

September 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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# Flashback



The photo this month comes from Graeme Anderson, owner of the beautiful 1912 Adams. The image came from the collection of Tom Anderson, Graeme's father and was probably taken around the early 1960s. It features an unusual White steam car that was a regular attendee on our rallies around this period. Please help out with who owned this car, and possibly any associated history of the White. Other questions we would love answered are, whether it is still mobile, and where it now resides? Please contact the Editor with any information on this White steam car.

## Flashback Minerva Featured Last Month



Thank you to Robin Sharpe who was able to shed some light on the Minerva we featured last month in the Flashback Column. Robin identified the Minerva as being a 1912 Type AA. He said that he and Bill Sides went to look at this Minerva many years ago at the town of Kongwak (a small town near Wonthaggi, Gippsland) when it was owned by Les Chapman. Robin said Les passed away, but believed the Minerva went to the son of Les, who took possession of it. Robin also thought, but was not certain, that it was for sale several years ago, but now he does not know of the whereabouts of the car. Perhaps another of our readers may be able to shed further information about the location of the Minerva.

## FRONT COVER PHOTOGRAPH:

Refer to article on page 14.

## Factory 10

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## Coming Events

13 September 2022	<b>September Natter Night - 8:00pm Meeting (Clubrooms and Zoom)</b> <a href="https://us02web.zoom.us/j/87337851794?pwd=b2J4OXQxZkFIQndRS3lyL3FJclhhZz09">https://us02web.zoom.us/j/87337851794?pwd=b2J4OXQxZkFIQndRS3lyL3FJclhhZz09</a> Meeting ID: 873 3785 1794 Passcode: 261952
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 Pioneers 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 chugalug@westvic.com.au
2 - 8 October 2023	<b>2023 National Veteran Vehicle Tour - Griffith NSW</b> Contact: Roger Gottlob 0493 266 643 or <a href="https://griffith2023.vvccaact.org.au">https://griffith2023.vvccaact.org.au</a>

## Items Of Interest

By Ken Russell

### La Buire

Whilst in Goolwa, South Australia, recently picking up a 1922 Stanley Steamer roadster needing a new boiler, a utility pulled up and the driver raced over to view the car. He was in Goolwa for a get-together of commercial vehicles.

He went on to mention he had a collection of cars but his only veteran was a 1912 LABUIRE! I immediately had thoughts of another one of these "rare" cars having been discovered and asked him where he had acquired it. Once I had learned it was from Victoria I

immediately told him it was the car made well again by Bob Ballinger and had belonged to Bert Lamshed. Bingo! It is a small world, but no new discovery. (This person is Allen Pitchers from South Australia who now owns and campaigns the La Buire previously owned by Bert Lamshed - Ed).

### Another Item of Interest

Many were saddened to learn of the passing of The Seekers' Judith Durham but did you know her aunt was once one of our Club members?.....Jean Cobb



# President's Message

By Ben Alcock

I would like to start this month by congratulating all the drivers, riders, passengers and support crews that recently participated in the latest epic adventure, Brisbane to Broome. At over 4,500kms it was never going to be an easy task but for the 45 Veteran cars and bikes that signed up it was an adventure to remember. I would like to make a special shout out to the Victorian cars and bikes that attended and successfully completed the challenge. Well done – I believe there were only very minimal issues!

Last month's Natter Night was again well attended both in person and online and I'd like to thank Daryl for stepping up and chairing the meeting in my absence. At the meeting, there were two videos shown for upcoming events, the RACV Pre-1905 Pioneers Run (entries are now open on our website) and the RACV Veteran Car Club Annual Rally. Both videos can be found at:

<https://youtube.com/watch?v=WHNFFDJrB6U&feature=share>

The end of the year is fast approaching and is again going to be a busy one for us as a club as we have the RACV Four & More Rally, the RACV Pre-1905 Pioneers Run and the RACV Veteran Car Club Annual Rally still to come. We also have our AGM in October and our end of year celebration and awards night at our December Natter Night meeting. Nominations are still open for the McKaige Trophy, which is for the club member of the year, a member that embodies the values of our Club. This award is nominated by the members, so please submit your nomination directly to me either via email, phone or mail.

I hope you have all enjoyed your winter weather and look forward to a pleasant Spring.

Stay safe and well,

Ben Alcock,  
President – VCCA (Vic)

# Editorial

By Greg Smith

Excitement and enthusiasm mixed with a little trepidation are words that spring to mind when I think of what is in store for me in the next few months. It seems that every weekend is taken up with either an event I am attending, or preparation of some kind for the next event.

Presently I am attempting to finish the restoration of a 1903 Romania motorcycle in time for the RACV Pre-1905 Pioneers Run. This is in addition to making sure the other three vehicles of the Smiths are also ready to participate. I forgot that I am supposed to be rally director for that event as well. Probably should pay some attention to the role, or we will not get fed, or we will not have directions to get us to our destinations or some other issue will not be attended too.

The following week is Motorclassica, and Daryl wants me to take the Schacht and exhibit it. Probably should give the "old girl" a bit of a clean before she goes on show. Two weeks after that, I have to be in Bussleton, Western Australia for the National Veteran Rally. I am sure it will take a few days to drive to there. A week of rallying over there, then I have 4 days to get home before the RACV Annual Rally at Warragul.

The following weekend after that is the Bendigo Swap Meet, which I have a stall, so I best attend with some of my lights and other goodies. Then the weekend after that is the Highwheeler Rally in Mt Gambier for a week of rallying again.

To be honest, I am feeling tired just writing about it and wondering is it all possible?

So where does that leave my role as Editor of Brass Notes? I think we may just cancel it for a couple of months, as I am sure members won't mind!

No, we will not do that, as hopefully the ever helpful Graeme Jarrett will step up and produce the next few issues, as he already does so much for each edition already. Keep your contributions coming, to give Graeme the articles that help make Brass Notes what it is.



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# 1918 Cleveland 2 Stroke - 269cc at the Parkers Auction

By Greg Smith

At the 1982 Parker Auction there were in fact more motorcycles than cars for sale. This Cleveland was one of these motorcycles. Mick Turner recently presented me with a copy of the Classic Motorcycling magazine dating from 1988 that had a write up on this motorcycle.

