

August 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



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### FRONT COVER PHOTOGRAPH:

The Front Cover photograph and the photograph below are of the Melbourne Motor Omnibus fleet of Daimler buses. The photos are from quality glass negatives found by Warren Bowen and provided to us by Ian Berg. See pages 7 and 31 for further amazing examples.

## Flashback

This month Flashback photo features a Minerva that I am not familiar with. The photo was sent to me from Andrew Winter who is a real Minerva enthusiast. We believe it was taken in the 1970s and the location is not known. The only clue we have, written on the back of the photograph, is the name, Les Chapman. We are very hopeful some of our older experienced members may have known Les, and we would be indebted if you are able to shed information on the Minerva. Any history or details of the car, and the possible whereabouts now, would be appreciated, and as per usual please contact the Editor with what you can share.

No further information has come to light on the ex-George Cowie Mercedes. It really is truly amazing how some vehicles just disappear. We have had limited response to our July Flashback vehicle, the Torbensen. Importantly one of the past owners did contact me and read about his revelations on page 8.



## Coming Events

9 August 2022	<b>August Natter Night</b> 8:00pm Meeting (Clubrooms and Zoom) <a href="https://us02web.zoom.us/j/83801437189?pwd=dDE5VHhpYTU4M0JRV0xBK1JLcHc4Zz09">https://us02web.zoom.us/j/83801437189?pwd=dDE5VHhpYTU4M0JRV0xBK1JLcHc4Zz09</a>
13 September 2022	<b>September Natter Night</b> 8:00pm Meeting (Clubrooms and Zoom)
7 - 9 October 2022	<b>Motorclassica - Concours &amp; Saturday Display</b> Contact: Daryl Meek
23 October 2022	<b>Shannons American Motoring Show 2022</b> Caribbean Park - Entry from Ferntree Gully Road Entrances north of East link
12 - 13 November 2022	<b>Bendigo Swap Meet</b> Bendigo Show Grounds
25 - 27 November 2022	<b>Geelong Revival</b> Contact: Simon Anderson

## Major Events

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

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 <a href="mailto:chugalug@westvic.com.au">chugalug@westvic.com.au</a>

## MEMBERSHIP SUBSCRIPTIONS

### MEMBERSHIP SUBSCRIPTIONS ARE NOW OVERDUE

Subscriptions expire on July 1st and are payable by July 31st.

You have received the membership renewal form already.

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

Another very successful RACV Midwinter Rally has been and gone. David and Julie Jones did a great job organising the rally in Rosebud, the weather was perfect (lacking in the rain department if you ask me), the roads and scenery were on point and the cars all behaved well. The full rally report can be found on page 18 and I would again like to thanks the Jones' for holding on and running this event with all of the delays and set backs they had, thank you!

The end of year rallies are now ramping up and we have a lot going on, entries are now open for the RACV Four & More Rally in Beechworth, go to our website for all the information if you haven't already, the RACV Pre-1905 Pioneer Run is fast approaching as is the RACV Veteran Car Club Annual Rally in Warragul, it's going to be a great way to end the year, and even better if your lucky enough to be able to get over to Bussleton, WA for the National Veteran Vehicle Rally in October.

Also fast approaching is the AGM for this year (in October). I again would like to encourage people to think about joining committee, we have a few people retiring this year after many years of service and will have some vacancies that I would like to fill with fresh faces, if you've thought about joining, now's your time to shine.

Stay safe and well,

Ben Alcock,  
President – VCCA (Vic)

## LETTER TO THE EDITOR

Hello Greg,

*Having just read the July edition of your club's newsletter may I commend you on both its content and quality. On reading the update on William Ying's cars by Peter Allen, however, I feel it necessary to make a small correction. Peter is to be complemented on his research into the Automobilette, a car of which hitherto little has been written. While William Ying enjoyed sharing his collection with the young lads of the neighbourhood I can't recall him ever placing a bullet in a vice to fire it. He was far too careful in setting an example to do this. What he did was to draw the bullet from the casing of the 570/450 Martini cartridge and then allow us to fire the rifle sans bullet. The beeswax wad was all that was fired and if a target was required it was usually placed three or four meters away.*

*Yours in motoring,  
Bob Martin*

# Editorial

By Greg Smith

As an Editor, I am constantly looking at ways to promote our Club and hobby to get across information, knowledge, history and just plain enjoyment to as many members as possible. With this in mind we have to evolve in some different methods to help get our messages across.

We trust you enjoyed last month's Brass Notes, as personally, I was very happy with the production with the material submitted being extraordinary. We also did try a couple of new things to help make the reading of Brass Notes an even more comprehensive and enjoyable experience. On a couple of the articles we attached links to YouTube videos. There were two attached to the excellent article supplied by John Hancock, on "the one that got away" which featured the Phanomobil, which was sold from the famed Parker Auction (Page 15). There was also a link on page 31, with some fascinating vision taken by Brian Hussey whilst riding aboard the 1904 Darracq of Julian McNeil, when driving through the tumbleweed near Narrandera.

Our aim in delivering in this format is to firstly to read about it, secondly view the still pictures to expand on the writings, and then thirdly, experience the action first-hand by watching it in an almost real-time situation.

If you have the opportunity, go back to last month's edition and get the real life experience by watching the YouTube clips. I know from the amount of views that a little over 10% of our members actually clicked onto the links last month.

Don't miss the action of this month, where again we have the YouTube link on our RACV Mid-Winter rally report. The reports are excellently written up by Kim Williams and David Nicholls. We have supplied some excellent photographs from Frances McDougall and Ben Alcock, but the cold start competition is best seen in action. Make sure you click on the YouTube link to view all the action. We are grateful to Jessica Holt for taking the footage and Ben for the editing job, for us to view.

We are definitely not promoting that you not attend the events as that is by far the most satisfying and enjoyable experience you can get. If however, you are unable to be there, we will always try to give you the best possible account to help you get the feeling of those, who did actually attend.

We are always happy to get your written feedback, to improve our publication.



# Valē David Crisp

*By Rod Cripps*

This is about the David Crisp I knew, as an owner/restorer of veteran Overland cars and, through that shared interest, as a friend for about 40 years.

David was born into a grazier family in the Canberra-Goulburn area. He never liked sheep, so mainly looked after all the other parts of the property operations, particularly anything involving machinery. He never married. His standard attire was green combination overalls with a 6 inch shifter in the side pocket.

He was Mister Overland. I'm can fairly safely say that there are very few veteran Overlands on the road in Australia which don't have at least one part from his collection, or made by others with access to his collection or documents.

He travelled, in his "hot" Holden ute, with his large, high-side tandem trailer, anywhere and everywhere in Eastern Australia where there was any hint of a derelict Overland repository. He also was a compulsive swap meeting visitor, and eBay buyer for anything Overland, and magnetos which might vaguely be associated with Overlands. If there was nothing else he would buy a magneto "to feed the habit".

David Crisp, was also a world recognised record collector, researcher and discographer, particularly in the American Old Time Music genre. A large percentage of recent releases of re-mastered albums will include the notation - "from the David Crisp collection". In the days before CD's he used to contact every radio station in Eastern Australia at least once a year, and offer to buy their whole record collection when they were ready to update to CD's. He would then trade off any he was not interested in. His collection is somewhere approaching 1 million records -78/45/33's -and hundreds of CD's made from them. He spent several hours every day until very recently, trading in records on-line. I have seen his very large, heavy tandem trailer stacked two-deep in records- totally overloaded! Several tons at a time! His shelving runs for hundreds of linear feet, floor to ceiling, in every room of his reinforced-foundation home, except for the kitchen and two bedrooms. Every record was carefully catalogued and cross-referenced on his card system. No-one else was allowed to "pull" one, as any mis-filed record would effectively be lost forever. We discussed the possibility of transferring his catalog system to computer, but it would have taken hundreds of hours of key-punching and verification.

David was also a frequent contributor to the American Willys Overland Knight Register (WOKR) quarterly newsletter, and to that of the Horseless Carriage Club. He had many contacts in the USA, and regularly swapped parts with them. He also had a prodigious memory - he could remember exactly where and who, every item in his Overland collection came from, and in many cases would pull out an old photo to confirm it.

The worldwide Old Time Music community has lost a dedicated, enthusiastic and knowledgeable member, as has the veteran car movement, and especially the Overland fraternity, and Willys Overland Club. I have lost a friend, and an enthusiast with an irreplaceable depth of knowledge which cannot be replaced. We mourn his passing and cherish his memory.





# Where Is It?

By Greg Smith

This c1914 Minerva was lot 421 at the Parkers Auction of 1982. It certainly has some unusual features such as the solid disc wheels, the “Eveready” self-starter, and the experts tell me the radiator is from an earlier type model. The Minerva badge is an oval type, the filler neck is slightly taller, and the bottom of the radiator is deeper than the later ones. This is all news to the untrained eye like mine.

I believe it was purchased at the Parker Auction by Ted Ward of Peterborough, but its whereabouts now is a mystery. Is anyone able to help with the details of the car and where it may be now?

Please respond to the Editor.



## More Phanomobils

Photos supplied by John Hancock

John Hancock, the Phanomobil guru, has very kindly offered some more photographs, both period and contemporary to illustrate more body styles of this marque. We thank him for sharing his knowledge and resources to educate us more on this very unusual vehicle.



