, Melbourne and in 1954 was advertising as looking to purchase a veteran car. By November he was recorded as the owner of a Renault. Ash was quite well known in Melbourne for the eccentric way he advertised Dyer's Central Park Motors dealership. The Age of 10 April 1954 includes a short piece with an image showing the front of his dealership displaying a 1913 Ford Model T on his office roof alongside a V2 rocket from WW2.

Ash went on to become the first secretary of the Veteran Car Club of Victoria and served as President between 1956-58.



The Renault was a regular attendee at events until the mid-sixties, after which it spent many years in storage before being acquired for restoration by Reg Harris at his Hawthorn workshop. Subsequently passing through the ownership of David Inglis and Kim Coillet, the Renault has recently found a new home with Club member Max Vormister and family. We trust they enjoy many years of motoring and that we continue to see the car on events for years to come.

*Original research and article by Daryl Meek and Fiona Lane with thanks to Kim Coillet, David Inglis, Robert Fordham, Rick McDonough and Automotive Historians Australia*



*Kim Coillet & 1909 Renault AX, 1&2 Cylinder Rally, Bright 2013*

# Motor Racing Can Be Dangerous

By Graeme Jarrett

Motor racing is not my favourite pursuit - the costs, danger and lack of fruition seems a bit tedious, to me. However, I do like to witness the skills of Daniel Ricciardo circulating in Formula 1. These racers must take both brave pills and talent tonic to achieve the results - I greatly admire them but not wish to be in their shoes.

The wealthy and inexperienced drivers in the early days were at great risk of serious injury or worse in motoring racing pursuits. Because you are capable of bearing

great costs to campaign a competitive car it does not follow that you have great talent.

These three shots are amongst my favourite early racing photographs - of misadventures.

Monsieur M Perrot was campaigning an Aries in the French voiture race and seems to have overestimated his abilities in the little Aries. The ignominy of turning it over on a bend is almost too much for his perceived ego - seen here, departing the embarrassment.



*Perrot 'practising' for the race ahead - clearly a staged shot, while stationary.*



*Perrot walks away from the scene of the accident - an ignominious departure. Damaged print.*



*The militaire to the rescue - clearly a Did Not Finish (DNF). Damaged print.*

# Wireless Turn Signals For Veteran Cars

By Richard Payne

Mark Strange recently posted in the Horseless Carriage Club of America forum about wireless turn signals.

He purchased a set of wireless bicycle direction indicators and a set of rubber padded magnets to temporarily fix them to the mudguards.

The lights are quite bright and have a hazard function as well as indicating direction.

They charge from a USB port. Time will tell how long the devices last.

The best thing is that it is a fairly cheap solution, is easily removable, can be swapped between cars and requires no wiring or drilling of holes.

I thought it was a good idea and have copied it. The results are a little ugly but increase the safety margin enormously.

Many modern drivers can't even change gears, let alone have any idea about deciphering hand signals. ("His arm is sticking out, he must be waving us past!")

My purchases on eBay were as follows:

## **1 Set Smart Wireless Remote Control Bicycle Bike Turn Signals Front Rear Light**

<https://www.ebay.com.au/itm/313353552625>

(313353552625)

ITEM PRICE:

AU \$71.73

## **Pair Magnetic Base LED Light Bar Work Light Mounting Brackets Mount**

<https://www.ebay.com.au/itm/274965294315>

(274965294315)

ITEM PRICE:

AU \$34.95

(It was a little cheaper to buy them by the pair and then unscrew them from their bracket, than it was to buy them singly)

I cut four pieces of 25 mm black nylon rod, and put some grooves into it so the rubber retaining bands for the lights wouldn't slip off. (Mark used bits of what looked to be an old broom handle)

The ends of the rods were drilled and tapped to suit the studs in the magnetic pads, and screwed on. The indicator lamps are held on by rubber O rings.

The switch goes onto a steering wheel spoke, again with rubber rings.

The indicators were trialled on a few cars at a recent rally and were deemed a success.

Sometimes, the flashers can run out of power before the switch unit. If this happens the switch unit operates as normal, but the flashers do not. I can usually see the front upper edge of the flasher to check that it is working.

A suggestion was made that if your car has wooden mudguards, an extra magnet could be placed under the guard for each unit.

Hopefully this set up will make driving in modern traffic a little more relaxing.

Richard Payne

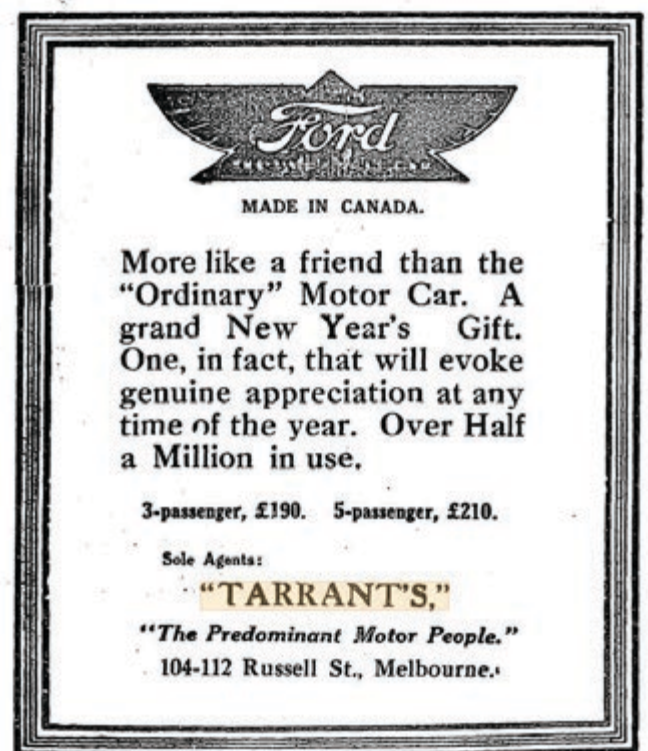
VCCA Qld



*Bicycle indicator attached to a nylon rod & screwed onto the studs in the magnetic pads*



*Wireless remote control switch for the indicators and hazard function mounted on the steering wheel*



# The One That Got Away

by John Hancock

In the world of old cars and motorbikes everyone has a story of the one vehicle they nearly got, then didn't.