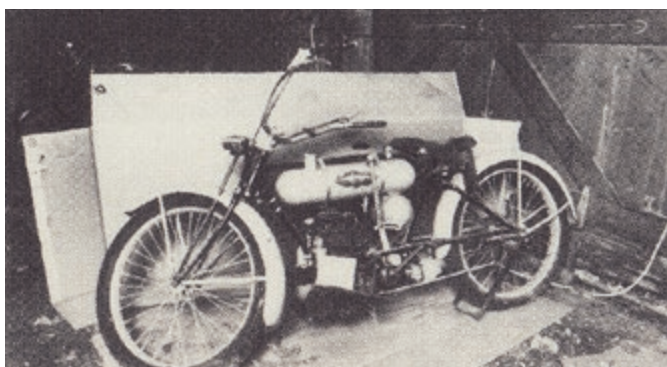
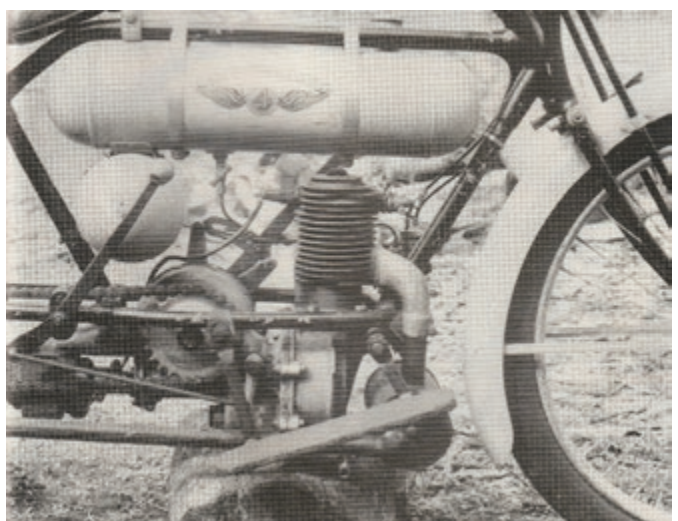
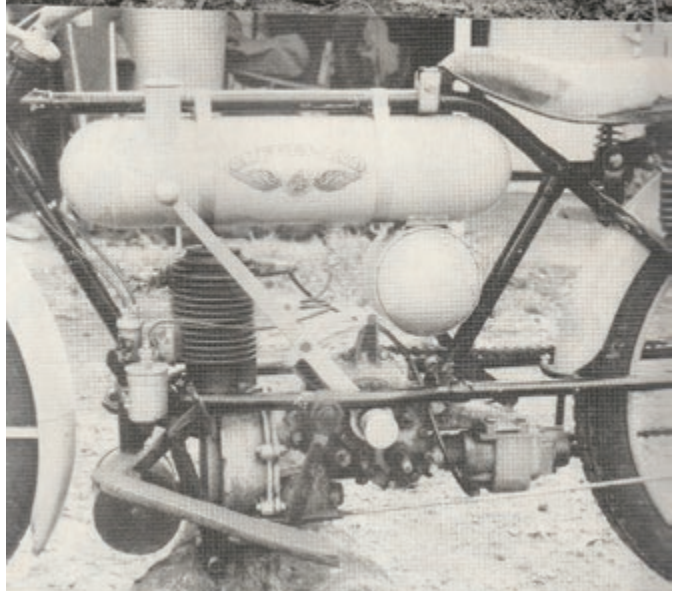
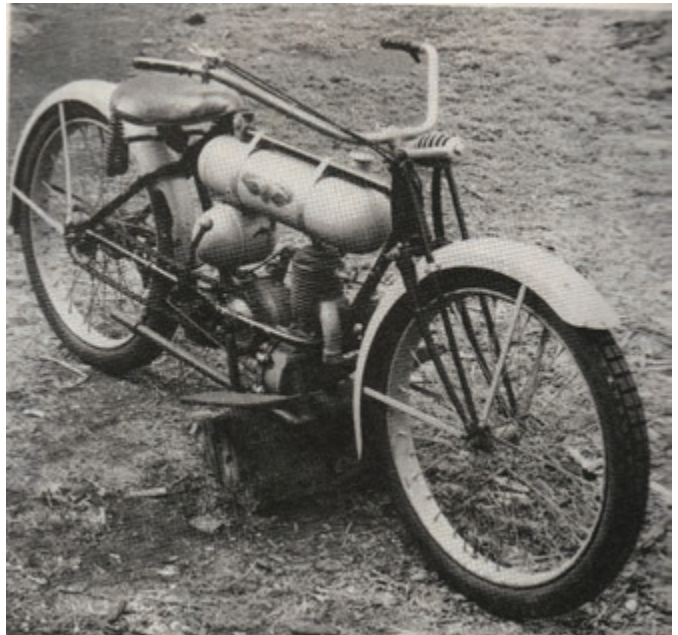
The Cleveland was sold for \$2700 at the Parker auction but I am unable to confirm who actually purchased it. It was said to be in good condition, if the catalogue was to be considered accurate.

When you think of Cleveland motorcycles, your usual thought is the big four cylinder models they were so famous for. The transfer on the tank of this motorcycle is certainly incorrect as you can see the Cleveland Four transfer. This Cleveland is almost polar opposite, being a small 269cc two stroke model with a two speed transmission. It was one of the few two stroke motorcycles manufactured in the USA, with others that come to mind being Excelsior and Indian, but these two companies were short lived in their two stroke models lasting only a season or so. Cleveland two stroke models were produced for over 5 years.

These little machines were quite unusual in design as the motor was turned around so the crankshaft ran in line with the frame and coupled directly to a 2 speed gearbox which meant a worm mechanism was necessary in order to provide the final chain drive. Another interesting feature is the way the magneto is mounted, upside down behind the motor just in front of the rear wheel.

At the time the magazine article was published it was owned by Peter Pascoe of Bogangate, NSW. It does mention that he purchased it in Melbourne and that the bike was part of the Parker auction at Colac.

We would be very interested if anyone is able to provide any previous and/or post history of this Cleveland. Please contact the editor with any relevant details.



## 74. 1918 CLEVELAND MOTORCYCLE

Comments: North-east engine in good condition. 2 stroke engine.

*Photo and description from the Parker Auction Catalogue*



# 1902 Elmore Model 6

By Russell Holden

*The following is another in the series of the Pre-1905 vehicles that were on the last RACV Pre-1905 Pioneers Run. Last month we featured the 1903 Wolseley of Gavin McNeil and, thanks to Russell Holden, this month we have a fascinating article on their 1902 2-stroke Elmore Model 6. This has been a regular participant on our run. - Ed*

## 1902 Elmore Model 6

By Russell Holden

The Elmore Manufacturing Company, a manufacturer of firstly bicycles then veteran and brass era automobiles, was located in Clyde, Ohio, from 1893 until 1912. The company took its name from its original place of manufacture, the nearby village of Elmore, Ohio. Founded by Harmon Von Vechten Becker and his two sons, James and Burton, the Elmore used a two-stroke engine design, initially in straight twin or single-cylinder versions with 3 and 4 cylinder models to follow in later years.

Elmore always promoted their 2 stroke vehicles as “the car that has no valves” and were fiercely parochial about the benefits of 2 stroke verses 4 stroke motors. Apart from the motor, Elmore’s were produced along conventional lines and for over a decade were very successful.

This Model 6 Elmore of 1902 was sold new by W. W. Gawthrop Automobiles of 242 North Broad Street, Philadelphia to A. Hoppes & Sons of Hamilton Square, New Jersey on the 19th June 1902, for the sum of \$800 which was mildly expensive at the time. It was delivered 7th July, 1902 and the file of documents still contains both the order and delivery receipts.

It was reportedly the 1st car to have arrived in Hamilton Square, New Jersey. After several years of use, the Hoppes family placed the Elmore in storage in their carriage house in 1909 and held the car there up until November 1963 when, after some persistence, it changed hands to Frank Springer also of Hamilton Square New Jersey. Frank noted that the odometer attached to the left front wheel read 4141 miles. Frank restored the car (as was the way in the 1960s) and whether after Frank passing or merely in old age, in the early 1990’s the car was passed to a dealer in Florida and then on sold to Michael Rothschild of New Jersey. Michael was a well known HCCA member, a former race driver and avid historic car collector. Michael had some mechanical work completed on the Elmore (there is a receipt for \$6,911 from GasLight Auto Restorations in the file). He toured the car in the 1990s including successfully completing the 1997 London to Brighton run. After Michael’s passing, the car was moved to

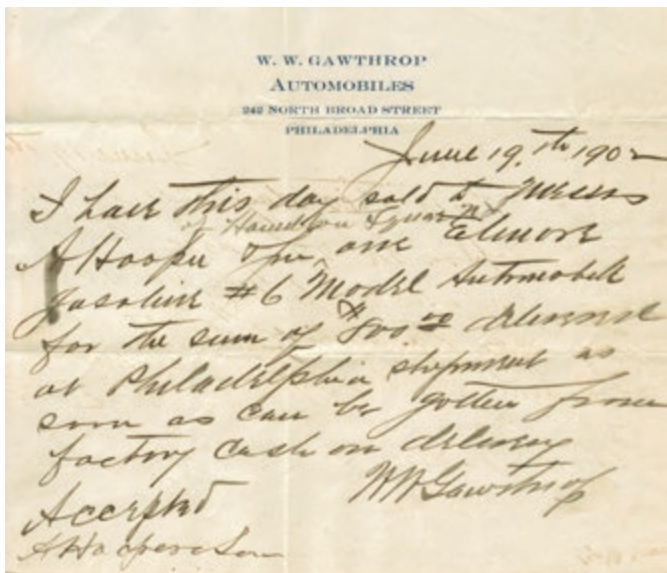


*Russell and Chris enjoying the ride. Chris adjusting mixture while driving along the road.*

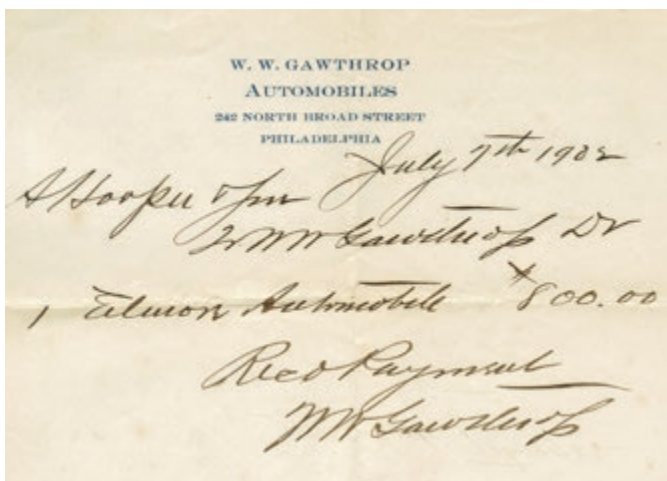


California where it sat in storage for nearly 20 years prior to our purchase of the little Elmore in 2018.