1912 Phanomobil Louwman Museum Holland



German Pigeon Carrier



Phanomobil Army Sledge



Period Advert



# The Daimlers of the Melbourne Motor Omnibus Company

By Ian Berg

Here is a wonderful collection of photographs of the Melbourne Motor Omnibus fleet of Daimler buses. The company was formed in July of 1912 with a plan to introduce motorised omnibuses to Melbourne. Public transport at this time was generally still limited to trains, some privately operated tramways and of course horse-drawn vehicles. The new motor buses were unproven, so the company imported a double decker Daimler bus to test its reliability and public acceptance. Following successful test runs which included treating the Lord Mayor and members of Melbourne City Council to a ride, more Daimler chassis were imported, and these were bodied locally.

Success followed with several routes being granted by the council. In November 1913 the company was floated on the stock exchange, and it was reported that company had over 100 employees, was soon trading profitably and further bus routes were being sought.

The company had some 25 buses in services by mid-1914 and with increasing demand success seemed assured. However, the advent of the Great War interrupted the supply of further Daimler chassis, most British production having been turned over to the war effort. At this time Melbourne's public transport had grown through many such uncoordinated private and public enterprises and this, together with subdued consumer demand in a wartime economy, led to significant industry rationalisation. By 1919, The Melbourne & Metropolitan Tramways Board was formed to operate the entire public transport system.

The Daimler buses were based on the design of the many in London and featured Knight sleeve-valved engines with chain drive and were particularly silent in operation. There is a known survivor, and it is owned, and was comprehensively restored, by Malcom Nixon of Wagga Wagga.

The photographic collection, originally from glass negatives, recently came to light when found by Warren Bowen of Linton, Victoria. Other reference material is provided by Wikipedia and contemporary newspaper articles accessible via Trove.



# Flashback Response

By Greg Smith

The Torbensen company history is quite interesting and this is a very brief synopsis. Torbensen was born in Denmark, and studied engineering at the Naval Technical School. After graduating, he worked as a machinist's apprentice in England and after this moved to America to be employed by a succession of firms. In 1892 he travelled to Germany for further training. Returning to the U.S. in 1899, he designed and produced the first internal automotive gear drive used in this country while managing the De Dion Bouton Motorette Co. of Brooklyn.



*Period Advert kindly supplied by Mick Turner*

In the advert above you can see Torbensen Gear offered running gear to the trade. Complete chassis, or running gear alone, ready for a motor. Bevel gear drive, transmissions with two speeds and reverse all thoroughly tested.



*Period 1902 Photograph of a Torbensen kindly supplied by Andy Avard*

In 1911 Torbensen teamed up Joseph Eaton, an aspiring young businessman, to found Torbensen Gear and Axle Company. By 1917 they were supplying axles to one out of every three trucks made in the U.S. Torbensen retired in the early 1920s when the company was absorbed by the Eaton Axle Co. the precursor of today's Eaton. (Eaton is now probably the global leader in commercial vehicle transmissions).

The knowledge we have of this vehicle is limited, but the following is the history as we know it. The car was restored and campaigned in the early 1960s by Bernie Bade. We have no history on where it was found or what Bernie started with. What we do know is that some of the parts are foreign, and you may recognise the wheels as being Austin 7.



*Bernie Bade pictured in the Torbensen 1961*



*Torbensen on an Annual Rally*

At some period (possibly, also the early 1960s) the car was sold to the Parker's and as far as we know, not used. It was part of the 1982 Parker Auction and sold on the day. Again we have no details of who purchased it, but my guess is it went to Queensland. I suggest this



# Flashback - Feedback

By Graeme Jarrett

theory, as the next sighting of the car was at an Auction in Queensland conducted by Associated Auctioneers, Broadbeach, in 2008.

It was here that Andy Avard purchased the car and shipped it back to Victoria. It remained in Andy's possession for a couple of years before again going to Auction in 2010 at Shannon's. The identity of the purchaser is unknown but we can confirm it ended up in Albany, Western Australia. It has again recently changed hands and 3 or 4 months ago was purchased by Bill Dixon of Albany, and is undergoing restoration now.

We now know the fate of this ex-Parker car, and we wish to thank Andy Avard and Bill Dixon for their help in supplying information for this article. We would be grateful if anyone is able to fill the gaps and provide further history.

Last month we featured a Torbenson motor car. The vehicle was active in the early years of the club and appeared in events in the late 1950s.

This car has a special connection to me. My late father, Walter Edwin Jarrett, worked on the car when it was first assembled for the road. He was a vehicle body builder largely specialising on making and repairing buses for the Melbourne Metropolitan Tramway Board. Bernard (Bernie) Bade was the builder of the car and approached my father to make the Renault style bonnet and some other body panels. I was only a child at the time but recall Bernie calling at our home to view the progress.

## Lost a Hubcap?

By Murray Murfett

From time to time you hear sad stories on the loss of a hubcap during a Rally, which gets even worse if you haven't got a spare!

When I was in my mid-teens I collected hubcaps, which consisted mainly of the vintage, aluminum types (all properly acquired I should add!).

An unusual one I was given was this Panhard Levassor type, with a vague comment that it, 'may have come off a truck', and that 'the original owners name may be inscribed in it'.

I cleaned the 'petrified' grease out of it but couldn't see any inscription inside, until recently when I cleaned it up a bit better, and looked a bit harder. In a neat but very tiny inscription, less than 1mm high, I discovered what I assumed was the original owners detail - Murray Mitchell Glen Thompson Vic.

Glenthompson is located at the foot of the Grampians.

One can only speculate whether this was done in case the hubcap fell off, or whether the whole vehicle went missing! Nothing more is known of this vehicle.



*Small Inscription inside the hub cap of owner details*



# Cyclecar Corner – Husband Cyclecar From Charters Towers (Qld)

By Graeme Jarrett

I do like a home-made Cyclecar. Clearly, more than a few were made by enthusiasts.

David Straughan has very recently become the new owner of this machine and lives in the Gold Coast hinterland. He is very enthusiastic about becoming its new keeper and plans to get working on it sooner rather than later.

He has been very helpful in giving me some history of owners and other detail.

The Husband was built by Peter and Norman Husband at Peter Norman Motors in 1914. Apparently Norman bought the Holsman Motor Buggy from Trevaskis, locally in Charters Towers and used its engine in the Cyclecar.

The car was found in 1957 by Digger Norton at the closed down Day Dawn Mine – south of the centre of Charters Towers.

List of owners:-

1957 – 1973 Digger Norton.

1973 – 1977 G. Miller.

1977 – 1986 R. Dante

1986 – 2021 G. Wilkinson.

2021 – R. Beeston.

2022 – Current. D. Straughan



This is the condition in which Dave acquired the car.



This front view shows the narrowness of the vehicle



The engine is a Holsman and would have come from a motor buggy – prior to 1911. Refer photo.



This Husband Cyclecar circa 1914 was made in Charters Towers in Far North Queensland by a local garage man. The builder has used parts from other vehicles and most of these are recognizable.



This photograph above is of Ross Husband's Motor Garage in Charters Towers. Supplied by Mr Warren O'Donnell.



The rear axle is also from an early vehicle – amazingly from a quadricycle or tricycle, circa 1901, or earlier. This is quite a unique item – refer photo below.



I have included herewith a photo of an early quadricycle. This machine was present in Charters towers in the very early years and it is suspected that the rear axle from this was placed in the Husband Cyclecar in 1914 – year of build.



Although we know the identities of the engine and rear axle the other components have yet to be identified as coming from other vehicles.

The steering box is of the rack and pinion type but its origins not known.



The chassis looks to have been professionally built but its origins not known.

The friction drive components are typical of other vehicles but its origins not known.

The front axle looks to have come from another narrow track vehicle but its origins not known.

Dave has begun building a new body in the style of 1914 typical Cyclecar. Refer photos.



This is the engine in the Husband Cyclecar - it was previously taken from a Holsman motor buggy.

Input to this column is invited and welcome.



# Haynes Apperson: Part One – History

By Russell Holden

*Russell Holden has kindly supplied an article on Haynes Apperson. We will cover the story over three parts in Brass Notes. The first part will be the history of Haynes Apperson, followed by how Russell and Christine became interested in the marque, and finally some information on the three they own, with the re-commissioning of their latest acquisition, a very original 1903 example. It should be fascinating reading over the next three months. - Ed*



*Haynes Apperson with Russell and Chris*

Elwood Haynes was an inventor, metallurgist and industrialist. In 1892 he was the superintendent of the Indiana Natural Gas & Oil Company based in Kokomo, Indiana. Edgar & Elmer Apperson ran a small machine and blacksmith shop also in Kokomo. In 1893, Elwood Haynes had an idea to place a motor in a buggy. After purchasing a single cylinder Stinz motor that he intended to mount in a buggy, the first trial start went poorly. The Stinz motor vibrated so badly at 500 revs per minute it tore itself off the bench mounts. Despite this set back, Elwood continued on with the idea of placing the motor in a buggy and quickly set about designing the mode of driving the motor to the ground to provide motion.

As part of that pursuit, Elwood attended the local Riverside Machine Shop where he met Edgar & Elmer Apperson. After presenting his idea to the shocked brothers, Edgar announced that if he had the mode to make it move, then the brothers could make it work. The Apperson brothers worked on the endeavour after

hours for 40 cents per hour, which suited Elwood as it meant there was not a deal of curious onlookers at the venture. The frame was of hollow tubing mounted on bicycle wheels, the motor, mounted at the rear, drove a series of clutches and chains with a gear lever mounted on the right side of the seat, three forward gears, but no reverse! Named the "Pioneer", after many months and \$750 expended, a first test drive was completed on the 4th July 1894. Whilst the test drive up Pumpkinvine Pike was successful, Haynes was not happy with the steering, the engine and several other factors which caused him to decide to re-design the vehicle.