The bike found under old tarps in a backyard garage sent to the wreckers.

The car buried at the back of a farm's implement shed slowly rusting away but the owner will not sell.

The vehicle seen once then never seen or heard of again or the car you've known of, and been quietly chasing for years, which is suddenly sold to someone else who happened upon it at the right time – for them!

Some of these stories are frustrating, some comical, and others "just the way it goes".

This story is about a man and a car, a family having fun in a strange vehicle, a long separation, and, in the end, a sadly failed attempt to bring car and driver back together after decades apart.

This story starts in 1938 when young Dick Baker shelled out 2 pound, 10 shillings to buy a 4-cylinder 1912 Phanomobil.

Dick was no stranger to "old" cars with the family previously owning a 1918 Maxwell, and Dick himself having bought a 1908 Talbot in 1931 for 2 pounds, getting it running, using it extensively around the family property, "Glencoe", at Leslie Manor (near Camperdown) around 170 kilometers west of Melbourne.



*The family 1918 Maxwell*



*Dick in his 1908 Talbot*

Over time, as quite often happened, the Talbot was "re-purposed" with the chassis becoming 2 trailers and the engine used to power a boat before eventually driving a saw bench for many years before the engine was sold to a veteran car aficionado.



*The Talbot re-purposed to drive different machinery*

The Phanomobil proved to be very reliable (if uncomfortable to drive in the rain, due to the gap below the windscreen to allow the tiller to poke through), regularly making the trip from Melbourne to Leslie Manor averaging about 65kph.

Its other drawback is one well documented with all 3-wheelers; an unsettling tendency to fall over if cornered too fast, as Dick's friends discovered on Glencoe's circular driveway!

In 1940, with the war raging, Dick enlisted in the RAAF.



*Dick in his RAAF uniform in the Phanomobil*

During his training period Dick spent some time in Adelaide at the No.4 School of Technical Training split between the old Exhibition Building at the Wayville Showgrounds and the Grenfell Street Trade School before returning to Melbourne for further training at No.1 Engineering School at the Melbourne Showgrounds.

The Phanomobil became a regular sight during Dick's time at the Melbourne Showgrounds.

After serving in several locations Dick was eventually transferred to the No.1 Repair and Salvage Unit formed at Daly Waters in the Northern Territory in 1942, rising to the rank of Sergeant before being discharged in 1945.

The old Phanomobil remained “on active duty” until 1946 when, reluctantly, it was sold and a more practical family vehicle was bought.



*Dick with his cousins in the Phanomobil.*

The family grew, newer vehicles took their place among the family’s fleet and the days turned to weeks, months, years and, eventually, decades.

But Dick never forgot his old 3-wheeler.

In 1982, 36 years after selling the Phanomobil, the old car resurfaced.

Surprisingly the car had found its way to Colac and was up for sale as part of the famous Parker Brothers Auction.

Dick wanted the Phanomobil back and travelled to Colac hoping he could once again experience the excitement of ulcer-inducing cornering and a cold and wet midriff when it rained.

Alas it was not to be.



*Phanamobil at the Parker Auction in 1982*

Dick was outbid by the Len Southward Museum in Wellington, New Zealand, which paid \$8,500 for lot 439 listed only as a “Phanomen”

So, the old Phanomobil’s last trip was “across the ditch” to the museum where it resides on display to this day.

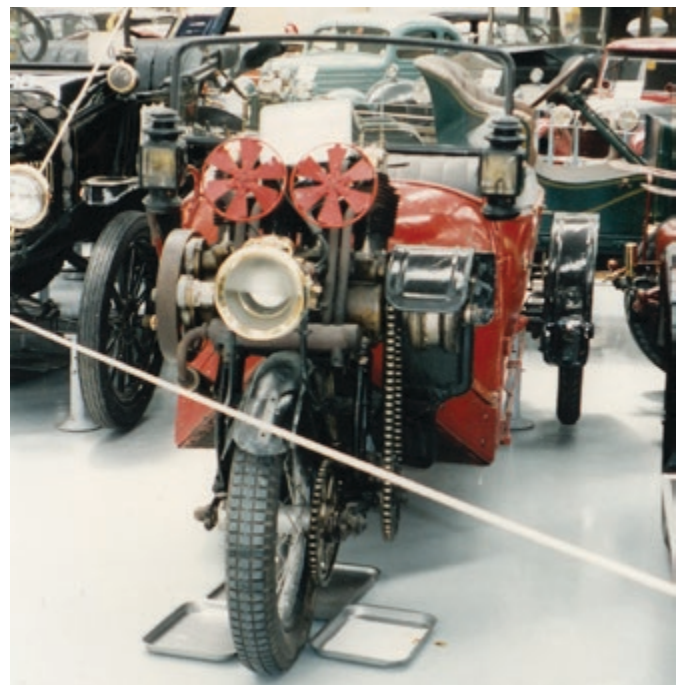
Many years later Dick’s son, David, was in New Zealand and made a point of visiting the museum. When he showed the pictures from the visit to his Dad, Dick’s memory of the car was so clear he immediately spotted that the museum had the belts to the dual fans set up incorrectly.

In the 21st century, at his family’s urging, Dick recorded his own personal history for the benefit of his children and grandchildren and the old Phanomobil received a special mention.

Dick never saw the Phanomobil “in the flesh” again but it appears, until Dick’s passing in 2008, the weird, 3-wheeled contraption was never forgotten.

His sons now keep the memory alive and, with the discovery of new YouTube vision of the car in the Southward Museum, have had their memories refreshed.

This Phanomobil was certainly one that got away.



*Phanamobil at Southwards Museum, New Zealand*

(\*Phanomen was the manufacturer of the Phanomobil. In another strange quirk these cars did not have the name Phanombil displayed on them. Instead, the only name in evidence is a small, brass plaque on the tiller detailing the manufacturer’s name, car number, weight and horsepower. Hence the mis-naming of the car in the auction.)