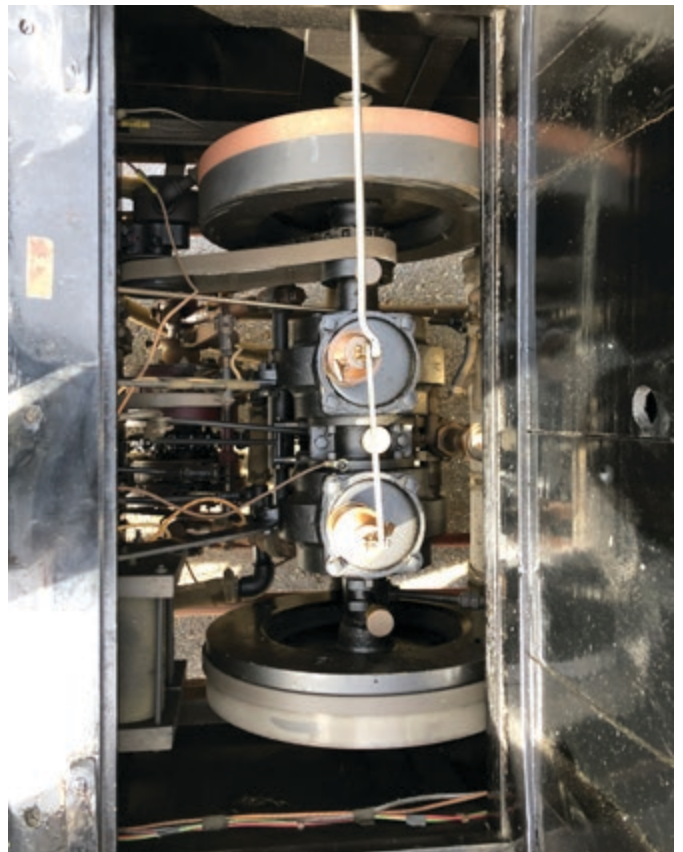
The 2 stroke Elmore is unusual in a number of ways - firstly it has a cylinder "mid ship" as was common at the time, however mounted in a vertical manner, with the heads facing down and the crankshaft with its twin flywheels mounted under the seat.



Order and delivery receipts.



The Lunkenheimer mixer (carburetor) has no float chamber, so the combination of downward facing cylinders and a "flow through" carbie, combine to create hydraulic lock in the cylinders if the gas is not turned off immediately after stopping the motor, something you learn from experience the hard way! The 1903 model 7 Elmore rectified this problem by inverting the motor in the frame, so it ran in a more conventional upright manner with the crank shaft at the bottom of the motor & running a float bowl carbie.



Top and bottom view of the engine



Ignition is by "hammer & break type" as Elmore described it in its early literature - this consisted of a pair of coils that are live at all times when the ignition is on, thankfully our Elmore still retains its original coils in working order! These are wired to an electrode held within each cylinder but insulated from the cylinder wall by mica. A bell crank that is also contained within the cylinder is struck by the piston as it completes its compression cycle, causing the live electrode to open and create a spark at exactly top dead center. Ingenious system that eliminates the need for an advance & retard lever, however it is limited to a minimally low rev ranges.



The frame is very typical of the early years and reminiscent of steam car construction. Commonly referred to as a "Bed Frame" chassis, it consists of an angle iron rectangle with tubular supports and tubular front & rear end. The transmission is of the planetary type with 3 forward speeds and reverse, running by chain to a differential. Steering is by tiller on the 28 x 3" wire wheels. Brakes are twin contracting shoes working on either side of the differential. The radiator is of rectangle prism type made of copper & set in 6 lines beneath the front floor with a belt drive mechanical pump to move the water through the system.

The Model 6 is an interesting little car to drive, 1st gear is so low it is nearly not required and the twin two-stroke cylinders produces a noise more like a 1960's 4 cylinder than a typical 2 stroke motor bike of today. Once under way and running well, it is capable of 20 -25 mph and is very comfortable to drive.



*Looking into the cylinder*



*The two original coils*



*Radiator situated beneath the front floor*





# What Is It?

By Murray Murfett

This engine (?) recently came to light, during the emptying out of a country garage. The 97 year-old owner does not know what it is or what it came out of, and there are no distinguishing marks. (Note the can of WD40 next to the engine, for comparative sizing).

The owner firstly wants to know more about it, and then it may become available. Please address your comments to the Editor, and/or contact Murray Murfett for more details. (0428 914 848).



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**Contact:** Greg Smith - 0447 395 233

WOW, what  
a feeling!



# Financial Statements

## SUMMARY OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME \$	EXPENSES \$	SURPLUS DEFICIT \$
2021 National Swan Hill	7,228	7,114	114
2021 Midwinter	74	74	0
2022 1&2	27,161	26,574	587
2022 Benalla	7,875	7,856	19
<b>TOTAL</b>	<b>42,338</b>	<b>41,618</b>	<b>720</b>

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2022

	June 30 2022	June 30 2021
<b>ASSETS</b>		
Current Assets		
Cash and cash equivalents	121,914	158,766
Inventories	1,000	427
Other assets	147	1,489
Total Current Assets	123,061	160,682
Non Current Assets		
Property Plant & Equipment	40,580	41,765
<b>TOTAL ASSETS</b>	<b>163,641</b>	<b>202,447</b>
<b>LIABILITIES</b>		
Current Liabilities		
Event spons'ship rec'd in advance	0	500
Event Fees rec'd in advance	5,145	39,470
Memb'ship Subs rec'd in advance	8,355	12,480
Total Current Liabilities	13,500	52,450
<b>TOTAL LIABILITIES</b>	<b>13,500</b>	<b>52,450</b>
<b>NET ASSETS</b>	<b>150,141</b>	<b>149,997</b>
<b>EQUITY</b>		
8020 · Retained Earnings	149,997	156,848
Net Income	144	-6,851
<b>TOTAL EQUITY</b>	<b>150,141</b>	<b>149,997</b>

## STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDED 30 JUNE 2022

	July 2021 - June 2022	July 2020 - June 2021
<b>Income</b>		
Club Event Entry fees	26,936	17,845
Sponsorship received	3,000	0
Donations received - general	2,070	1,438
Donations received - library	833	735
National Rally Badges	3,164	0
Interest received	191	1,079
Natter Night Proceeds	520	294
Newsletter Advertising received	560	560
RACV Spons'p applied to events	15,000	7,500
Sale of Club Stock	630	1,067
Sale of Club History Books	45	90
Membership Subs & Joining fees		
Membership Subs Rec'd - Print	14,748	14,663
Membership Subs Rec'd - Email	7,755	7,398
Joining Fees Rec'd	170	200
History Book Postage Received	0	36
<b>Total Income</b>	<b>75,621</b>	<b>52,904</b>
<b>Expense</b>		
Annual Return Expense	60	59
Bank & Credit Card charges	1,334	317
Club Event expenses	43,582	24,695
Cost of Stock sold	784	900
Depreciation expenses	1,185	1,477
Donations paid	520	0
Insurance	2,426	2,555
Low Cost Asset write off	0	188
Maintenance & Repairs	69	0
Natter Night expenses	1,084	851
Newsletter printing and distrib		
Newsletter Stationery	64	0
Newsletter printing	11,944	7,533
Newsletter postage	3,964	4,797
Newsletter production	4,125	3,575
On-line Communication	1,039	1,233
Postage and telephone	387	575
Printing and Stationery	48	180
Rent of clubrooms	41	0
Subscriptions to other Organ'ns	585	329
Trophies and Awards	1,945	444
Website expenses	292	4,243
<b>Total Expense</b>	<b>75,477</b>	<b>53,949</b>
<b>Net Ordinary Income</b>	<b>144</b>	<b>-1,045</b>
Other Income/Expense		
Other Expense		
Jas A. Munro Project		
Pre- Production	0	-1,391
Printing	0	4,472
Distribution	0	2,725
<b>Net Other Income</b>	<b>0</b>	<b>-5,806</b>
<b>Net Income</b>	<b>144</b>	<b>-6,851</b>



## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2022

	Retained Earnings
Opening Balance at 1 July 2020	136,020
Equity changes due to Provision for book publishing projects	20,828
Deficit attributable to the entity	-6,851
Closing balance as at 30 June 2021	149,997
Income attributable to the entity	144
<b>TOTAL</b>	<b>150,141</b>

### Audit Report to Members of The Veteran Car Club of Australia (Victoria) Inc No. AOO979664Y

In my opinion the accompanying accounts, being Profit and Loss Account for the year ended 30 June 2022 and the Balance Sheet as at 30 June 2022 have been drawn up so as to give a true and fair view of the transactions of The Veteran Car Club of Australia (Victoria) Inc for the period and of the assets and liabilities as at the close of the period.



Michael Dillon  
CPA 1411132  
23 August 2022

# Annual General Meeting

**All members are notified that the 2022 Annual General Meeting will be held at the Clubrooms, Lynden Park, Wakefields Grove, Camberwell and/or by Zoom Conference on Tuesday, 11 October commencing at 8.00 pm**

## AGENDA

- 1 Opening and welcome by the President
  - 2 Apologies, proxies and declaration that a quorum for the meeting is present
  - 3 To confirm the minutes of 2021 Annual General Meeting
  - 4 The President's annual report on the activities of the Club during the 2021-2022 year
  - 5 The Treasurer's report and presentation of financial statements of the Club for the 2021-2022 year
  - 6 To confirm the annual membership subscription and joining fee for the 2022-2023 year
  - 7 Appointment (and fix any remuneration) of an auditor for the 2022-2023 year
  - 8 Election of the executive and general committee positions for the 2022-2023 year
  - 9 Honorary Life Membership Awards
- Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and

distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.

10 Closure

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the September Natter Night being convened via Zoom. Alternatively, please contact me and I will post or email the form to you.

## MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email [secretary@veterancarclub.org.au](mailto:secretary@veterancarclub.org.au).

*Darren Savory*

*Secretary*

# Haynes Apperson: Part 2 - Our Interest

By Russell Holden

I started collecting old cars at 14 years of age, my parents will happily tell you I had 3 in their ¼ acre back yard by the time I was 15, and I've never stopped restoring/collecting since. My interest in veterans started nearly that long ago. Going through my uncle's Veteran & Vintage magazines inspired me, through it was not until 25 years ago that we were in a position to purchase a veteran. I always had an interest in the unusual and despite our 1st veterans being a 1904 Curved Dash Oldsmobile and a 1914 Cadillac, we have owned, and we still own, a number of Cadillac's to this day. I always liked the unusual. I looked at several orphans over the years as they always seem to attract my attention - a 2 cylinder Gale (made in Galesburg, Illinois) a couple of 2 cylinder Ramblers, a Glide (I did purchase a Glide eventually) and De Tamble, to name a few, however we never got what we were chasing, either because they were out of our budget or sold by the time we could make a move. I was advised very early in my veteran life "never buy an orphan, stick to something everyone knows and there are parts available". Ironically I now own a shed full of orphans these days and love the research of their history and getting my head into what the engineers of the day were thinking and how they made that work (as ridiculous as some of those ideas seem now), not to mention chasing the parts and talking to other owners, past and present.

My interest in Haynes Appersons, which I had never heard of previously, started just over 10 years ago after receiving a phone call whilst sitting at a friend's home in Virginia from a lady saying, "I saw your ad in the HCCA Gazette, you're looking for something unusual, 2 cylinder, different, would you be interested in something really old?" After some discussion it was apparent that she was talking about the sad remains of an 1898/99 Haynes Apperson Surrey. I organised for some photos to be sent over via email and then rang Chris (my wife) who was at home in Mudjee, asking her to scan the pages from the Standard Catalogue of America Cars on

Haynes Apperson and send it to me. I then forwarded Chris the photos I'd received and the phone rang again - this time Chris and her opening words were "are you in a gambling mood"? The answer was, of course yes, as anything pre-1900 does not come up every day. So, to cut a long story short, after much research and a trip to Colorado to confirm what was required in my head of a complete car. I had purchased the sad remains of the 1899 Haynes Apperson Surrey and organised for it to be shipped to our depot in Long Beach California and on to Sydney in one of our containers.

Once here, I did some basic work on setting up the wooden frame and getting my head around things and listings the parts I knew I did not have - original carbies, some of the external transmission gears etc. So, I started the search in earnest for anything Haynes Apperson, visited the Haynes and Kokomo museums and Bob Golmer who is the resident Haynes historian in Kokomo as well as the Auburn Cord Duesenberg Museum, where I was provided with unfettered access to their 1897 Haynes on loan from the Ford Museum. I spoke to a number of the Elwood Haynes descendants and tracked down an extra front end in Arizona, a rear end in Oregon, and purchased the remains of a 1901/02 Haynes in Oklahoma and the "left over spares" for a 1903 restoration many years previous that were in a barn on the Idaho/Oregon border - that purchase included an original 1902 runabout body, less the seat.

At one particular Bakersfield Swap, I was lucky enough to purchase a pair of correct carburettors (one for each cylinder) and some spares in a milk crate that had been collected by a friend of mine from a purchase of something total different in a sale in New York and he quickly released they were both way earlier than the car he'd purchased and no relationship to it either, so after some dickering they came home with me. I also purchased, at Hershey, a fantastic original surrey top in need of a few repairs but a fantastic find and correct size to suit the Haynes body.

Whilst the 1899 had no body and what was left of the semi-armoured wooden frame was of little help, my research, photos and measurements of various Haynes



*Haynes Apperson 29 inch wheel of the 1899 Surrey*



*Haynes Apperson Springs*



Appersons provided me with everything, or nearly everything, I need to commence the restoration. A full size blow up of the side view of the body was produced and correct spindles for the seat commissioned from the Amish in Pennsylvania. The motor was dispatched to have the bearings re-poured and machined and repairs completed to the flywheel as the motor is the centre point and integral to the frame construction. That unfortunately, was now over 5 years ago and hopefully I'll have that back shortly. In the meantime, I have both completed front and rear ends and lots of work pre-fabricated for the frame and body.



*Haynes Apperson Motor 1899*



*1899 Hanyes Apperson Surry HCCA*

The 1899 Haynes Apperson Surrey is a slow burn, something unusual for me, as once I start a project the family says it is like a freight train - hard to stop and once stopped hard to get going again,

So, in the meantime I've started putting together the 1902 runabout and whilst searching the net for information, I just happened across a formally unknown (in Haynes Apperson circles) 1903 Runabout model I which was sold new by the Brooklyn Automobile Company, West 43rd St, New York. As New Jersey was the 1st state in the US to insist on owners registering their vehicles for road use in 1903, it was the 506th vehicle to be issued a registration number in America.

Sold to Doctor Miehle who used it to travel weekly between Morristown NJ to Atlantic City (138 miles), the good doctor used it until it was retired to a barn in 1918 where it sat for 20 years until a young Ruth Cannon purchased it from the Doctor's estate in 1938. Ruth and her father used the Haynes on AACA events up until the 1980s and it was even part of a movie set in Washington DC back then. Ruth died late last year at the age of 101 years old and the Haynes Apperson again surfaced, after another 40 years of slumber, to again be sold to settle an estate. We purchased the car complete with its original leather number plate, 1904 gas receipts and a file of information from Ruth's sons where it was still sitting in Morristown, New Jersey. As only the 3rd owners of this fantastic vehicle, by the time you are reading this article it will be in the workshop in Mudjee, going through the re-commissioning process, ready for the next Pre-1905 or 1 & 2 cylinder event. I'll report on that process in the next article.