With the purchase of a new larger horse power motor from Stinz for \$100 (the Stinz Company made very plain they were not happy about inventors using their motor in a "Horseless Carriage"), the trio tested it and after some trials it was decided that it was not satisfactory either. So Elwood & Elmer decided to design their own motor. Elwood introduced Aluminium to the crankcase (93% Aluminium 7% copper) and in 1895 the car was complete, however not in time for the inaugural Chicago Times Herald Exhibition road race which they had planned to debut the car in. Unfortunately, the only entrants were the Duryea Brothers and a German Benz, despite over 80 entries being received. After hitting a team of horses and running into a ditch, the Duryea was dispatched back to Massachusetts for repairs, prior to the next scheduled race, with the Benz declared the winner. With the next race delayed until November, this allowed the Haynes Apperson trio to complete their 2nd vehicle - the "Trap" - which they duly entered in the race. However, after hitting a curb and breaking the wheel on the way to the start line and without a spare, "the Trap" was out of the next race before it even started.

6 entrants lined up at the start in Chicago in below zero temperatures and 4-6 inches of snow - 2 electric vehicles, a Duryea and 3 Benz's. The race was shortened to 50 mile due to the conditions. The electrics only managed 13 miles due to the sub-zero temperatures, the Duryea passed the Benz's after the half way mark and they were not seen until well after Duryea had won the race. The Duryea received \$2000 prize money, the electric's \$500 (who knows why?) and the Haynes Apperson entry \$150 for meritorious design. The race prompted the formation of the Automobile League and Elwood Haynes was a charter member. This race is generally considered the commencement of the automobile industry in America and certainly Charles & Frank Duryea formed the Duryea Motor Wagon Company in 1896, as did the Haynes and the Apperson brothers incorporate shortly afterward, forming the Haynes Apperson Company.

With the establishment of the Haynes Apperson Company in 1896, responsibilities soon increased while both parties continued to work through their everyday lives and businesses. Elwood handled the publicity and



engineering planning of the vehicles, the Apperson's the actual engineering and production. Elwood used the Horseless Age to promote his vehicles, highlighting the benefits of the Aluminium crankcase and a strong crankshaft to withstand the shocks of the abysmal roads of the day and the advantage of pneumatic tyres on large wheels. Haynes Apperson vehicles were displayed at County Fairs and even as freak show entertainment at circuses as well. The 1st real public sale was in early 1896 to P. C. Lewis, a pump manufacturer from New York. A steady flow of orders soon followed. By 1897, sales were being taken from New York, Massachusetts and as far away as Montana. Lord Russell from England stopped by the Riverside Machine Shop and ordered a Haynes Apperson to be delivered to England, this is probably the 1st ever export of an auto in the United States. By 1898, the company was incorporated and the additional \$50,000 capital raised allowed advance production of 50+ vehicles that were yet to be ordered and enabled an enlargement at the Riverside Machine Shop to include a wood working facility, to remove the need to outsource wood products. By 1899, staff had increased to 15 employee's, working over 2 shifts - most were putting in up to 15hrs per day and the public demand for vehicles was never met. In April 1899, the company announced that the output was about sold out, and if orders were not placed immediately then they could not guarantee customers of obtaining a new model. This resulted in orders from all over including a delivery wagon for A. B. Knox, the gelatine manufacturer, as a promotional vehicle and a replacement for a stagecoach to be delivered to Arizona. Soon the facilities at Riverside were outgrown and new facilities taken up. Haynes Apperson offered a 6 month guarantee on their vehicles and parts (again probably an industry first), and a minimum 25% deposit was required to secure an order for a vehicle, with a base price of \$1250 for a runabout and \$1400 for a 4 passenger surrey. Tops were an extra \$50. Sales continued to climb, despite R. E. Olds entering the market with the new Curved Dash at \$650.



1900 Haynes Apperson

By the turn of the century, autos were becoming the rage and there were over 100 vehicle manufacturers in the USA with only six, including Haynes Apperson, being able to manufacture and sell in excess of 100 vehicles per year.

By 1901, the relationship between Elwood Haynes and the Apperson brothers was beginning to unravel. Edgar was racing/promoting Haynes Apperson's all over the country very successfully, but being paid very little for his efforts. Elmer, at home in Kokomo, was keeping production running. In the fall of 1901, Edger left the company with Elmer telling him to "go and re-open the old Riverside shop and I'll be along shortly". This led Haynes to fully commit to the Auto industry and leave his position with the Gas & Oil Company to concentrate on keeping the Haynes Apperson venture going. Despite the split and the Apperson's commencing their own auto venture in 1902, the Haynes Apperson name was continued through to 1904, after which it simply became Haynes. Elwood Haynes continued to produce cars all the way through to 1925, including the introduction of a V12 in 1916, the same year Packard introduced the famous Twin Six. Haynes died in June 1925 and thus ended the Haynes vehicles. Throughout his automobile life, Elwood maintained a solid stance that he had produced America's first gasoline powered automobile. He even had badges on the later vehicles which stated Haynes as "America's first car". With the formation of the Antique Automobile Club of America, the matter of the 1st production vehicle was decided to be the Duryea, something that Elwood Haynes (had he been alive) would have disputed, however it is well recognised that the Duryea brothers, Frank & Charles, did produce 13 identical vehicles in 1896 after the formation of the Duryea Motor Wagon Company and deserve their place as America's first Automobile manufacturer.



1899 Hanyes Apperson Surry HCCA

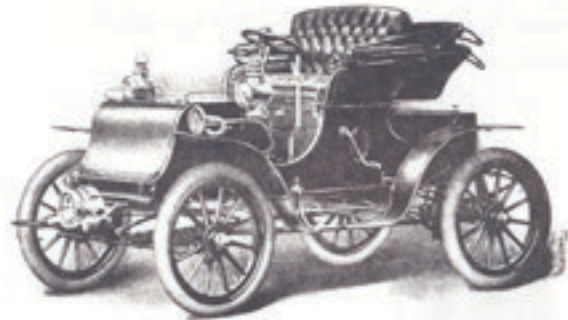
## SPECIFICATIONS

Engine:—"HAYNES" Two Cylinder, Double Opposed Balanced. Roller bearings, adjustable on crank shaft. *The first roller bearing gasoline motor ever built.*  
 Valves:—Mechanically operated. Bushings readily and inexpensively replaced when worn. Water cooled. Jackets cast integral. Cylinders 3" x 5". Horse-power 16-18. Engine almost absolutely silent.  
 Frame:—Angle iron.  
 Wheels:—32" Wood artillery. Twelve spokes. 35½" tires.  
 Wheel Base:—81", Tread 56", Clearance 10".  
 Springs:—Full elliptic.  
 Axles:—Front, rectangular steel 1½" x 1¼". Rear, one piece nickel steel combined with revolving sleeve.  
 Radiator:—Tubular, 17,000 sq. in. cooling surface.  
 Water Capacity:—Six gallons.  
 Gasoline Capacity:—Six gallons.  
 Transmission:—"HAYNES" individual clutch, three speeds forward and one reverse, CONTROLLED BY ONE LEVER.  
 Drive:—Single chain from counter shaft to sprocket on rear axle.  
 Steering:—Wheel. "HAYNES" steering post.  
 Bearings:—Rollers throughout, including wheels, shafts, etc.  
 Brakes:—Powerful double band on rear axle. Operated by foot lever.  
 Lubrication:—Mechanical force feed pump.  
 Ignition:—Jump spark.  
 Throttle:—Governed by foot button.  
 Carburetor:—Automatic.  
 Muffler:—"HAYNES". Highly efficient.  
 Weight:—1500 pounds.  
 Passengers:—Two or four.  
 Equipment:—Folding top. Steam front and side curtains. One acetylene and two oil lamps. Horn.  
 Price:—\$1350.00.

**The HAYNES-Apperson Co.,**  
 KOKOMO, IND., U. S. A.

BRANCHES  
 New York, 1715 Broadway. Chicago, 1420 Michigan Ave.

# HAYNES



1905  
 MODEL L—\$1350

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1905 Haynes Runabout



Badge depicting America's first car

The Apperson brothers went on to manufacture many autos including the famous Apperson Jack Rabbit introduced in 1907 and running through to 1913. Ironically, just one year after the passing of Elwood Haynes, the receivers moved in to close down the Apperson venture, with the dramatic headline "Apperson goes under the Hammer" on the receivers' sales catalogue in July 1926.

Production numbers of early Haynes Apperson's and accurately dating them is "all over the shop" - the only identifiers are some numbers on blocks and various other castings. There are several publications with production numbers that have been published over the years.

Some of those even contradict themselves in the same publication, however having visited both libraries in the Auburn Cord Duesenberg Museum & Haynes Museum in Kokomo, what records that do exist do not provide a clear picture of the actual numbers produced. Bob Golmer in Kokomo has a list, from his research, which is, I think, reasonably accurate. So, the best estimate is: 1894 = 1 - the Pioneer, 1885 = 1 - the Trap, 1886 = 5 or 6 vehicles (one every 2nd month) by 1887 = 12 - reports say production was one a month. In 1898 it is reported that a car a week was being produced out of the improved facilities, so 50 or so vehicles. Haynes Apperson boasted 100 cars per annum being produced in 1899 prior to the 1900 sale year, so approximately 170 vehicles at the turn of the century. After that production was provided with a model letter, starting with A, B, C etc. progressing over the years. Production increased to 200-300 in 1900 and 300+ annually thereafter. The earliest sales catalogue I have found is 1902 - that and an original 1907 parts book listing parts from 1897 to 1905 help clarify some production dates. Interestingly the code for the 1897-1899, vehicle in the parts book is "A abandon" and only refers to them as the Standard model. However, by even "early teens" standards, this book is basic and focuses more on the 1900 onwards letter vehicles, therefore needs a lot of study to achieve clarity of identification.