Watch “PHĀNOMOBIL 1912” on YouTube

[https://youtu.be/cNKT\\_VfRzKQ](https://youtu.be/cNKT_VfRzKQ)

Watch the authors Phanomobil on YouTube: The Opera of the Phano - 1910 Phanomobil

<https://youtu.be/oL3Buej0ndc>

# William Henry Wong Ying (1883 To 1964) - Part 2

by Peter Allen

## An update on just two of the cars of William Henry Wong Ying (1883 to 1964)

In 2015 Robert "Bob" Martin of Hamilton wrote a history of "Billy" Ying whom he had been fortunate to know, and the various old cars he had collected. Ying collected up old cars that took his fancy and many early members of the veteran car movement in Victoria knew Billy Ying, at that time an old man. As a young boy, Bob frequently attended at Billy Ying's home in Maryborough where Ying kept some of his old cars and Mr Ying, as Bob called him, encouraged Bob's juvenile interest in old cars and other assorted topics. One tale was how Billy Ying used to set bullets up in a vice and then hit them to get them to fire, straight out the door of the shed, to see whether he could hit a target mounted on the fence on the other side of his property. Ah, the simple shed pleasures now denied to our present society by modern bureaucracy and restrictions. Billy Ying's shed was most definitely "an interesting shed" and Bob was sometimes "employed" in cleaning up car parts for some of the vehicles. It was a childhood mentorship definitely worth recording as a part of the history of the veteran car movement in Australia. This is an update on two of the vehicles owned by Billy Ying and attempt to gather together a bit of background albeit with a degree of speculation in an attempt to progress and sort out the Automobilette mystery.

### The 7hp twin cylinder Star

Billy Ying had this vehicle up until the mid-1950s when it was purchased by Laurie Vinall, a SA veteran car enthusiast. It had been lying under pepper trees at Ying's property at Majorca out of Maryborough. It was largely complete and is circa 1905-6 having a wooden frame with steel flitch (strengthening) plates and body, a twin cylinder 1400cc automatic inlet valve (AIV) engine complete with governor and exposed timing gears, gilled tube radiator and chain final drive. Star were a somewhat conservative car maker and in effect this vehicle was a copy of the successful 1902 Panhard design and was produced by Star from 1904 until 1907. In late 1906 Stars modernised the appearance of this model by changing to a honeycomb radiator.



*Star as found at Majorca.*

We now know that prior to Billy Ying's ownership the vehicle was owned by Mr. C. G. V. Williams, a local Grazier who also had a motorcycle and lived in a property called "Larno" at Majorca and had other properties including one on Mornington Peninsula. The vehicle was still registered by him in 1910. Therefore the photo of Billy's wife Daisy, whom he married in 1911, in the car is probably taken shortly after that time.

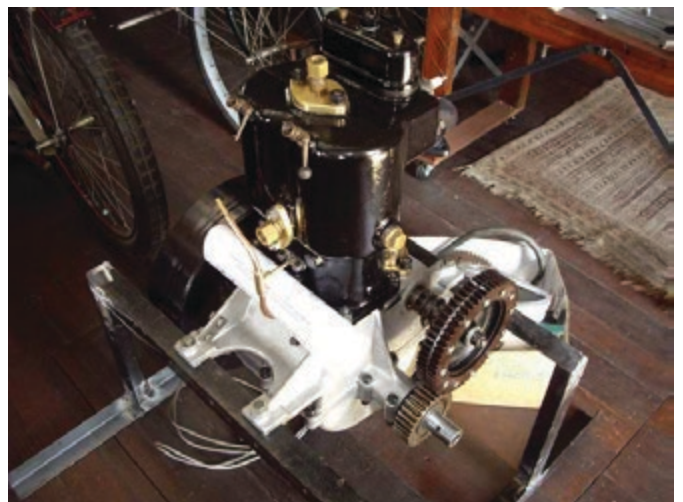


*Billy's wife Daisy pictured in the Star*

Laurie Vinall never restored the Star and it passed to Peter Allen who, unfortunately, has taken too long to restore the vehicle but restoration continues. The car (Car No 1311) is very original and it is noted that the rims (presumably Dunlop) are stamped with the size 760X90 and 5 06 which could refer to either mid-1905 or mid-1906. Does anyone have access or knowledge of the Dunlop production codes for that period?



*The Star and the 1898 Benz at the Vinall's yard*



*The Star motor after restoration*

## The Automobilette



*The Ying girls pictured in the Automobilette c1916*

There is no information as to who was the Victorian agent for Automobilettes in 1907-8 and it appears doubtful there was ever an Australian agent. The 450cc aircooled single cylinder engine has pushrod OHV and bears the questionable engine number of "Automobilette 123". This could give rise to the unlikely belief that there were 122 Automobilettes made before this vehicle but so far there is no evidence of any other such Automobilette. It is speculated that this vehicle entered Victoria more likely by way of an importer such as Hugo Wertheim who not only had the biggest piano factory in the Southern hemisphere in Melbourne but who used to, as a commercial sideline, import Adler motorcycles (sold in Australia as Electra's) and bicycles and other German products for many migrants of European background who wanted a reliable product from the fatherland that could be ordered through the local piano shop. Given Wertheim's strong German contacts, the fact that the Automobilette appears to be effectively a Berlin made Cyklon in disguise, and the fact that no French connection has yet emerged, this option is a logical theory. If the vehicle was sold new from France it would have been more usual, I suggest, to use one of the English agents however this vehicle seems a little beyond the sort of cars normally acquired and sent to the colonies by English agents. Akin to that, on the basis that "only a teutonic mother could really love it", I speculate that it was imported from Germany and Wertheim is a possibility on that basis. Any information or thoughts would be welcome on this aspect of the Automobilette mystery.

To cut to the chase, in 1907 Prahran had a shopping centre second only to Melbourne city and one of the larger departmental stores of that time was C. M. Read's Emporium at Prahran. That forward thinking business had previously experimented with delivery by motor vehicle using a 4 1/2 hp De Dion. The 4 1/2 hp equates to the idea that it would have been a Vis a vis or a small delivery van of that early period. (After all, Foy's Department store in Sydney had used De Dions

for deliveries early on, after initially trying Chaboche steam delivery vans without great success). Can't you just hear the Automobilette sales talk that "by putting the engine over the single front wheel you have more room for the parcels to be delivered."