*Haynes Apperson 1903*



*Haynes Apperson Number plate*

# Mercedes Simplex 1904 – George Hobbs – Stawell & Willaura

By Graeme Jarrett

I found this delightful photograph in an antiquarian book shop in East Kew – such a cute shot with the two dogs.

This “Mercedes-Simplex” was the absolutely best thing that could be bought as a motor car at that time; they were expensive, fast and well made. They were manufactured in Germany by the Daimler Company and later (after 1907) the cars were simply called “Mercedes”. They are extraordinarily sought after by early motoring enthusiasts.

This particular car was probably made in the latter part of 1904 - it was a 28/32hp model of four cylinders. The popular press, at that time, quoted differing horsepower for the car; I am confident it was the 28/32hp model. The engine was relatively large for that time – 90mm bore X 140mm stroke (5322cc capacity). It carries coachwork by Daimler or its preferred coach builders. It was delivered to Melbourne, collected and driven to Stawell on Tuesday 25th July 1905 – along with five passengers – two ladies and three gentlemen.



*The new owner was George Hobbs of Stawell.*

George Hobbs had become the owner of a property in Willaura (Yarram Park Estate), 25 693 acres – at that time (summer 1905-06). George had purchased the Yarram Park Estate from Mr E. Simmons (his father-in-law). He later sold this to J.J Duncan (MLA) of South Australia in June 1907. Clearly his tenure was short – less than eighteen months, by all accounts. I expect George was not really a farmer I understand he was involved in the mining industry where may have made his livelihood – gold in Stawell. He must have enjoyed considerable wealth to have bought such a car and major landholding.

George had married Mr E. Simmons’ daughter in July 1900 at Oban House (Stawell) – the Simmons’ family home.



**Mr. George Hobbs, of Stawell, Vic.,**

At the wheel of his 18-28 H.p. “MERCEDES” Motor Car, recently purchased from the Tarrant Motor Co., of Exhibition-street, Melbourne, who hold the Sole Agency for these World-famous Cars.

A similar car to the above has just been selected by His Majesty King Edward.

This car is a magnificent vehicle, exceedingly silent and smooth-running, and it is rightly styled “The Queen of Motor Cars.”

The car was entered in the 1905 Melbourne-Sydney Reliability Trial (Nov. 1905) by George; the car in that event was driven by Cecil De Fraga – a well-respected motoring identity at that time. The vehicle won its class (Class C - heavy vehicles). This comes as no surprise – the Mercedes-Simplex was likely head and shoulder above the opposition. The mudguards and rear section of the body were removed to reduce weight and enhance performance – a common theme at that time. Refer photo below.



*The Mercedes-Simplex in the 1905 Melbourne-Sydney Reliability Trial in the weight reduction form*





*He did enter the car in some motor sport in 1906, notably 1st February.*

In spite of my best efforts I have not been able to discover much of George or his car after the trial.

No mention of his name in early motor registration records (1910 & 1915).

The fate of the car is unknown.

If you are able to add anything at all to this I would be pleased to hear it.

*Graeme Jarrett*

0455 041 994

*graemejarrett@gmail.com*

## Motor Racing Can Be Dangerous

*By Graeme Jarrett*

Motor racing is for the brave, talented and wealthy - not for me.

Ron Godfrey and Archie Frazer Nash began making Cyclecars in approximately 1910 and started motor racing very soon after.

Archie seems to have been the key proponent of the racing endeavours. He was seen most often behind the wheel of their racing specials. Clearly he had great ability in both tuning and driving them to the limit. This was not without danger or incident, having crashed or crashed through on various occasions.



I expect these exploits were largely pursued in order to prove the marque and sell more cars – as well as having some fast fun.

## Cyclecar Corner

*By Graeme Jarrett*

### Homemade Cyclecar, Of Sorts

The home-made Cyclecar seems to have been a popular pastime for the idle enthusiast with mechanical skills and access to some engineering machinery.

This one was constructed in approximately in 1906. From the photograph it appears to have been assembled from parts associated with other vehicles. The engine is believed to be a vee-twin Peugeot. These engines, at that time, were using automatic (atmospheric) inlet valves. The suspension springing and wheels owe more to the carriage than motor trade.



This machine was built by a dentist in a Newcastle suburb (Tighes Hill), his name was Hughes. No record can be found in the registration records of NSW in 1915. It may have failed to proceed at an earlier time.

Input to this column is invited and welcome.

# Motor Vehicle Registration

By Graeme Jarrett

## History In Victoria

### Part 1 – In The Beginning

The purpose of this article and subsequent parts is to better understand some details of our registration system in the early days.

The history of the Motor Car Act (Vic) 1909 is one of an awkward start. In the beginning, politics took a divisive part in its founding. Political parties and personalities in the Victorian Parliament, at that time (and currently), have their own agendas, and so it was at the time of the introduction of the Act in 1905.

This bill, in 1905, at its first presentation (draft), was largely similar to the British model (law) of 1903. It included some items that were problematical to enforce – nominated speed limits, in particular. The responsibilities were split between the Police and local government entities – half of the revenue collected from fined motorists were to be awarded to councils. Both of these issues were contentious.

Thomas Bent (later Sir), (1838-1909), was the leader (Premier) of the Conservative Party in the Victorian government when the bill was before the Parliament (1905). He took exception to the Labour Party (in opposition) to late changes to the bill. These were largely related to drivers who, in the act, were to have a maximum fixed working day of eight hours and a set wage. Bent, seemingly in a fit of pique, resolved to remove the bill from becoming law. This was a strange and unpredictable action in light of the government having the numbers (not relying on Labour support) to pass the Motor Car Act (1905).



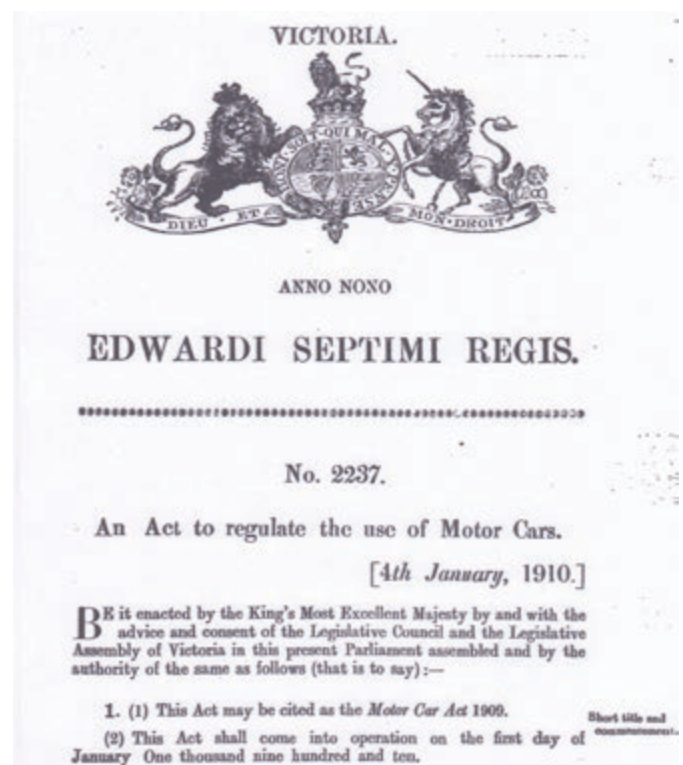
Thomas Bent, Premier of Victoria – an unfortunate one

Bent was in his sunset years and clearly in decline, both, with adverse physical health and mental issues. He had advanced Syphilis and was prone to bouts of extraordinary behaviour. The passing of the bill was likely a minor matter in his agenda. He is unfortunately labelled as one of the most corrupt politicians to ever grace a parliamentary chamber. Whether this had some bearing on his removal of the bill is unknown.

It was to take a further four years for the bill to eventually become law.

After Bent's removal of the bill there was period of lobbying, particularly in 1908, by interested parties, to have elements of the Bill altered and improved. The Automobile Club of Victoria (later RACV) was involved initially and later in amendments to the final bill. In my opinion, this ultimately resulted in an improved outcome.