Thankfully, the Pioneer had been placed in a shed after the development of the subsequent Haynes Apperson vehicles, and remained there until 1910, when the Smithsonian Institute decided it was an important part of motoring history, and after collecting the Pioneer, placed it on display where it remains to this day.



## HAYNES TELEGRAPH CODE

For Models of Car, Etc.

NOTE—Always give code word designating model of car for which parts are wanted. Follow code word by serial number of car.

### CODE WORD MODELS OF CARS

Abandon	1897-1899	Standard models.
Abbey	1900	Side tank standard.
Abduct	1900	Side tank surrey.
Abstem	1900	Small runabout.
Abhor	1901	Standard.
Ability	1901	Surrey.
Abjure	1901	Runabout.
Able	1902	Standard—Model B.
Abode	1902	Surrey—Model A.
Abrupt	1902	Runabout—Model C.
Abound	1903	Standard—Model H.
Abstain	1903	Surrey—Model G.
Abuse	1903	Runabout—Model I.
Academy	1904	Four-passenger Tonneau—Model F.
Accent	1904	Runabout—Model J.
Adage	1905	Four-cylinder—Model K.
Adept	1905	Convertible—Model M.
Adore	1905	Runabout—Model L.
Abate	1906	30 H.-P. small touring car—Model O.
Absent	1906	50 H.-P. large touring car—Model R.
Abound	1907	30 H.-P. small touring car—Model S.
Advance	1907	50 H.-P. large touring car—Model T.
Abound	1908	28.9 H.-P. small touring car—Model U.
Amuse	1908	36.1 H.-P. medium size touring car—Model W.
Adult	1908	48.4 H.-P. large touring car—Model V.

A. L. A. M.  
rating  
formula  
D<sup>2</sup>xN  
11

### MISCELLANEOUS

Babe	At what price and how soon can you furnish.
Bacon	Will wire you tomorrow morning.
Badge	Have written details.
Bail	Answer by first mail.
Bald	See our letter of — giving full particulars.
Ban	Have received no reply from you to our letter of —.
Barb	Referring to your telegram of —.
Barter	Referring to your letter of —.
Bestow	Do not understand the meaning of.
Betide	Enclosure of your letter of — not received. Mail same at once.
Betray	Ship by express.
Bevy	Ship by freight.
Bias	Ship with draft and bill of lading attached.
Bier	Ship by express, C. O. D.
Bilge	Ship what you can at once by express.
Billet	Cannot ship as per your order, but could ship immediately —.
Bind	Do not hold for other orders, but rush as quick as possible.
Bird	When can you make shipment add to our order.
Biscuit	You may substitute on our order (number or date).
Bitter	Hold for instruction order (number or date).
Blab	Have been delayed on account of
Bland	How long will it take to execute order No.—?
	Answer by letter.
Blare	How long will it take to execute order No.—?
	Answer by wire.
Bleed	Unless you can ship Mr. (—) order at once, we will cancel it.

Page 3

Haynes parts book



Haynes parts book



Haynes Apperson Pioneer

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# Wolseley - Car No. 373

By Gavin McNeil

*The following is another in the series of the Pre-1905 vehicles that were on our last RACV Pre-1905 Pioneers Run. We have had the 1900 Victoria Combination, the 1900 De Dion Bouton Vis-à-vis, the 1904 De Dion Bouton, the 1904 Clement Garrard Motorcycle and finally after months of waiting we are featuring the 1903 Wolseley of Gavin McNeil. Gavin wrote this for us way back in December but I wanted to hold it off until we were approaching the next Pre-1905 Event. We are hopeful he will bring this fabulous vehicle over again and participate with us this year. -Ed*



At the start of the last Century the Salt and Gypsum mines at the Southern end of the Yorke Peninsula in South Australia were a thriving industry and employed well over one hundred men. The owners of the enterprise were the Innes Family and the Innes National Park sits on part of their original land holdings today. Inneston is a small Township on the coastal edge of the Park and Edithburgh is a larger town on the other side of the peninsula.

The Innes family ordered this twin cylinder Wolseley and it left the Birmingham Factory on the 10th April 1903. After its use as a car finished, it was used to tow two small wagons along a miniature railway track from the mines to the jetty at Inneston and load the boats with the salt or gypsum for shipment to Adelaide and even as far as New Zealand. The Wolseley was worked hard and eventually abandoned on the side of the track to the jetty. It was later retrieved by the proprietor of the Edithburgh Service Station, Mr. A. J. Benbow. The car was complete; the engine, transmission and chassis were all in good condition but the Tonneau body was missing and the wheels altered to take flat steel tyres. Mr Benbow decided not to restore the car himself and offered it for sale.

My Father, John McNeil, purchased the Wolseley in December 1956 and restored it before leaving South Australia to reside in England which gave him the opportunity to travel in the London to Brighton Rally in an identical Wolseley Car No. 157, at the time owned

by Mr. J. F. W. Howes, who was the owner of the Coach Builder and Motor Engineering works in Norwich.

At this time Wolseley were manufacturing a 5HP single cylinder model, the 10HP twin cylinder and a 20HP 4 cylinder car. All having a cylinder bore of 4.5 inches and a piston stroke of 5 inches. The horizontal motor has a cast aluminium cylinder block and crank case, a large fly wheel with a leather faced cone clutch and drives by chain to the transmission unit, this in turn drives chains to the rear road wheels. These motor cars were the result of years of development by Herbert Austin and his refusal to significantly alter them lead to his resignation from Wolseley and the formation of the Austin Car Company in 1906.

I would like to thank the VCC of Victoria and in particular Greg Smith for the opportunity to run the Wolseley in the RACV Pre-1905 Pioneers Run this year and hopefully next.



*Car as found in 1956*



*On the 2010 VCC-SA Annual Run to Strathalbyn*



*In action on the 2021 RACV Pre-1905 Pioneers Run*



# Findings, Feedback and Follow-Ups

By Andrew Howe-Davies

We have received an update on the Cyklon/Automobilette, from the former owner of the 1904 Cyklon, which was featured in the June edition of Brass Notes. Andrew Howe-Davies writes:

"I was, some will say, the lucky owner of the 1904 Cyklon that was pictured on page 18 in the article in Brass Notes."

"If the new owner of the Automobilette would like, I can offer if required, photos of the mysterious internals of the epicyclic gears. It's not for the faint hearted as there are 3 sets of ball bearings acting as bearings, and all various diameters!"

"These Automobilette models were obvious copies of the Cyklon. I attach an image I found from an early book of London showing a very similar vehicle and also some others for interest."

Yours mostly at the side of the road.



*Believed to be the oldest Cyklon Cyklonette known to exist in the world. It is No. 42 and the photo shows the then owners Andrew and Nicola Howe-Davies in one of the London To Brighton Rallies. Andrew sold the car via Bonhams in 2013 to an unknown client in Germany. It has since been sold again to a new owner in Holland or Germany.*



*Cyklon Ice Cream Delivery vehicle on the streets of Berlin*



*Phanomobile Delivery vehicle of the Trewin Bros. Watford*



*Cyklon drive set up with the flat belt.*



# RACV Midwinter Rally Rosebud 2022

By David Nicholls



*Panoramic view of the cars at the Maritime Museum, Crib Point*

## Friday



*David Nicholls cranking the Itala in the cold start competition*

I haven't done a lot of driving in the Itala so I'm still getting familiar with it and hadn't quite decided on my route from Ringwood to Rosebud, but after a few texts with James Dunshea the day before I went with Eastlink and PeninsulaLink, quite a cruisy route travelling at about 60 km/h most of the way down to Rosebud. No issues from any of the other cars on the road, just a lot of gawking from the passengers, but did cop a bit of rain, which was a new experience for me in this car. I'm happy to report that hardly any rain entered the cabin, even though the side curtains were not installed. The journey only took one hour and fifteen minutes to cover the 80 km.

Upon arrival at Fairways Resort I barely had enough time to check in and unload the car before it was time for the Shakedown Run. Vivian Fulford from Camden NSW asked if I needed a navigator for the run. I happily accepted, and we headed off following some cars on a 48km round trip. Taking the back road up to Arthur's Seat the Itala seemed to be struggling up the hills and I was feeling a bit slow with Peter Hammet in the speedy De Dion snapping at my heels. Just before the peak at the Seat, the Itala really started to struggle, even dropping to 2nd didn't help and the engine seemed to drop a couple of cylinders, running quite rough, before we came to a sudden stop and giving Peter a bit of a fright I think. Back into 1st, we rounded the corner,

the engine cleared, and we took off with no issues. The rest of the journey was mostly downhill, through the back of Martha Cove, then a run along the beach road through Dromana back to Rosebud. I had done about 130km for the day in all weather, so feeling a bit tired.

Later on the members relaxed with drinks and nibbles at the golf club, before also having dinner there. I had a great first day and a lot of fun was had by all.

## Saturday

New day, new passenger, today my navigator was Tat-Tat, a friend of Lynn Edwards and the Daly's, Tat-Tat was a wonderfully excited passenger and had a ball. I think it was her first time in a Veteran. We headed off towards Crib Point with oh no, even more hills today, but contrary to yesterday, the Itala was pulling magnificently up and over the hills. We had Andrew and Frances in the Ford T behind us and Andrew commented later that the car was certainly pulling better. What was different today, me or the Itala?