In 1911 the Argus newspaper contained an advert where C. M. Read's Department Stores offered for sale their Automobilette. The advert describes the vehicle as a "3 wheel delivery van" and "cheap". We do not know who the lucky purchaser was, or indeed if there was one, and the history of the Automobilette between Read's Emporium and Billy Ying is unknown but the condition of the vehicle supports the view that it has never done much work. In the mid-1950s the Automobilette was purchased from Billy Ying by the late Stuart MacDonald of SA who commenced restoration but came to a halt over the issue of the missing planetary transmission. Following Stuart's death the vehicle passed to an Adelaide enthusiast (Don Bosanquet) who is in deep contemplation as to the future restoration. Given that SA has two resident Phanomobiles (different but very similar to Cyklon) as well as this vehicle, there may be available a niche market for an interested psychiatrist.



*The Automobilette in South Australia at Stuart McDonald's*





*The Automobilette motor and cover over the drive.*

Given that the early single cylinder Cyklon two passenger "Victoria" have a two speed flat belt drive and massive power from a 450cc AIV single engine, that equates to 22-25mph in very favourable conditions. The commercial version, while being lightened by only having a single driver's seat (room for more parcels!), has a further reduction in gearing from the planetary gear set to the front wheel so 15-20mph may probably be closer to the terminal velocity. Given that in the first ten years of the century the horse was the main competition for deliveries there is just a glimmer of hope that a Cyklon/Automobilette may have been competitive on a very favourable day, after all these vehicles were in use in Europe.

### **What is an Automobilette?**

This is a question that has sought an answer for some decades however the answer is still not very clear. We do know that an Automobilette, although sounding dainty and French is clearly derived from the Berlin made Cyklon and is a 3 wheel delivery device of the mid-veteran period.

It is perhaps easier to start by looking at what a Cyklon is. The firm Cyklon Maschinenfabrik GmbH commenced by making copies of the Werner motorcycle in about 1902 in Berlin. At that time the Werner used a single cylinder motor mounted high over the front wheel attached to the front forks and driving the front wheel. In 1902 Cyklon extended this principle to make a small light 2 seat "Victoria" vehicle again powered by a 450cc AIV single cylinder motor mounted again over the single front wheel and with two wheels at the rear. Given that a passenger vehicle needs a gearbox and a clutch, these vehicles had a flat belt pulley on the engine shaft which drove one of a pair of flat pulleys mounted lower down the front forks. As the pulleys rotated independent of each other and one contained an epicyclic train, by moving the flat belt transversely one gained 2 speeds and a clutch when the epicyclic train was not engaged. These light two seater passenger

vehicles achieved 22mph with the AIV 450cc engine. The remainder of the vehicle was a light tube frame with a solid axle at the back fitted with 2 external band brakes operated by a handbrake lever mounted on the left hand side of the vehicles tube frame.



*1904 Cyklon*



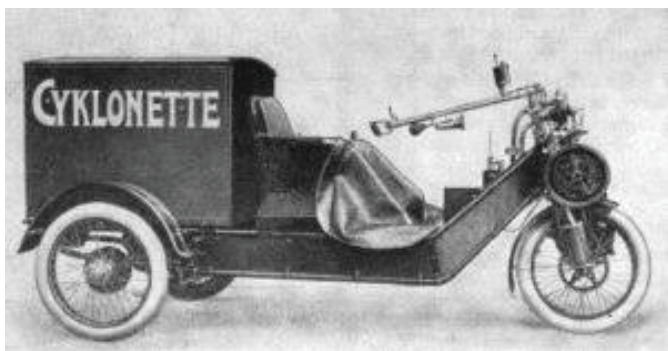
*Cyklon controls and levers*



An optimist might say that all of this was kept under control by a set of levers and controls all mounted on a long straight tiller from the front wheel back to the centre between the two passengers. With all these controls of different types mounted on the tiller and the

gear changed by rotating the tiller spade grip, it would be useful if the "would be driver", had some year's prior experience playing the saxophone or the clarinet.

With teutonic pride Cyklon persisted with the engine over the front wheel as models became larger and more powerful. Harry Pyle's 1907 Cyklon in WA has a twin cylinder motor mounted transversely over a more robust design of front fork and by that time the rather primitive flat belt transmission had been replaced by a two speed planetary gearset mounted direct on the end of the motor and driving by chain drive down the side of the front fork. For those who maintain that there is no such concept as a "teutonic" sense of humour there is a copy of an advertisement for a Sports model of the early teens complete with a bigger twin cylinder motor, and far more robust front fork complete with leaf spring suspension. As time passed and conventional vehicle design developed, the market for such vehicles shrank and disappeared, however small 3 wheel delivery vehicles with the motor over the front wheel were produced by Cyklon for uses such as post delivery vehicles up until the early 1920s.



Returning to the Automobilette, how does this "missing link" fit into the Cyklon family? It is clear from looking at surviving Cyklons, and nine survivors are noted, that the Automobilette uses, the transmission that was used on the early (1902-1908) Cyklon light passenger victoria's at least up until 1908, ie the flat belt 2 speed pulley drive. The larger power models use the planetary gear set mounted on the crankshaft end and chain drive to the front wheel all mounted on the more robust front forks.

At the same time however the engine, which has seen little work, has an alloy crankcase which bears the engine number "Automobilette 123". The engine number and the name "Automobilette" painted artfully on the tin panels of the tube frame are the only reasons why we know the vehicle is actually an Automobilette. Given that many early German motorcycles had cast iron crankcases it is noteworthy that the Automobilette engine has an aluminium crankcase and OHV operated by pushrods. The valves are also held in separate valve cages secured into the cylinder by screwed rings as used by both Buick and also OHV Precision motorcycle engines. At the same time however, given the vehicle only has 450cc or a 3 1/2 hp engine and is a parcel delivery van (ie not high speed), it can make do with the flat belt drive transmission and the lighter forks of the earlier lower powered 2 seater Victoria models.