In 1908, the re-emergence of the bill was a turning point. Bent was replaced by his deputy, John Murray as Premier. Bent was consigned to history, he died soon after, in September 1909. Murray wasted no time in presenting the amended bill to Parliament which was passed into law soon after. Bent did not see the passing of the bill in his lifetime.



There were some oddities in the new bill, these included the requirement of vehicles from interstate to be temporarily registered in Victoria. Dual number plates, showing a Victorian number and an interstate number could be seen on vehicles between 1910 and 1914 when that part of the act was repealed.





According to the Argus newspaper, in the first six months of the Act there were 2735 vehicles registered and 3204 driving licences issued, including 100 women.

The Fire Appliance opposite was registered to the Metropolitan Fire Brigade, Melbourne in early 1910 (March 1st) with registration number 1416. Hand painted number plates were required to be supplied by the owner (or agent) – no government plates were issued until much later.

The Motor Car Act January 4, 1910 was to be enforced by the Police from April 11th, 1910. This gave motorists ample time to obtain a license and register their vehicles.

The records of motor vehicles in Victoria, in particular is, a long term interest of mine.

The sources for this article are: -

“The History of the Haste-Wagons” – Kieran Tranter.

“THE AUSTRALIAN MOTORIST”.

Parliamentary Records (Victoria).

City of Kingston.

## Where Is It?

By Greg Smith

This c1903 Oldsmobile Curved Dash was lot number 31 at the Parkers Auction of 1982. In the catalogue it stated the engine number was 16288. The catalogue description was as follows: It has had some restoration but appears as an original car. This was the world's first mass-produced car and this is a marvellous example.

It was purchased on the day of the auction for \$16400, but I am unaware of who was the lucky purchaser. This looks to have been a vehicle that would have been rallied at some stage before acquisition by the Parker Bros. Is anyone able to shed light on the Oldsmobile's earlier history? Also what has become of this vehicle since the 1982 auction? Someone surely is able to help us out with where is it now? All relevant information will be gratefully accepted by the editor.



*The Oldsmobile at the Parker Auction. Photo supplied by Simon Anderson from the collection of Tom Anderson*

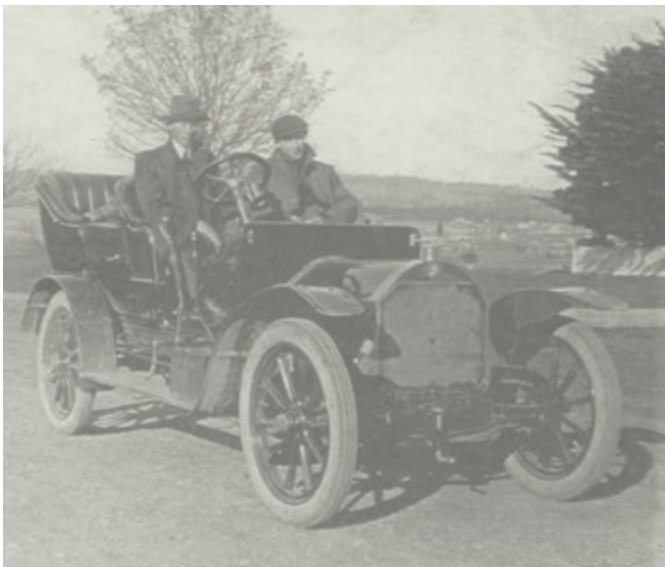
# William (Billy) Ying – Part 3 Further Vehicles

By Greg Smith

An update on two more cars William (Billy) Ying owned. We again acknowledge the history that was compiled and written by Bob Martin in 2015. Without his knowledge, experience and resources the story of William Ying would not be so complete, and we would now not have the benefit of knowing what vehicles he had, and where some of the vehicles now are throughout the different states of Australia.

The names Ying and Bucknall often appear together in reports of life in Majorca in the early 1900s and are the subject of the many photographs taken by William. It appears that both families were clearly more than just neighbours and it is even possible a friendship developed as a result of William working as an assayer for the Bucknall company mine.

The Bucknall family also had an interest in motoring as early as 1910. An invoice issued by J R Wight shows that car registered 2844, a Star, manufactured in Wolverhampton, was supplied for the sum of 350 pounds.



The above photograph was taken at Gisborne, and shows William accompanying Frank Bucknall in the Star returning from Melbourne. William must have been impressed with the quality and reputation for reliability of the Wolverhampton manufactured vehicles as he owned at least two other Star cars. The 1905 model, from William's early years in Majorca, was featured on page 16 of the July edition of Brass Notes. He also owned a c1907 model which he also retained. The early c1905 model was purchased by Laurie Vinall of South Australia and is now in the possession of Peter Allen.

Laurie Vinall also purchased off William a larger Star of about 15hp and this is possibly the Bucknell family car that had eventually come into the possession of Ying. The rear portion of the chassis had been taken off and another heavier rear frame and suspension grafted on. The car passed onto another South Australian enthusiast, Don Bosanquet, in exchange for wheels

for a curved dash Oldsmobile, before again changing hands to head to Western Australia. It has again changed hands in that state and is now owned and used by Peter Carter.



*The Star now owned by Peter Carter of Western Australia*

The 1907 Star "Starling" was retained for a time by John Coleman of Coleman's Garage in Maryborough and eventually bought from the Ying family by Jim Nicholson, also of Maryborough. It was housed at our garage for a period in Kyneton, as Jim Nicholson didn't have room at his premises. It was then sold to Peter Johansen in Warrnambool and later again in 1985 to Bruce Feldtman in Dookie. While owned by Jim Nicholson the crankshaft and connecting rods were lost but were later recovered. Bruce still owns this car and has almost completed its restoration.



*The 1907 Star in original condition at Yings*



*The 1907 Star under restoration now owned by Bruce Feldtman at Dookie*



Of all those in William's collection this is fairly unique in that its provenance is known. The first owners were the Debney family members of the well-known 'Debney's Paddock' area of Melbourne and it was from the family that the car was purchased by William (Billy) Ying.

If others would like to contribute further to the William (Billy) Ying collection of cars and motorcycles, we would love to hear more. Alan Esmore has stated to me that he went to the Ying property in Maryborough with his father in the 50s but at that stage he didn't have a big interest in Veteran vehicles, so as such didn't absorb exactly what he was looking at.

## Findings, Feedback & Follow-Up

By Greg Smith

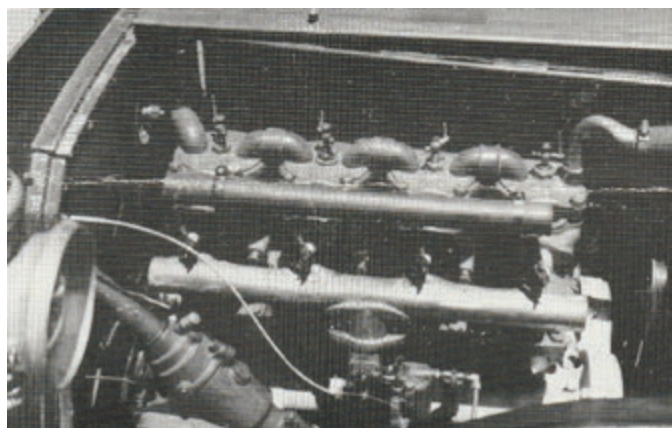
### 1907 Panhard et Levassor

As a follow-up to the article presented by Terry Parker in last month's Brass Notes on page 24. I have been able to uncover a bit of history of this vehicle before it was purchased by the Parker Brothers and eventually going up for sale at their auction in 1982.

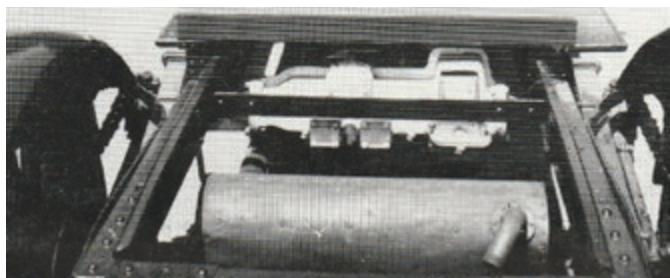
The supplement to the April 1963 "Newsletter" (as the magazine was known prior to being renamed Brass Notes) had a photo article on the 1907 Panhard et Levassor. It featured five photographs with captions and a short paragraph on when and where it was found. Here are the photographs with the captions.