Arriving at Crib Point we had morning tea at the Victorian Maritime Centre, a well-presented museum, with a presentation from a former submariner who served on the Oberon-class submarine HMAS Otama, which is moored just off the coast, waiting to be brought ashore and opened to the public. I'll certainly be coming back here when the submarine is open.

Leaving the Centre we headed towards Balnarring, and this time I had a different issue with the Itala - the brakes. On a long downhill section of road, I was just coasting in 4th, and touching the brakes every now and then to confirm they were still there. Then I noticed that there was no movement in the pedal, and there was a strange grinding noise, the brakes had somehow hooked on a bit and were not releasing. I grabbed for the handbrake and quickly pulled over. Once we'd stopped, a small cloud of brake smoke enveloped us as the pedal freed up all by itself. After that the brakes behaved themselves, or maybe I was more careful?

The cars were again on display at the Balnarring Community Hall. While the members had a nice lunch and cuppa inside the hall, there were a lot of locals checking out the cars.

As the next destination on the rally was closed due to a recent fire, I decided to detour north about 8 km up to Hunts Road, where my mother and stepfather were





*HMAS Otama moored just off the coast*

staying with friends. Hunts Road was possibly the worst rutted, muddy road I've ever travelled on, but we got there and surprised them as they were pruning the grape vines. After some more tea and cake, we hit the muddy road again, but didn't follow the route notes to Rosebud and winged it back to the beach road. Oh look, more hills!

Saturday night's dinner function was a good night, and there was a lot of chat on who was the favourite for the next morning's Cold Start Competition, with even money placed on me. Now I'm getting nervous, remember – fuel, ignition, choke... fuel, ignition, choke.

Sunday

It was a beautiful sunny, but cold, morning, perfect for the Cold Start Competition. The contest had nine entrants, and as each competitor had their turn I was starting to think I was in with a chance. When it was my turn, the time to beat was just over nine seconds. I blew my horn and ran and cranked... and cranked... and cranked, the Itala didn't start! And I was out of breath. What did I do wrong? I checked the fuel, and the ignition, both good. Then I saw the choke, it was not on. So much for my mantra the night before and that morning – fuel, ignition, choke. I pulled the choke and cranked half a turn and she fired right up, adding insult to injury. I can't even remember who won in the end. Look elsewhere in the newsletter for that announcement.

So on to the driving. A new day comes with a new navigator, with Lynn Edwards volunteering for the duty today. Today's drive was along the beach road through Tootgarook, Rye, and Blairgowrie, before turning inland and coming in the back way through Sorrento. to avoid that big hill (have you noticed I'm not fond of hills!) then back on the beach road through Portsea to Point Nepean, where the cars were parked up for display. Some members wandered off to the Immigration

building for a looksee, but I spotted the Jaguar XK-120 and had a good chat with the owner. After that we were back on the road heading for the lunch stop at Boneo Discovery Park. Shortly before arrival there's just one more hill, and as we crested the hill the engine sputtered and died, hmm!, should have bought petrol on that last leg. As we rolled down the hill, the car was still in gear, and the change in angle allowed just enough fuel to reach the engine and it fire back to life. Luckily, we only had 150 metres to go before turning into the carpark at the Discovery Centre. We made it! First thing I did was to empty the small fuel can into my tank. That should be enough (and it was) to get to a petrol station later.

Another lovely lunch and coffee were had at the discovery centre, but aside from checking out the 100 year old carousel out the back, I didn't discover much. I was happy to sit and relax a bit at the end of the Rally.

I'd like to thank Rally Directors David and Julie Jones for organising this rally, Vivian, Tat-Tat, and Lynn for navigating, and David and Steven for their Tail-End-Charlie duties.

Thanks, and see you next rally.

*David Nicholls*



*1913 Overland of Brian and Maria Love*

## RACV Midwinter Rally – Rosebud –

Fri 8 July 2022 to Sun 10 July 2022

By Kim Williams

Another cold winter morning and Paul and I leave home (Albury-Wodonga) at 8 am destined for Rosebud and a weekend of veteran cars and fellowship.

Travelling down the Hume Freeway we hit patches of drizzle and hope it doesn't get too heavy or indicate what the weekend weather will be like. After a quick stop at Northcote to drop the 4 legged child off with his big sister, we find ourselves on the M3 and a fairly smooth trip down to the Peninsula arriving about 2.30pm. We have missed the Friday shakedown run but the participants who turned up slightly damp later, all promised us that it was a good run.

The afternoon was spent catching up with others in the Golf Club lounge and dinner was eaten there by a good percentage of the entrants.

Saturday morning found some drivers gathering at the appointed time for briefing but due to very slow service of breakfast at the Club, the rest didn't turn up until later. Fortunately this did not impact on our day's trip across to Hastings and the Maritime Centre where we were met by the volunteer staff and introduced to the history of the displays in-house and the potential displays of a totally decommissioned and repaired submarine HMAS Otama plus an old pilot boat MV Wyuna that have both hit massive Government Red Tape and road blocks. If anybody knows somebody who could help the Centre with legal advice & representation, please let the staff know. After viewing a 20 minute documentary on the abovementioned ships, we partook of a wonderful spread for morning tea before perusing the rest of the exhibits. At a tacitly agreed time we took off for the next stop at Balnarring Hall for a terrific boxed lunch before being let loose to follow the instructions to get back to Rosebud at the leisure of the driver. Unfortunately due to a fire in May, a planned visit to the Pt Leo Winery and Sculpture Park had to be cancelled.

Dinner was a 3 course meal in the function room of the Golf Club and I don't believe I heard any complaints. Before dessert came out a rather shady bag lady by the name of Crooked Claudia and her counterpart Michael touted for business in the taking of bets for the following morning's annual Cold Start Competition. Well, what an interesting amount of entertainment was supplied with this activity – it almost overshadowed the rest of the weekend! There was fierce competition to get money on the young bucks such as Ben & Jack Alcock, James Dunshea, Rob Couper, Mark Herbstreit, David Nicholls, Greg Smith and even Paul Williams and Andrew MacDougall had decent bets placed upon them. I was present when someone wanted to put 'a 100' on Paul which was exciting but it turned out to be 100 cents!

After the excitement of these antics, the rest of the evening was fairly passe, although the usual after dinner speeches were made along with a list of apologies from missing entrants suffering from 'you know what' and other ailments. With the food and drink



David and Julie Jones at evening dinner



Crooked Claudia and her off-sider



1911 Wolseley of Paul and Kim Williams



being consumed and the bet takers finished, the crowd slowly dispersed until they emerged again the next day.

Sunday morning and the excitement started to grow for the main event. The competition was started off by Paul Williams who had a slight handicap due to the fact he has an electric starter. Nonetheless, he still put in a pretty good time and was followed by another oldie, Greg Smith. Greg was assisted by people holding his motorcycle but was triumphant in that his bike kicked off quickly, he was able to dismount and fly around the cones and knocked around 7 seconds off Paul's attempt. You should have seen his transformation into a barnyard bird that usually wakes people up at the crack of dawn. In other words, the man fairly strutted his delight and rightly so. A few of the younger drivers followed, but some of them just couldn't get the crank to start their cars. The eventual winner was Rob Couper who was very lucky to activate the car on his first crank. Second was Ben Alcock, followed by Greg Smith.

Once everyone had regained their equilibrium, everyone headed off for Port Nepean to wander around the Quarantine Station before heading off again for the lunch stop at the Boneo Discovery Park. Lunch was a lovely affair and the sun had come out making for a nice way to enjoy eating outdoors. There was some talk about the different activities available and who was going to try what, unfortunately Paul and I had a long drive in front of us and so we ate and ran.

A huge thank you and congratulations to David & Julie for their tremendous efforts in producing a terrific rally. We are now looking forward to the 4 and More Rally at Beechworth in September prior to the National Rally at Busselton in October.



*Ben Alcock, Jessica Holt with Cooper Holt in Overland Speedster*



*De Dion Bouton of Barry and Ros Smith*



*Cooper Holt will be well ready for the Cold Start in 2038*



*Lineup at Point Nepean Quarantine Station*

To see the action of the Cold Start Competition, go to:  
<https://youtu.be/CubSvyuys4I>



# Motor Racing Can Be Dangerous

By Graeme Jarrett

Motor racing is not for me. However, I do have great respect and admiration for those brave souls who risk life and limb for the glory of victory. This is particularly so for those in the very early days – The Heroic Age.

A friend once told me “...you can make a small fortune in motor racing, however you need to start with a very large fortune....”

The Clement Bayard motor car company began making cars in approximately 1903 and started motor racing very soon after.

They usually fielded a team of three factory prepared and entered cars – typical at that time. One of these was driven by Albert Clement, the son of the founder. His real name was Henri Albert Clement – usually called Albert. Young Albert showed great promise and did have some success in France and the USA.

The 1907 French GP in Dieppe, France was scheduled to take place on the second of July. This event was held on public roads, closed for the event over a 77km course. However, there was a practise (17th May) session six weeks prior to the real event.

Albert went out on to the course early in the morning in his 125hp (six cylinder) Clement Bayard race car (No BC2”). On approaching Dieppe at approximately 150km/h (93mph) he apparently misjudged a bend.

Albert lost control of the car, hitting the road-bank. The car leapt high into the air and came down on its side some seventy feet from the roadway. With the car rolling, Albert Clément suffered massive head

injuries from which he died shortly afterwards. The riding mechanic M.Gaudermann was thrown out of the cockpit, sustained knee and head injuries, being taken by rescuers to Dieppe hospital.