Overall it can be seen that an earlier design has been improved but only where needs require it to perform a given task and we are certainly looking at a lowly delivery vehicle not a luxury car. Remember at that time the competition for the Automobilette was still a horse and cart and hence this vehicle was a low cost "mechanical workhorse" to assist your business.

It is also odd that "Automobilette" clearly has a French ring to it while "Cyklon" is distinctly Germanic sounding. It is also known that other German manufacturers also built cars under licence eg. Cudell, who are said to have copied both De Dions and Cyklons at times.

The incentive to produce such vehicles as the Automobilette may be explained by the fact that cars were being explored as delivery vehicles in Europe there were tax benefits for 3 wheel vehicles as against 4 wheel vehicles in Germany, Paris and to a lesser extent in London. Remember also at that time, horses on the roads in big cities were starting to be regarded as a health hazard in medical circles. It appears possible that the Automobilette was an attempt to manufacture or badge engineer a base model delivery vehicle under licence from Cyklon to take advantage of these tax concessions. The firm likely to have been able to combine the features of the different model Cyklon vehicles is most likely to have been Cyklon themselves and the French flavour in the name suggests that it may have been someone's, possibly even Cyklon's, attempt to break into the French market with a low cost delivery vehicle c1907-09.

In conclusion, it may be said that the Automobilette would never have been regarded as a "mainstream" vehicle even in veteran times and it may now be regarded as one of the numerous small mysterious backwaters in the history of motoring. Any further information that might throw any light on the mystery of the Automobilette and its exact origins is welcomed, but as time passes obscurity may win this race. Overall against this background it is indeed somewhat amazing that a successful and far seeing Chinese Australian, Billy Ying, saw fit to preserve this amazing vehicle some 80 to 90 years ago. There are many valid reasons why such a vehicle should not have survived and Billy Ying must be regarded as one of Australia's earliest veteran enthusiasts.

# A Very Veteran Motorist

by Murray Murfett

## Part 1 - Before the War

Some 30 years ago it was mentioned to me by local Warrnambool car enthusiast Colin Drake (recently recognized by this Club for his 60 year membership), that a retired chauffeur and World War 1 veteran was resident in a local nursing home and, that he may have some stories to tell. And he sure did!

Aged 96 when I first met him, a spritely William 'Bill' Boyce had an extraordinary memory and it was a privilege to hear firsthand, his lived experiences. While he considered his life had been quite ordinary, his re-telling, during several visits to his retirement home, revealed some very significant historical events and experiences, including an 80 year involvement with motor vehicles.

In summary - Born 1893, Federation, Groom, Chauffeur, Army, France, War, 'Big Bertha', Recuperation, Taxi Driver, Mechanic, Centenarian, Historian, Died aged 103!

Born in Terang, Victoria, in 1893 (also my home town, but 60 years earlier) Bill Boyce began his working life aged 16 in nearby Camperdown in 1909 as a groom, at the 'Wiridgil' homestead owned by the Edward Manifold family, whose Scottish father, on arrival from Tasmania in the 1840's with his two brothers, had "squatted" in the Victoria's South Western District, claiming and eventually owning 64,000 acres (100 sq. miles). The family dynasty grew, owning several separate properties nearby to Camperdown, each with its own grand homestead (which still exist today). The Manifolds were progressive landowners, involving themselves in grazing, politics, polo, horse racing, and motor vehicle ownership.

The first motorized vehicle Bill encountered was in 1908, a "motor bike, raising dust and smoke as it noisily entered Port Campbell".

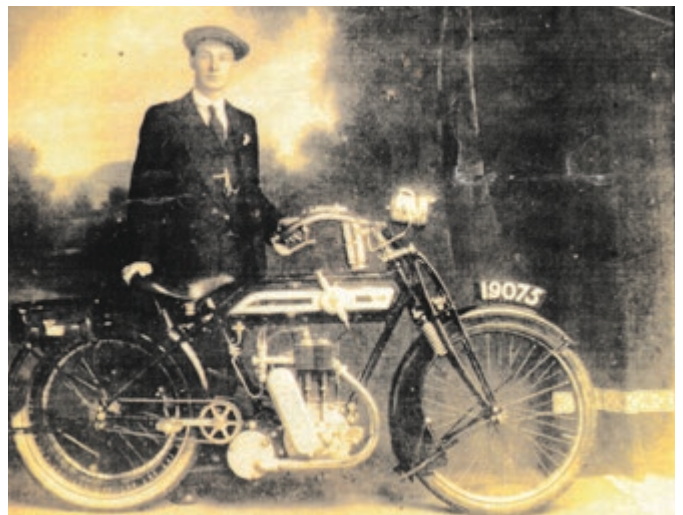
Predicting the demise of horse-drawn vehicles, Bill taught himself to drive and, after obtaining his licence in 1911, aged 18, became the junior chauffeur, driving the Manifold family's 1908, 4-cylinder Minerva, referred to as 'Minnie'.

He obtained his motorcycle license a year later, in 1912 and shortly afterwards purchased a brand new single cylinder, 3.5 H.P. Rover Motorcycle.

Bill's wages, on becoming a chauffeur, were 10 shillings per week, paid at the end of each 3 months, plus his 'keep'. He lived in the grooms 'quarters', a small, single room which was part of the stables. At that time, the Manifold homestead boasted 3 motor vehicles, - a 1906 Napier 6 cylinder, a 1907 Daimler 6 cylinder, and a 4 cylinder Minerva, affectionately referred to by Bill as 'Minnie', and the car that he drove most frequently. All were large tourers.



*Chauffeur William Boyce in the Minerva, 1910*





*'Minnie' the Minerva*

He vividly remembered his chauffeuring days, particularly mending punctures, polishing brass and preparing the lights for night-time driving. Initially he wondered what the little mounds of ash were, often noticed on the sides of the road, soon realizing that they were spent calcium carbide (calcium hydroxide or 'slaked lime') from vehicle headlights, emptied and refilled, to continue driving through the night. Horseshoe nails on roads were also hazardous, often requiring several puncture repairs during a long trip. Bill recounts that during winter, tubes were passed through roadside puddles to locate punctures. In summer the dust on the roads was put to advantage to detect punctured tubes. Bill admitted that polishing the brass was not his favorite job but still took pride in it.