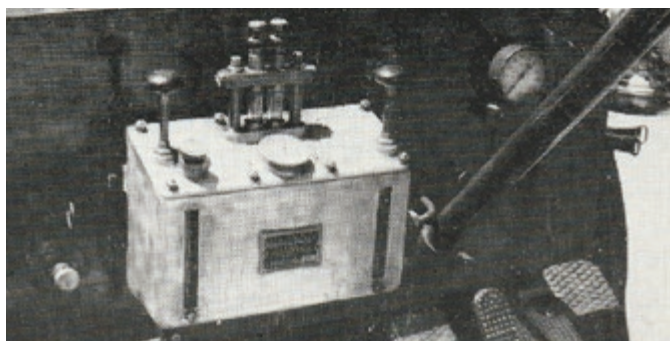
*Part-restored chassis with temporary seat. Original wheels with new rims and 880 x 120's. Copper radiator shell.*



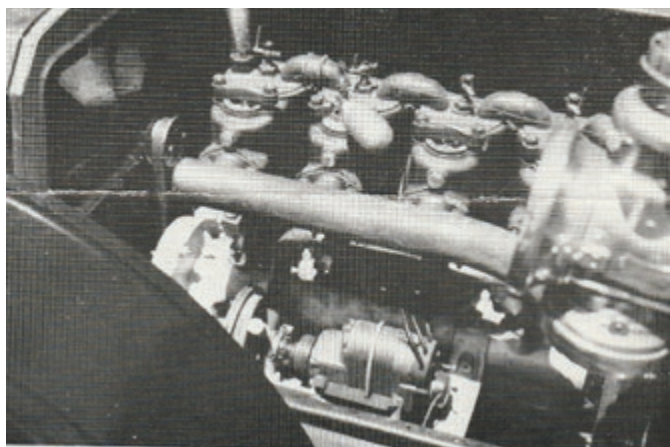
*Off-side of engine, 110 x 130. Note the unusual "series" flow of water from pot to pot, also side location of plugs.*



*Rear end. Note massive countershaft foot brake. Side drive chains and radius rods can just be seen.*



*"Dubrulle" lubricator with pump driven from crankshaft, two sight feeds and two hand pumps. Total loss system.*



*Near side. Note massive clamps over screwed valve caps. This is a T-head engine.*

The short paragraph on where and when it was found is as follows:

"Bought Bendigo 1955 by Norman Strack for 10 Pound unrestored and first seen in the 2nd Argus Rally. Only one of its kind in Australia". Norm Strack was the President of the Veteran Car Club at this time. - Ed



*Minerva at the Parker Auction. Photo from Simon Anderson from the collection of Tom Anderson*

### Where is it? Response

We have had some responses to the where is it? Minerva, sold at the 1982 Parker Auction as lot 421, and featured on page 6 from the last edition of Brass Notes.

Robin Sharpe, a Minerva enthusiast and owner, contacted me with some details on this matter. It turns out that this Minerva was quite a rare model. The car is a 1911 Type X 26hp vehicle. When it was sold at Parker's it had a much more modern style of body, mudguards, lights, and fitted with disc wheels that may have come off a Packard or something of U.S. origin. It had a large self-starter which was an impressive big brass case device.

Robin advises that the car is rare to say the least, as there are apparently only 4 known examples that exist worldwide, this car, which now resides in Lommel, Belgium, one owned by Robin Sharpe himself, one in Autoworld Museum, Brussels, and also one that resides in Holland.

Robin saw this car in Belgium back in 2011, and the owner has also been out here to Australia to see where it resided during Ted Ward's ownership. The self-starter has been apart 3 or 4 times in an attempt to get satisfactory results, but Robin is unsure if it ever has been entirely successful. The radiator has been confirmed by Robin as being an earlier type than the car (1909 type) with an oval name pressed into the brass. This was pointed out by Andrew Winter (another Minerva enthusiast) prior to me posting the photograph,

as he gave me the details of what the differences of the earlier type radiator has. Taller filler neck, deeper bottom tank etc.

We thank Robin for his valued input and also with the "flashback" Minerva. Murray Murfett has also conducted some detective work and has been in touch with Ted Ward's neighbours, who were able to confirm the story of a "foreigner" visiting Ted Ward's house and taking photographs of where the Minerva was housed. Murray was also able to source a photograph or two of the Minerva after the restoration work carried out by Ted was completed.

## Ted Ward's Minerva

*By Murray Murfett*

I am able to confirm that Ted Ward was the winning bidder on the Minerva sold at the Parker Auction, in Colac. Ted was an interesting character, whose passion was vintage and veteran cars, of which he had many. Ted was a bloke who would 'have a go' at car restoration, often successfully. Regarding the Minerva, he built a new contemporary body, with mudguards, to replace the existing one, which had been re-bodied in the 1920's. It is reported that he did all the panel work, painting and upholstering, as well as making and assembling new wooden-spoked wheels, to replace the more modern-looking disc wheels.



Ted and his wife Rose were members of our Warrnambool & District Historical Vehicle Club, as were his neighbors, the Cummings, at Peterborough (Vic). From this connection I was able to track down this information, including images of the (1911?) Minerva, and a veteran (1912?) Cadillac which he also owned until it was sold and left the country, believed to be America.

I first met Ted as a 14 year-old, on a Boy Scout hike along the Great Ocean Road, which passed by the Post Office & General Store located at Nirranda, (between Warrnambool & Peterborough), of which Ted & Rose were the proprietors. Coincidentally he was test driving on an early, 'coal-scuttle' bonneted De Dion Bouton and insisted on taking us Scouts on a ride.

This was my very first introduction to Veteran Cars!

At various times, Ted had owned many veteran, vintage & classic cars, which also included - Delage, 2 or 3 Rolls-Royces, Bentley, a single-cylinder Reo, AC Sociable, Rover and Sunbeam. Ted sold the Minerva about 30 years ago and it went to Europe. Ted died around 10 years ago, and about 8 years ago, a car pulled up in front of their house, where Rose was still living. Some people got out of the car and were taking photos of the house, and some signage at the entrance. When the neighbor asked what their interest was in the house, they explained that they were out on holiday from Belgium and were the owners of the Minerva, and just wanted to see where it had come from.



*Rear view of the Minerva at Ted Wards*



*Ted Ward in drivers seat of the Cadillac*



*Minerva restoration completed by Ted Ward*



## Fares Please!

by Murray Muffett

In the August issue of Brass Notes, Ian Berg had supplied some excellent images of omnibuses used in Melbourne. Prior to this motorized transportation, horse-drawn carriages and cable trams (based on the successful San Francisco and Chicago models) were used to convey passengers around the city. The Melbourne Tramway and Omnibus Company (1885-1916) was established to operate Melbourne's cable tram system, and horse-drawn omnibuses.

The collection of fares was crucial to their operation and an ingenious 'bell-punch' was introduced. First patented in the US in 1874, the device comprised a punch with the ticket clippings to drop into a chamber below, a bell to confirm to the passenger that their fare had been recorded, a counter to record the number of tickets sold, and a combination lock, to prevent the opening of the mechanism in order to keep the conductor honest. When the conductor handed in his daily takings, along with his punch, the dial reading was checked against the tiny round punch-outs and the total of the fare money. Bell punches were discontinued in the early 1920's.

This example still operates and came into my collection about 55 years ago, man and boy!



*M.T.&O. Co. Bell Punch used in Melbourne's early transportation system*

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# The Cars of the Western District-Manifold Families

By Murray Muffett

## 1908 Lorraine-Dietrich

Following on from previous articles on the early cars owned by the pioneering Manifold families from the Camperdown area of the Western District, further research has revealed yet another desirable vehicle in their family photo album, a c1908 Lorraine-Dietrich.