Albert Bayard.

Below: Albert Bayard's crashed car.





# The Cars of the Western District-Manifold Families

By Murray Murfett



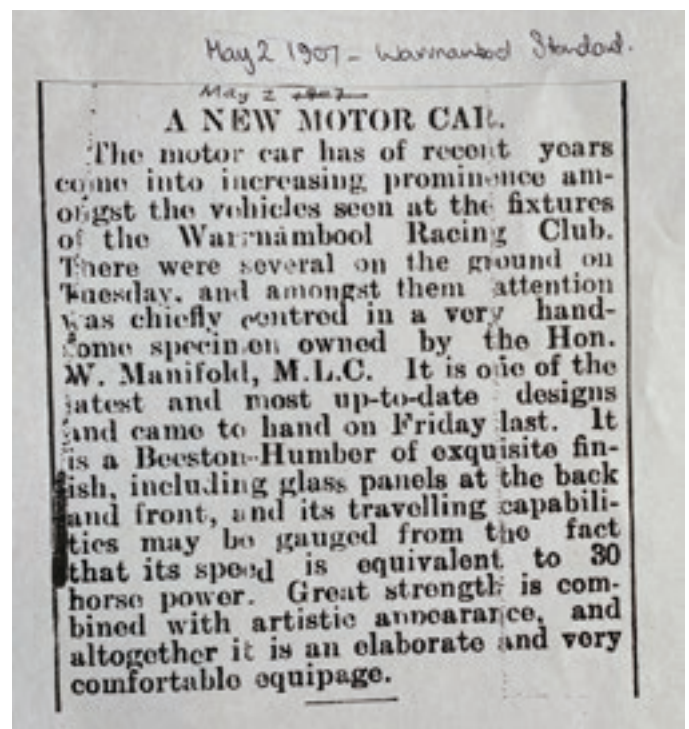
1907 Beeston-Humber accompanied by another vehicle (a Mercedes?) parked on the Warrnambool Breakwater, possibly to collect or deliver passengers to an awaiting schooner.

## 1907 Beeston-Humber

In the July issue of Brass notes, the story of Bill Boyce was told. In 1909, aged 16, Bill was engaged as a groom for one of the Western District Manifold families at 'Wiridgil' Homestead, via Camperdown. In anticipation of the demise of horse-drawn transport, Bill became interested in the new-fangled motorcar, gained his licence to drive at 18 and then became the Junior Chauffeur on the property. The vehicles attached to 'Wiridgil' at that time were a 1907, 6-cylinder Napier, a 1907, 6-cylinder Daimler, and a 4-cylinder Minerva.

However, there were also another three Manifold family homesteads, two nearby, and one in Warrnambool. Through further research, the makes of their early vehicles have been discovered, including photographs from the family albums. One of these, a Beeston-Humber, achieved a special mention in the Warrnambool 'Standard', of May 2, 1907 as follows:

*Footnote: The homestead on the 'Wollaston' estate owned by the Hon. Walter Manifold, MLC was originally accessed across the adjacent Merri River via a privately constructed cable suspension bridge (1890), which replaced a punt. The cables used were recycled from the Hawthorn cable tram network. Both the bridge and the homestead still exist and have undergone recent restoration.*



\* In the next issue we will look at the 1908 Lorraine-Dietrich, from the Manifold's 'Purrumbete' Homestead.

# Panhard Levassor 1907 U2 - Parkers Auction

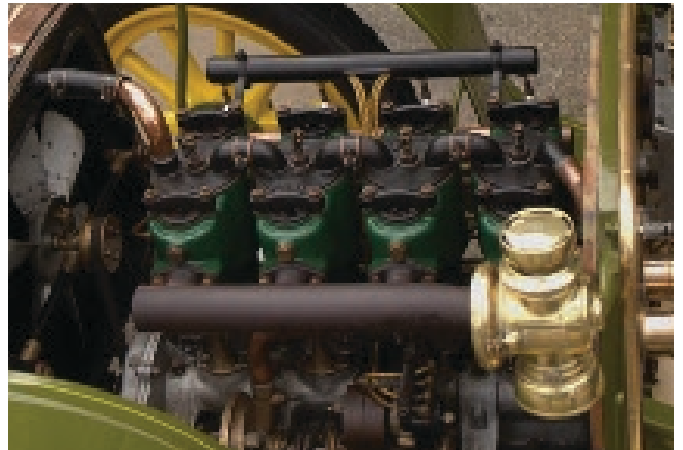
By Terry Parker

*Terry Parker has provided the whereabouts and details of the Panhard Levassor from the Parker Auction of 1982. We thank Terry for his contribution from his book.*

The auction sale of the Parker collection (unfortunately, no relation) at Colac in 1982 listed Lot 60 as a 1901(?) Panhard. Noel Roscrow A.M. was the successful bidder at \$10,500, which was considered expensive at the time. Noel was one of the founders of the very successful SOLA optical company. The Panhard was a runner, and although a large and heavy chassis built for formal bodies, was fitted up as 2 seat racer. The U2 had a 5 litre engine. The car was restored in Adelaide, with Finch and Hocking building the 'dog-cart' style body. It was driven on a Bay to Birdwood run, then sold to UK.

For restoration work on the Panhard see the following youtube link:

[https://youtu.be/ls6towB6\\_mM](https://youtu.be/ls6towB6_mM)



*Panhard et Levassor, 1907 Model U2, Four cylinders 5 litres, France*



*Panhard et Levassor at Parker's Auction*



# “T” Ford Time – 1909 Model T

By Graeme Jarrett

*The following article was written by the late John Hughes and appeared in the Model T Ford Club of Australia newsletter. It is published again here in memory of John and the fine research he carried out on this and other unique early cars.*

New South Wales motor vehicle registrations (In late 1911) recorded 3,896 cars registered in NSW. Of those cars, 188 were Fords, and of those, 4 were 2-cylinder cars, 10 were Models N, R, and S, and 2 were Model K's. Just 3 of these 16 cars are KNOWN to have survived; 2 Model N's and 1 Model K.

The first mention of a Model “T” in NSW that I've been able to find appeared in a press advertisement, dated 20th of March, 1909. It reads (in part):

“The first of the new 20hp five-seater Ford cars can be seen at our premises. Ford Motor Garage. 253 Elizabeth Street, Sydney.”

This particular car was almost certainly what we now call a “two-lever Model T”. It would have had only two pedals, with reverse being activated by a long hand lever. This interesting feature was unique to the first 800 Model T's. Surviving Ford factory records, state that my Model T (which is car number 2436), was built in Detroit on 21st of April, 1909 (one month AFTER that first Model T had arrived in Sydney). The car was purchased by Mr Keith Whiting, who lived in Marsden Street, Parramatta. The registration number was 2787, and Mr Whiting was still listed as the car's registered owner in 1915.



At some stage very late in its useful life, the Ford was involved in a frontal accident, which caused the water-pump shaft to smash its way into number one cylinder, and it was undoubtedly because of this damage that the car was “retired”. It was unceremoniously buried in land fill, where it remained for many years until being uncovered (literally) by a bulldozer driver named Don Whitby, who was working on the widening of Windsor Road, Baulkham Hills, in an area adjacent to the “Bull and Bush” hotel, in about 1971.

Mr Whitby sold the remains of the old Ford to Bob Lewis, who passed the remains on to Ben Bronk, who sold them to Alec Hawke, who in turn passed them on to Alf Campbell, who was the gentleman from whom Bob Trevan bought the remains in about 1973.

Fortunately, Bob already had a front seat and a rear door “in stock”, and these precious items became part of the replica body which was built for the car. Bob carried out an accurate and authentic restoration of the vehicle, and by 1979 he had completed the restoration.

The car has many features which are unique to the first 2,500 Model T's. These features include the chassis, which has reinforcing plates riveted inside the channel, a long torque tube, which is not connected to a pinion spool, three tier 13” side-lamps, pressed-steel back-axle housings with no visible rivets, hand-brake lever wrapped in shim brass, front mudguards with no forward facing bills, a cylinder-head with water outlet facing upwards and not forward, “Heinze” coil-box, the radiator has no steel support incorporated in it's core, and most obviously of all, a bronze centrifugal water-pump which is driven from the timing case.

In addition to these features, the car has other parts which are unique to 1909 and 1910 Fords. These include “Kingston” 5-ball carburettor (The air intake is fitted with a distinctive mushroom-shaped flame trap), dog-legged aluminium inlet manifold, 20” steering column, one-piece stub-axles, an open-valve-engine, hook-type safety door-locks, 30”x3” front-tyres (24” rims), 5 1/2” hub flanges, one-piece pan (crank-case), “Metzger” Automatic windscreen, two-piece commutator, un-tapered axles, and a square hole transmission cover.

It's to Bob Trevan's credit that he carried out such a fine and authentic restoration. He used this car for over thirty years, and it took that length of time for me to convince him to sell it to me. It starts easily (usually on compression).

And today it sits in my garage. With the obvious exceptions of my family, and our home, it is my proudest possession.

John Hughes

*The photograph has been generously provided by Alan Meredith.*

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**Andrew Brown**  
**0466 061 002**



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

# Comings, Goings & Restorations – A Follow Up

By Graeme Jarrett

Last month in this column we lamented the departure of the large chain drive *Daimler* to New Zealand. This car had been owned by a couple of our members over the years. We have, so far, not been able to discover its earliest history in Victoria. However, the following may be helpful to future researchers, owners and like-minded enthusiasts.