In 1916, Bill went off to serve his country, leaving behind his 'sweetheart', and encountering 'Big Bertha' in France!

## Part 2 - After the War

In the previous Part 1, I introduced William 'Bill' Boyce, born in Terang in 1893, becoming a horse groom, then chauffeur for one of the wealthy Manifold families at 'Wiridgil', Camperdown, Victoria. Bill was the junior chauffeur, usually driving a 1908 Minerva. Other vehicles owned by the family at the same time included a 1906 Napier and a 1907 Daimler. The Napier had achieved notice in that it had successfully competed in a Sydney-Melbourne Reliability Trial, being placed 2nd or 3rd outright, driven by C.B. Kellow (who went on to establish the successful Kellow-Falkiner motor business).

At the same time, other branches of the family owned a 'Beeston' Humber and a Rolls-Royce! Did I mention that they were wealthy?

In 1916, Bill enlisted to serve overseas and saw many horrors in Belgium and France, putting his 'life on the line quite a number of times'. On one occasion, an enemy shell from a 'Big Bertha' Krupp cannon hit the

train he was travelling on, blowing him 'sky high'. These cannons had a 9km range, with a 420mm bore. He was one of only 2 survivors and was sent to England to recuperate.

Eventually returning to Australia, he married his 'sweetheart' Ada, a housemaid whom he had met during his service as a chauffeur. They left 'service' and moved to Melbourne and in the 1920's Bill worked as a taxi driver for City Motor Service who used such vehicles as Renault, Fiat, Buick and Pierce Arrow. He later became a self-employed mechanic, opening up his own service garage, with much of his training having been learnt as a chauffeur, servicing the Manifolds vehicles. He said that on more than one occasion, he had to fix malfunctioning Renaults, caused by mix-ups when filling the petrol and water tanks! He also said that the first car he owned was a Metz, 'but it was never very good!'

Bill claimed a 75 year, accident free driving record, but did admit to a one pound fine in 1926, while driving through a speed trap in Werribee at 17 m.p.h. when the town limit was 15 m.p.h.

Eventually retiring to Warrnambool to live near his daughter, after the passing of his wife Ada, Bill came to our local Clubs attention aged 96, and was included in several local outings involving early vehicles. One such outing was a visit back to the 'Wiridgil' homestead, where he was very warmly welcomed by Edward Manifold, a descendant of the original owner, Bill's first employer. Bill's memory was incredible and he was able to name many of the types and details of the family vehicles, and also the names of family and staff featured in photos in the Manifold family albums from the early 1900s. He was however still conscious of the class divisions that existed as an employee, some 85 years previously, admitting that it was the first time that he had ever entered the homestead via the front door! The grooms' quarters, located within the stables, were just as he had left them, with horse tack still hanging from the lining-board walls. The stables no longer housed the family cars, but instead had become a hangar for the current owners acrobatic plane.



*Bill Boyce & Ed Manifold in front of Wiridgil Homestead, Camperdown*



*Bill Boyce born 1893, in front of Colin Drakes Benz built 1899 (photo taken 1990)*



*Bill on a senior citizens outing in Murray Murfett's 1920 Dodge Bros*

Another outing was to Colin Drakes local car collection where he was very interested in the 1899 Benz, and proudly announced that he was 6 years older than it! Bill became quite a notoriety, with his stories being told in local and Melbourne newspapers, our local Club newsletters and also in the Restored Cars magazine (No 111, Aug. 1995)

Footnote: I have gathered much information on Bills motoring life, aided by his incredible memory and through the process, several photos of veteran cars owned by other branches of the Manifold families have emerged. These will be included in future issues of Brass Notes.

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# “T” Ford Time – Family Outings

by Graeme Jarrett

These photographs (postcards) are understood to have come from cars circulating in New South Wales. Neither has been addressed or written upon – such a pity. Little is known of the occupants or locations.

This photograph below was taken in what appears to be urban Sydney; it is a 1915 model T. Typical of NSW cars at that time no registration number plate was required on the front of the vehicle. This is a frustrating situation for historians. Fortunately other states required one to be displayed.



The car below is a 1913 model T Ford which has apparently taken the family to a camp site in rural NSW. The car has been modified to appear more modern. The radiator and bonnet is more typical of the 1917 year – the body is most typical of 1913.

These photographs are from the John Hughes Collection. We thank him for his generosity in making these available.



# Comings, Goings & Restorations

by Greg Smith

The IHC high wheeler parts advertised in the April edition of Brass Notes quickly changed hands. Greg Hill, who owned the parts, reported the early type model cam gear went to an owner in NSW, and the steering components that were very complete, are coming to Victoria to an owner who also owns an IHC. It seems high wheeler parts are most sort after.

The 1913 Rolls Royce Silver Ghost of Grahame Wilkinson in Queensland has changed hands and gone to one of our members based to the west of the state, and is currently in a paint shop getting a re-fresh. I look forward to seeing this most desirable car at a future event.

The Holding Buick and Ford T had a bit of a spruce up including a new hood in preparation of a family wedding. Amazing what an impending deadline does to get certain jobs done!



1912 Enfield



Holding's 1910 Buick

Speaking of the Holdings, I believe a mid-life crisis may have occurred (I am being much too harsh) as they have purchased the ex-Kim Coillet 1915 Douglas motorcycle that was advertised in last month's Brass Notes.

The other Veteran motorcycle, the 1915 BSA that was restored by Cliff Ward before going to Kim Coillet, has been purchased by a good friend of Max Cowie up in Beechworth. It will be nice to see both motorcycles back on the road.

More excellent news in that new members Murray and Julie Wright, who own a couple of veteran motorcycles with the 1915 BSA and the 1913 Royal Enfield, have added to their stable a vehicle with four wheels. An extremely interesting and rare 1912 Enfield is now theirs after heading to Queensland to collect it. Nothing is to be done to the Enfield until they have completed the Brisbane to Broome rally on the motorcycle.



With one car coming from Queensland another heads the opposite way. Damian O'Doherty has sold the 1912 Flanders, and I believe it has gone to the Bundaberg area. This is the Flanders that has been in our club for many years, and was once owned by David and Marge Barnard.



Flanders en route to Queensland

Another vehicle to leave Victoria is the quite unique c1907 chain drive Daimler that was owned by Jack Nelson. After Jack's passing, it has changed hands on a couple of occasions, and now has crossed the Tasman Sea to now have a new home in New Zealand. We may expand further on this vehicle in a future Brass Notes edition.



*The c1907 Daimler as Jack Nelson found it.*

Finally the 1912 Buick of Murray Murfett is a finished product and registered for use. First rally is to be the RACV Four and More Rally at Beechworth. We were treated to an excellent talk by Murray at last month's Natter Night on the restoration of this Buick. It was a fascinating talk.



*The finished 1911 Buick of Murray Murfett.*

# Private Classifieds

## FOR SALE

1909 Buick Model F 2 cylinder

The Model F was the original Buick design and produced from 1905 to 1910. With an underfloor mounted 22hp 2 cylinder engine these cars are one of the most popular and powerful cars to be seen on One & Two tours in the HCCA in America but are very rare in Australia. Imported in 2014 and rallied most recently at Ararat, it was fully restored in the 1990s from a complete and original car with everything correct even down to the muffler. It has original accessories including, windscreen and hood, and when restored a new crankshaft and a hidden starter motor were installed. New tyres and coils have been fitted by me. It is a fabulous, highly usable and powerful car for One & Two rallies.

\$75,000 which is way under replacement if you were to import a comparable one now.

**Contact: Ian Berg**  
**e: [bergathol@gmail.com](mailto:bergathol@gmail.com)**  
**p: 0419 364427**



## FOR SALE

1910 Napier Jarrott- 4 cylinder 15 HP

The car for sale as an interesting restoration project is essentially a re-badged 15 HP Napier. It is approximately 75% complete and has an interesting, although somewhat clouded history.

Charles Jarrott was a famous racing driver and car dealer (Jarrott & Letts) in the early 1900s. It is believed the Jarrott & Letts motor business purchased potentially superseded parts from Napier and engaged the engineering company, Dawfield to construct the 'Jarrott' cars, re-badging them from the Napier componentry into 'Jarrott - Napiers'. Dawfield largely built taxis, some of which were also exported to Australia. Any reference to Napier was removed during the build process. Additionally, some 'standard' Napier castings carry the 'Dawfield' brand. During the period 1907 -1910, Dawfield was part of D.P.L. (Dawfield, Phillips Ltd.) of West Ealing, Middlesex. Dawfield's main business was mostly building taxicabs, although it was a convenient sized small car for town use, and doubtless some were sold to private customers. Some taxicabs were exported to Australia.

It is believed that five 'Jarrott-Napier' cars were sent to Australia, three as taxis, one as a car and one a lorry. Two were registered in Sydney in 1910 according to our findings. With correspondence from England and around Australia it is believed that this is the only surviving Jarrott - Napier.

Some years ago, a landaulette body was sourced and this is currently in place. The mudguards are present for repair or good patterns although there is no bonnet. The correct type wire wheels are currently fitted with the original wooden wheels also included. The motor was reputed to have been running prior to our purchase. Work completed would be regarded as an older restoration although all components are able to be inspected and appear to be in good condition. The car has always been stored and never in the weather.

Following 25 years of ownership, we have reluctantly made the decision to sell the Napier due to ill-health.

The car is located in Brisbane.

Offers over \$25,000 will be considered.

**CONTACT Jean and Bill Jarrett**  
**M: 0409031011**  
**E: [lilajeanmarrett@bigpond.com](mailto:lilajeanmarrett@bigpond.com)**

### FOR SALE

Set of 5 non demountable 30x3.5 House wire wheels made by Buffalo wire wheel Co. Original set and everything restored ready to fit, with new rim liners, new tubes and new T Driver tyres. Spare wheel mount and spanner complete. I purchased these for speedster project years ago. Note large brake drums.

More photos avail on Price: \$11000 or consider swap for enamel signs.

**CONTACT: Ian Oates**

**M: 0429 001 910**



### FOR SALE

1911 / 12 AX Renault parts, see photos attached. Make an offer, price will be negotiated.

**Contact David Boyd**

**P: 0421 064 689**



### WANTED TO BUY

A tourer body Veteran suitable for children aged 8 and 6 must have rear doors and be RHD. Prefer complete car but happy to finish off mechanical work. For young and enthusiastic family.

**Contact: Andrew Fergusson**

**e: andrew\_fergusson@hotmail.com**

**p: 0416 229 618**

### WANTED

*Kjell Ivar Haltvik is a Non-member of the VCCA from Norway is seeking parts for an early Renault:*

For my 1913 am looking for rear leaf-springs, all internal parts for gearbox. I am having a new housing casted. Hand throttle lever and shaft mounted on firewall. Steering parts. Pitman arm, steering linkage, steering arms on spindles.

Also seeking all kind of parts for my pre-1911 6 litre engine. 110bore-160stroke. I can use parts from smaller engine as template for my missing parts. The valve lifting system for starting with less compression. The side-covers over this mechanism, front engine cover with mounting for magneto and timing gears and magneto driving gears.

**Contact: Kjell Ivar Haltvik**

**Email: i-halt@online.no**

### FOR SALE

A pair of early front wheels believed to be circa 1904 Oldsmobile. Excellent condition – very solid. Also included is 1 brass hubcap and some bearings.

\$450 the pair.

**CONTACT: Andrew Brand**

**P: 0414 219 250**



# Findings, Feedback & Follow-Ups

Andrew Winter has found the article on the NSW La Buire. The following is taken from the Canobolas Country Rally, October 1985 Edition. As we eluded too in the last edition of Brass Notes, this vehicle is now located in Europe.