The car, once it had finished its active life on the road was consigned to a market garden in Greensborough – burdened with a large water pump. It was beside the Plenty River and served as pump transport for above flood water levels. The pump drew water from the river to irrigate the crops. Interestingly the car had the rear springs set aside and a large red gum tree block was used to support the chassis on the rear axle. The stationary engine and pump on the rear of the chassis must have been seriously heavy or set up an unwelcome vibration while sprung.



This aerial shot of Greensborough and the Plenty River was taken in 1945. On which market Garden the Daimler was working is unknown.

Gordon Taylor had apparently discovered and saved the car from there in, what is thought to be, the 1950s. He owned the car for some time but did not apparently carry out any restoration work on it.

Jack Nelson had become aware of the car and eventually acquired it from the Taylor family in approximately 1968 or earlier. The car at that time was missing some parts and Jack returned to the market garden in the hope of finding more items. In particular the fuel tank and some body parts and seat were missing. The fuel tank was discovered in the farmhouse serving as a header tank for the hot water service. This was eventually retrieved and reunited with the chassis. The seat was located on the farmhouse veranda, however, the owner did not wish to let that go. It is unlikely to still be there.

In his long ownership of the car, Jack did carry out some restoration work. This largely related to making new gears and other parts. He also collected some other parts as spares appropriate to the car.

The car then went to Dean Montgomery of Warrnambool from Jack's estate in approximately 2017.

After some years of ownership Dean sold it to Toby Primrose of Melbourne - owned by Toby for only a very short period of time.

Toby, most recently, in turn sold it to Ryan Dewes in New Zealand – North Island.

I understand that very little in the way of restoration has been carried out on the vehicle – to date. It is hoped that with the new owner of the car some progress will be made. Being such a landmark vehicle, it will hopefully receive the treatment it deserves in the way of sympathetic restoration.



## INSTRUMENT REPAIRS

Veteran Vintage Classic

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

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

 VVC INSTRUMENTS



## **The 2022 RACV Midwinter Rally Cold Crank Competition**

*By Doug Fulford*

At the Mid Winter rallies there's a thirty year tradition  
A primal rite of passage called the Cold Crank Competition  
Anticipation runs sky high at the rally dinner  
As people put bets upon who will be the winner

Crooked Claudia comes around so you can place your bet  
She gives you back a betting slip as some punters do forget  
From that time until the morning comes around  
The entrants cars are untouched – they're strictly out of bound

The timing starts and ends just when upon your horn you toot  
And then you run around the cones in a clockwise route  
You have to crank your motor so it bursts right into life  
But if it stalls before you toot your entry is in strife

James has entered once again in his blue Hotchkiss  
He should post a real good time if nothing goes amiss  
Ben and Jack are in the fray each in an Overland  
Rob makes it a threesome for this well supported brand

Andrew is less favoured 'cos he is in his Model T  
He's hoping that his car will start on crank two or three  
A second T's been entered by a real keen Mark  
He's simply praying that his trembler coils will spark

Greg Smith's a former winner on his Maldon bike  
But I have this advice if his chances you quite like  
He has been for years removed from his cold crank throne

By the timely introduction of the rope and of the cone

Paul is very hopeful too in his Wols – el -ey  
He has a secret weapon as it starts electric'ly  
David's great Italian Job is entry number nine  
He may not be fav'rite but he's a special tip of mine

Until the event has been run we do not know the winner  
But while the losers lick their wounds they will be the grinner

There's one thing that I know with outright certainty  
Tactics will now be refined for twenty twenty-three

## **The Cold Start Cranker's Lament**

*By Michael Holding*

It might be cold; and the fog quite thick  
But I'll crank that engine and make it tick  
It's easy to start; I'll beat you guys  
I'll sprint around; I'll win the prize

The car is tuned; it starts in a flash  
I'm focused and able and ready to dash  
You other guys should just resign  
Start the Comp! The money's mine

I give it a crank and it coughs and flutters  
I crank it again but it only splutters  
It finally starts, but way too late  
I commence my run; knowing my fate

Seconds pass as I run about  
I wince and moan and curse the gout  
I hear her shout "Don't break a hip"  
But then I feel my Achilles rip

I'm almost there; but I'm out of breath  
I'm dragging my leg and close to death  
I reach for the klaxon and give it a squeeze  
Exhausted and beaten; I fall to my knees

But the other guy is fast and fit  
He cranks, then runs; even skips a bit  
He hits the horn and makes it toot  
Then finds the bookie to claim my loot

# What Is This Off?

By Simon Anderson

After viewing the front cover of Brass Notes last month, and seeing the Pheonix, it prompted me to try and find out what the front axle I have is off. It does to some extent resemble the Pheonix but the brake set up is quite different. I believe it may be something like an axle off a Tri-car or similar. Can anybody help me with the identification?

Here are measurements of my front axle.

Axle tube size: 1-1/4"

Chassis rail centre to centre: 23" with 1"main tube and 1/2"stay tube

Wheel track/base would be 39-1/2"

7" brake band drum

*Close up of the  
brake band and  
steering link*



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# Private Classifieds

## FOR SALE

Brass Acetylene Generator made by the Colonial Lamp & Motor Accessories company, Melbourne. Very much in the same design as a Dietz generator (perhaps just re- badged). It is in good condition and I would imagine quite rare. It is ready to be mounted. Dimensions very similar to the Dietz. If you have lights from this Colonial Lamp company of Melbourne this is a perfect match. If you want something quite unique then it also is a great thing. Price \$575 ONO



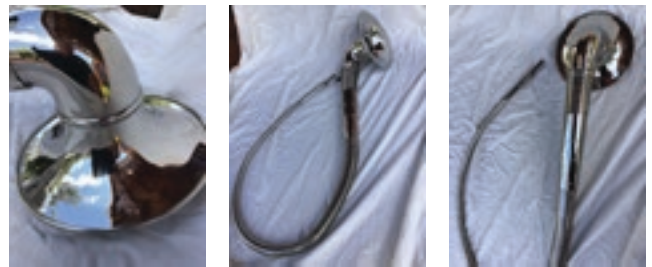
Dietz No. 5 Brass Acetylene Generator. It is in very good condition and ready to be mounted. The generator is 12 1/2 inches high and 14 inches high to the top of the double gas outlet. The base with the mounts are 5 inches square. Suit something of U.S origin, or match it it with the Dietz Searchlight. Price \$595 ONO



Extremely nice Dietz 7 inch searchlight. The mirror and front glass are in lovely condition. There are no dents, so just requires polishing. The mounting bracket is an original Dietz branded one. The clamps on the mount, and the light itself are all present and operate perfectly. It is missing the complete burner unit. Suit a U.S origin run-a-bout or speedster. Price \$500 ONO



French Boa Constrictor type horn made by Cicca of Paris. The trumpet opening is 8 inch diameter? Total length of the horn is 65 inches. It has the reed, but is missing the reed cover. It has been freshly nickel plated. Totally dent free. It is hard to get a Boa Constrictor type horn and even harder to get a French model. price \$700 ONO



**Contact: Greg Smith**

**Ph: 0447 395 233**

**Schacht09@bigpond.com**

## FOR SALE

Four 880 x 120 Beaded Edge Tyres, New Old Stock, still in wrappers

\$500ea

Circa 1910 Daimler-Knight – restoration project, big project, Rare 15hp sleeve valve motor, Rudge Whitworth wire wheels, new tyres, original Australian delivery, some spare parts,

\$19,500

**Contact: Russell Holden**

**Ph: 1300 854 324**

## WANTED

CAV model F, 11" brass headlight. Unfortunately mine fell off the car and is unsalvageable.

Wanted Renault Model DG 2.6 Four Cylinder Motor or a useable block

**Contact: Neil Heilbrunn**

**Ph: 0428 435 475**

**heilbrunn5@bigpond.com**

## WANTED TO BUY

Veteran Motorcycle project, preferably with most of its parts.

**Contact: Phone Paul Williams**

**M 0408 691 144**

## FOR SALE

Lathe – Good for a Hobbyist. Complete with some tooling – single phase power (belt drive model). Made in 1979 and sold by McMillan of Melbourne. I comes with a three jaw chuck and a four jaw chuck and a Faceplate. Number two Morse taper, two drill chucks and live centre to the tailstock. Cuts both imperial and metric threads. The top slide has automatic feed. Comes with a heavy steel stand. Refer photo. It needs a clean and some maintenance. Price \$1,490.



Radiator – unknown marque. This radiator has defied identification for a very long time. Does anyone know its identity? Some damage to the core – largely at the rear. There is also corrosion to the bottom tank – requiring replacement. It is made of brass with high nickel content – sometimes called “German Silver”. It is 690mm high and 580mm wide. This is a second-hand item requiring restoration. Price on Application. (Pick up only). Can anyone please identify this?



Tail Lamp - unbranded. This appears to be a modern item-manufactured in recent years. It is well made and ready to fit on a car. Price \$85



Grease cap – Lorraine Dietrich. This is in as new condition. Price \$55.



Bosch Dashboard or Tail Lamp. These were fitted to quality cars such as Mercedes, Bugatti and some Cyclecars. This is a second-hand item requiring restoration. The lense is plastic – not glass as usually fitted. Price \$290 or best offer.



Bosch - Dashboard switch. These were fitted to quality cars such as Mercedes, Bugatti etc. This is a second-hand item requiring restoration. Price \$390 or best offer.



Bosch – Dashboard Lamp (indicating on/off, or something). These were fitted to quality cars such as Mercedes, Bugatti etc. This is a second-hand item requiring restoration. Price \$75.