## 1912 La Buire – Owned by Wanita and Theo Klassens.



Looking around for an unusual car, we saw an advertisement – For Sale, a 1912 La Buire, missing body, differential, two wheels and rear half of chassis, lights, mudguards, near Melbourne. We purchased it and brought it home. There was a lot missing from this car, but it was apparent it was a well made car, having four forward gears and a water pump, which a lot of early cars of this era did not have. The crankshaft and camshaft had been reground, the previous owner had made a start on the restoration. The conrods were polished similar to an aircraft, with four bolts to hold the bearing, instead of two. The cylinders were rebored to take 1958 Austin pistons. The bore is now 2 ¾ inches and a little over 6" stroke. We found the remains of another La Buire at Burgooney. The mudguards were beyond repair but made good patterns, as was the radiator. We had no body patterns at all. Unable to even find a photo of a La Buire of that model, photos of other French and Continental cars of the 1912 era were used as a guide to build a touring body. Finding more wheels looked like being a problem but we found six wheels off a 1922 Austin London taxi. These were Sankey wheels, as were the original. The original were beaded edge metric wheels and tyres to suit them were a little over \$500 each. The Austin wheels took a tyre that cost only \$65 each. Badges for the lights, radiator and hub caps were photo etched in brass by a processor in Canberra. The gas headlamps were made in America, the side and tail oil lamps were found in Bendigo. Leather for the upholstery came from Germany whilst the "salt and pepper" type hood material came from England. The hood bows were steam bent in Sydney. The car was made in Lyon France. We know little of the Company or firm as most records were destroyed during the wars. Since completion in late 1984, we have competed in

the 10th Anniversary of the Parkes Antique Motor Club; The Bush Council Easter Rally at Port Macquarie; and the 20th Anniversary of the Western Districts Antique Automobile Club at Dubbo.

## What is it? Follow-up

Dave Straughan has sent a photograph from a postcard he owns of an identical make car to the "What Is It" car from the May edition. The car was photographed at Kadina, South Australia in 1910.



Dave writes "Looking through google I'm not convinced it is Nagant Hobson as suggested. I'd be interested to see what the more knowledgeable think it is. Best regards

*Dave Straughan*

Terry Lewis also from Queensland writes after consulting with Alex Gow. Alex Gow has been doing some detective work on your mystery car in the May Brass Notes:

"I think the mystery car may be a Nagant, made in Brussels. However the hubcaps are completely wrong for Nagant.

I have only seen those hubcaps on early Beeston Humber cars so my guess may be well of the mark.

The other mystery car could be an early 4 cylinder Maxwell with a locally produced bulbous body.

Cheers Alex"

*So perhaps we are yet solve the mystery of the car –Ed.*

# Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 14 June 2022 @ 8.02pm**

## 1. Opening

The Club President, Ben Alcock, welcomed all to the June Natter Night from the Ballarat Clubrooms. Ben then introduced Damien O'Doherty to welcome us to the clubrooms of the Vintage & Classic Car Club of Ballarat, who advised their Club commenced in 1966 & has 500 members.

## 2. Attendance

There were 14 members present in our clubrooms, 24 in Ballarat clubrooms, 14 online, a total of 52 who attended the meeting.

## 3. Apologies:

Jennifer Atherton.

## 4. New Members:

Nicholas Scarff of Kilmore

## 5. Events

### Past Events

National 1&2 Cylinder Rally Narrandera, articles in Brass Notes

B40 Rally, Castlemaine – good weekend, 2 veterans of 18 cars

Daryl Meek spoke of a car event in Jeparit he attended and enjoyed.

### Future Events

RACV Mid Winter Rally 9-10/7 David & Julie Jones organizing, entries now open

RACV Four & More Rally in Beechworth David Boyd is full steam ahead organizing the event, accommodation details are in Brass Notes

Motorclassica 7-9/10 – a couple of spots available, contact Daryl Meek

RACV Veteran Car Club Annual Rally - Warragul, the Emerson Brothers are organizing, more details soon.

## 6. Library & Archive Report

Thanks to Rick Thege as the Wire Models and Automobile Quarterly will be housed in Ballarat shortly. Daryl also mentioned the Ballarat has a huge Library of 17,000 books.

## 7. Wanted, for Sale or Swap

Alan Lethborg Garage Sale 18/6 10am.

## 8. Items of General Business

Richard Blackburn & Catrina Sargent recently got married. Congratulations.

## 9. Guest Speaker

Murray Murfett spoke of his wonderful 1911 Buick Model 32 Runabout restoration. It was a great presentation.

## 10. Closure 9.02pm.

## 11. Next Meeting: 8.00 pm on Tuesday, 12 July 2022.

# Events

## 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 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.

**When:** September 8 - 11, 2022

**Where:** Beechworth, Victoria

**Contact:** David Boyd,  
0421 064 689



**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](mailto:info@motelgoolwa.com.au)

### Further Information:

Please contact the Rally Director: Hamish McDonald

Phone: 0488142159

Email: [brushownersregister@gmail.com](mailto: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

**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 – Ben Alcock

**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.

## **EDITORIAL POLICY**

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

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**PRINT POST APPROVED**  
PP 100018064

## **VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES**

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

## **JP SERVICES AT NATTER NIGHTS**

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

## **CLUB MEETINGS**

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

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



Find us on  
**Facebook**

# Tumbleweed at Narrandera

Photos by Frances McDougall

On the Tuesday of the National 1&2 cylinder Rally we witnessed something that was extraordinary. Tumble weed (I am sure there is a much more sophisticated description) covered a section of road on our return journey from Morundah. The following photographs hopefully will show the extent that they covered. The following was taken by Brian Hussey whilst riding in Julian McNeil's 1904 Darracq. <https://youtu.be/-3mqVgkV8sw>



# 2022 National 1 & 2 Cylinder Veteran Vehicle Rally – Narrandera

*Photos by Frances McDougall*



*Left to Right: James Dunshea driving Peter Hawkin's 1907 Darracq, David Boyd driving Ken Well's 1909 Renault, Peter and Pauline Hume 1907 Rover, Rob and Beth Wooley 1917 Harley Davidson Outfit*



*Euan and Wilga Coutts 1910 Renault*



*Russell and daughter Andrea Holden 1902 Thomas  
(She let him drive her car!)*