**Contact: Graeme Jarrett.**

**Mob 0455 041 994.**

**graemejarrett@gmail.com**

## FOR SALE

### PAIR CAV “TORPEDOLITE” ELECTRIC SIDELIGHTS

Bodies in quite good condition but with broken lenses and missing one lamp holder fitting.



Price: \$150

### KERO LAMP

Fairly complete but requiring full restoration.



Price: \$100

### HOOD

Timber bows and canvas appear to be in sound condition. Nice oval rear window. Plated steel metalwork straight and believed to be complete. Appears to be from a mid-sized vehicle of unknown origin.



**Price: Negotiable**

**Contact: Nick Gibbs 0418 554 340**

## For Sale

### 1914 Twombly Type A

Four cylinder, friction drive, tandem seat cyclecar.

Comes with: spare engine, two original “Zephyr”

Carburettors, spare radiator core, full set of

Original body panels, two sets of friction drive discs

And two new 28 X 2 ¼ tyres and tubes.

A rare and fun vehicle. Older restoration

**Price: \$35,000 OBO**

**Contact: Mick Turner**

**Phone 0448 550799**





# Natter Night Meeting Minutes

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 12 July 2022 @ 8.10pm**

## 1. Opening

The Club President, Ben Alcock, welcomed all to the July Natter Night.

## 2. Attendance

There were 24 members present in the clubrooms, 20 online, a total of 44 who attended the meeting.

## 3. Apologies:

Brian Hussey, David Provan, Jim McCaffrey, Fiona Lane, Jennifer Atherton.

## 4. Club News

Graeme Splatt is in hospital

Geoff Payne is back home

Shane Edwards is unwell

## 5. New Members:

Nil.

## 6. Events

### Past Events

RACV Midwinter Rally 9-10/7. Lovely weather and event. Thanks to David & Julie Jones.

### Future Events

Brisbane to Broome shortly 18/7-12/8.

RACV Four & More Rally in Beechworth. Entries soon.

RACV Pre-1905 Pioneers run Ballarat 30/9-2/10.

Motorclassica 7-9/10 – Daryl Meek

RACV Veteran Car Club Annual Rally - Warragul, the Emerson Brothers showed a video. Looks wonderful.

RACV 1&2 Cylinder Rally – In Cobram for 2023, new destinations and accommodation bookings are now open, contact RACV Cobram.

## 7. Library & Archive Report

Daryl mentioned nice to be back in the clubrooms and more Library work is being done. With a new storage facility we have the chance to move some things and free up space to allow us to catalogue our items and display relevant things in the clubrooms.

## 8. Wanted, for Sale or Swap

Michael advised a magnificent 06 Cadillac for sale in the USA. US\$85k.

Daryl advised a 1911 Maxwell is potentially for sale, contact Daryl for more info.

## 9. Items of General Business

The August Natter Night will be in the Club rooms and on Zoom.

## 10. Closure 8.40pm.

## 11. Next Meeting:

8.00 pm on Tuesday, 9 August 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

## RACV Pre-1905 Pioneers Run

ENTRIES  
OPEN SOON



### Ballarat, 1-2 October 2022

*The true pioneers of early motoring - a sight to behold.  
Come and be a part of the spectacle*

Based at the Bell Tower Motor Inn, our pioneer suitable runs will be to Learmonth and Smythesdale.

Contact: Greg Smith - 0447 395 233

WOW, what a feeling!



## **RACV Pre- 1905 PIONEER RUN BALLARAT**

### **OCTOBER 1st-2nd**

Over the weekend of October 1st and 2nd we have our fourth run for pre-1905 pioneer vehicles- motor cars, motorcycles, tricycles and quadricycles. Rarely do we get to see these historically significant vehicles, but now we have an event tailored to meet the needs of these “pioneers” and their drivers/riders.

Join us as we travel 45 kilometres each day on country roads taking in the sites on our way to Smythesdale and Learmonth.

#### **Event Itinerary**

Friday 30th September: Arrival at Rally Headquarters – Bell Tower Motel

Evening: Informal meal from 6.30pm at the Ballarat Golf Club (150 metres down from motel). Please advise if you wish to join the group so numbers can be booked. This will be a pay as you go meal.

Saturday 1st: Plenty of time to unload and fettle your pioneer vehicle as we will not be leaving Rally Headquarters until after morning tea (10.30am). This will enable public to view vehicles. Run to Smythesdale Court House Hotel for lunch and a public display. Return to Rally Headquarters.

Rally Dinner: Ballarat Golf Club 6.30pm.

Sunday 2nd: Time to fettle and pack, before our drive to Lake Learmonth for morning tea and photo opportunities and public viewing. Lake Learmonth Bowling Club for lunch before our return journey by early afternoon to allow travel time home.

#### **NOTES**

Seeing these pioneer vehicles is special, and to experience them actually motoring is something that is never forgotten. Make sure you do not miss this amazing spectacle.

Book your accommodation now at the Bell Tower Motel: ph. 03 5334 1600 (Tell them you are with the Veteran Car Club group booking).

When: October 1st – 2nd 2022

Where: Ballarat. Bell Tower Inn Motel

Contact: Greg Smith 0447 395233

Entry Form on Veteran Car Club (Vic) Web Site soon. Contact Ben if you require a printed Entry Form.



**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

## **VETERAN CAR CLUB ANNUAL RALLY**

### **November 4th -6th**

The green rolling hills of Warragul is the tranquil country location for the Annual Rally 2022.

The tour begins Friday 4th, , leaving from Drouin for a leisurely afternoon drive to Jindivick, where a coffee can be enjoyed at the rustic café.

Friday evening is a casual get together and own choice meal at the Railway hotel, Warragul.

Saturday Morning there is own choice options to have breakfast and coffee at the popular eatery – Frankies, between 7.30am and 8.30am.

The Warragul Arts centre, in the heart of town, is the meeting point for both Saturday and Sunday. The central location is easily accessed no matter from which motel you are travelling from.

Saturday's drive is a real highlight, we have successfully combined the elements of 'A Scenic Journey', to arrive at a 'Great Destination'. The road to Korumburra and beyond will be so rewarding to both the driver and passenger. At every turn and on every rise, the quiet country roads will constantly treat entrants to exquisite views in any direction. Saturday's distance to lunch and return trip, are designed for all participants to achieve the full enjoyment out of their veteran motor vehicle.

Saturday night Dinner function will be at 'the Black Tie' in Warragul, an enjoyable night of comradery and friendship will start from 6pm with a two-course meal organised.

Sunday morning is again own choice to enjoy another breakfast, or simply a coffee at the restaurant Frankies. There will be a convenient start time at 10am and an easy journey passing through farming countryside. Once more we have designed the drive to be comfortable and relaxed, timing our arrival for a 12 pm two course lunch at the award winning Parnassus venue.

Please get ready to enter the 2022 Annual Rally – Warragul; be apart of the excitement and enjoy a weekend driving your Veteran in the “Heart and Soul of Gippsland”. Entry forms will be available very shortly.

#### **Important accommodation information –**

The selected accommodation businesses in Warragul are kindly holding rooms for the Veteran Car Club members, but only until October 1st, so please book your accommodation today and avoid the disappointment of missing out.

(See page 33 for the list and contact details)

Scott Emmerson. Craig Emmerson. & Ben Alcock have the pleasure to be your 2022 Annual Rally Tour hosts & organisers. Please reach out to the team for any further details.



## Warragul Accommodation

### Comfort Inn & Suites. Ph:5623 2189.

(1845 Princes Way, Warragul) 20 rooms on hold.  
This includes 3 x Twin share, 15 X Dble-\$129 and 2 X Family  
2 room apartments -\$239.



### Mercure Warragul. Ph:5618 3500.

(23 Mason street, Warragul) 10 rooms are on hold (king deluxe \$170) Please note there is an underground carpark, height clearance is 2.1 metres.



### Edinburgh Motor Inn. Ph:5622 3339.

(61 Princes Hwy, Warragul) 10 rooms are on hold.  
rooms vary from \$120, \$130 and \$135



### Warragul Gardens Holiday Park. Ph:5623 2707

(44 Burke Street, Warragul) 4 X Superior Cabins are on hold only until 18th September. \$150 for 2 adults.





**We are very pleased to announce Henry's  
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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.

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**Orders are shipped daily.**

You can contact the team at Henry's-  
Shaun, Joe, Neil or Angie on 03 5368 1088  
or email us at [sales@henryspares.com.au](mailto:sales@henryspares.com.au)  
or drop in to see us at our new location in Bacchus Marsh, Victoria.  
[www.henryspares.com.au](http://www.henryspares.com.au)



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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

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Greg Smith (Denise)  
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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

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**PUBLICITY & COMMUNICATIONS**  
Callum Walsh

**AOMC & FEDERATION DELEGATES**  
Daryl Meek  
Andrew McDougall

**TRADITIONAL OWNERS' LIAISON**  
John Stanley 0409 001 836

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

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

Download the application form at  
veterancarclub.org.au.

## **BRASS NOTES**

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

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

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their 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**



# Melbourne Motor Omnibus Fleet

*The photos are from quality glass negatives found by Warren Bowen and provided to us by Ian Berg.*





# RACV Midwinter Rally

*Photos by Frances McDougall & Ben Alcock*



*1912 Ford T of Mark Herbstreit with Peter Jordan-Hill*



*1913 Ford T of Brian Hussey with Jill Bartlett*



*1914 Ford T of David Jones with Chris Dillon*