The well-dressed chauffeurs and the regal looking gentlemen passengers, plus the English number plate ('LN' signifying a London registered vehicle), gave rise to all sorts of speculation as to the origins of the vehicle, and the passengers. However, I recently re-discovered my 30 year-old rough notes (dictated to me by their chauffeur Bill Boyce), that the Lorraine-Dietrich was actually owned by William Thomas Manifold, from the nearby 'Purrumbete' Homestead, (the first property established by the Manifold pioneers, in 1841). Bill also remembered the colour, which was dark green. The London number plate (prefix LN) may indicate that the vehicle was first registered in England, prior to being shipped out. Another photo taken in Melbourne (and reproduced in one of the James Flood booklet series), is thought to be of the same vehicle and can be seen without a number plate.

There was also a rumour in more recent years that some veteran Lorraine-Dietrich mechanical remains were supposedly retrieved from a Manifold property many years ago. A recent discussion with a member of the Onley family (Lorraine-Dietrich enthusiasts) did shed some light on some mechanical parts that well may have been acquired from this source, which have been used in their now, near completed construction of a 'special', similar to the type currently raced at the Goodwood 'Festival of Speed' events. An early Lorraine-Dietrich radiator for the project was purchased from the late Peter Briggs and the chassis has been fitted with a 1915 V8 Curtiss aeroplane engine. While perhaps not favoured by purists, these 'specials' can look very exciting when on the race track at Goodwood.



Lorraine-Dietrich was a prestigious French vehicle, built by the de Dietrich family, in the city of Lorraine. The Cross of Lorraine, used on their vehicles, is heraldic and used by the Dukes of Lorraine as early as the 14th Century, and more recently in WW2 as a symbol by the Free French Forces, led by Charles de Gaulle, as an answer to the Nazi swastika.

\*In the next issue we hope to obtain an image of yet another Manifold vehicle, an 1911 Rolls-Royce, which was reported as causing the death of a policeman!

Footnote: Our Editor and I speculated on whether there was a connection to the origins of the family name Manifold, meaning many 'folds' (hills or hollows) and the manifold car part (adj: many and various). Mmm.... maybe!

# Comings, Goings & Restorations

By Greg Smith

There is always something taking place in the world of Veteran Cars. The 1909 Buick 2 cylinder advertised in the July edition of Brass Notes and owned by Ian Berg, has changed hands and thankfully stayed within our club. It has been purchased by Buick enthusiast, Alan Esmore. This may have a flow on effect, as I believe the single cylinder 1908 Cadillac of Alan's may very well be on the market.



Studebaker "tragic", Doug Fulford has been travelling around many states of Australia to collect more veteran Studebaker cars. A month or so ago he and Anthony Sinclair were down in Victoria and retrieved parts near Ballarat. Not to be satisfied Doug wrote of another trip he and Max Vormister undertook. He states, "Max Vormister and I are just back from a trip to Brisbane. Max collected some AX Renault engine parts. I collected the fairly complete remains of a 1915 Studebaker EC six cylinder tourer. The car was discovered on a property near Tambo in 1967. There is a picture of the car as found. Unfortunately it had sat out in the weather for the previous ten years. The gentleman who rescued it managed to acquire a few of the missing parts, sourced original literature and partially dismantled the vehicle for storage. The fours certainly outsold the sixes - almost 3:1. Not surprising given the price differential. The six doesn't go all that much faster but it is so much smoother. They are hard to come across BUT this is my third 1915 six cylinder Studebaker. When I first saw the advert I thought it would be a parts car but it is just too good and too complete for that. Interestingly the serial number is for American production rather than Canadian".



In some more good news, Glenn Banks-Smith is making progress with his Schacht Motor-Buggy. With the help of his cousin, Robert Banks-Smith the body is taking good shape.



At the recent Shannon's Auction the 1914 Hotchkiss Tourer that failed to sell at a previous auction, was again for sale. It did find a new owner (unknown at this stage) for \$46 000 this time.





# “T” Ford Time – Cars From NSW

By Graeme Jarrett

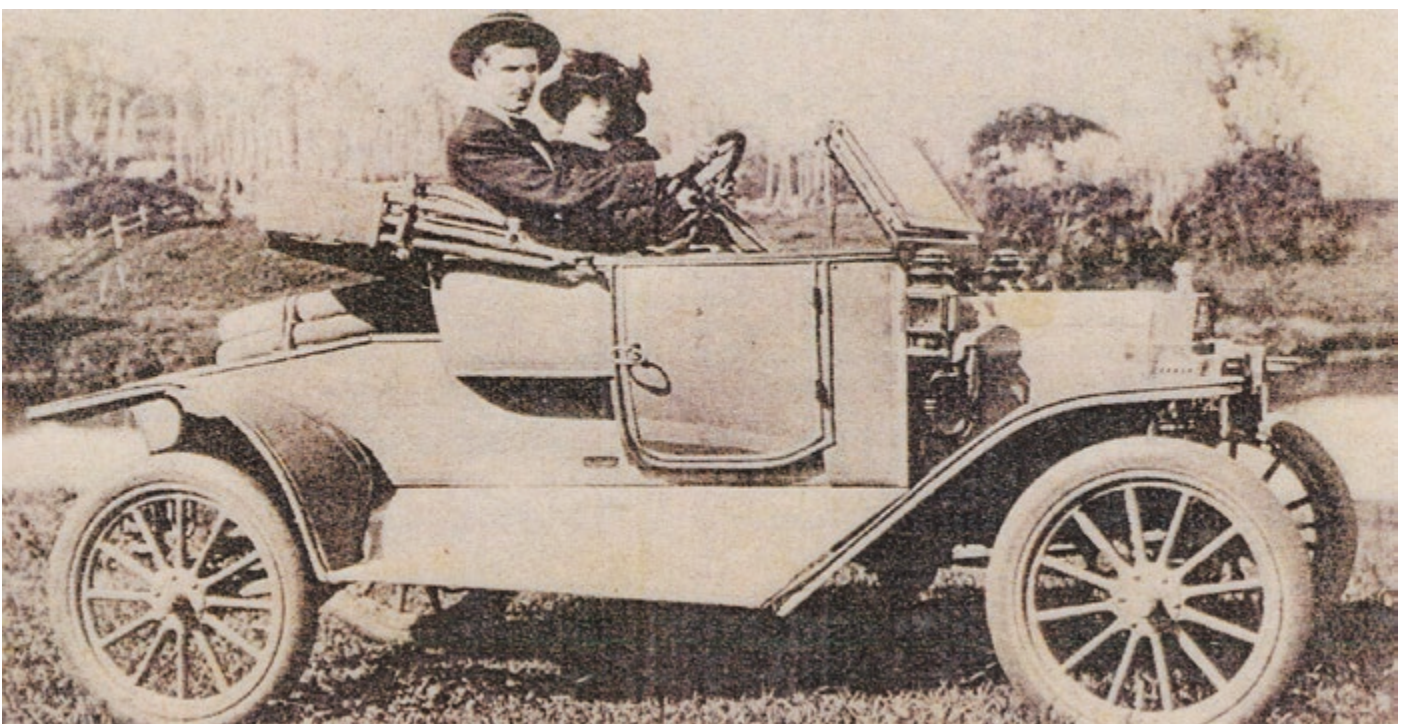
The photographs of the model T are many and varied and they are an open window to early motoring in Australia. Just going by the number of shots available – clearly, many Fords arrived here.

Mr F. W. Snell of Scone is pictured here in a 1913 model T. (Damaged print)



Mr Jack Pinkerton of Coraki (near Lismore) is pictured here in a 1913 model T. The rather angular and unsympathetic lines of the body are not helped by the

bent rear mudguard. It is something of a contrast to the tourer bodied car above.



# Private Classifieds

## FOR SALE:

Set of four original guards for an 04 De Dion,  
\$1200.00.

**Contact: Dan Sinclair**

**Ph: 03 9808 0289**

## FOR SALE

4 x Rudge Whitworth wire wheels sandblasted  
painted with New 880 x 120 tyres fitted, complete  
with front and rear hubs & spindles, \$5000

**Contact: Russell Holden**

**T: 1300 854 324**



## 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 1/4 tyres and tubes.

A rare and fun vehicle. Older restoration

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

**Contact: Mick Turner**

**Phone 0448 550799**



## FOR SALE

BOSCH Magneto - model  
ZA4 (No 1 801 571) - in  
reasonable condition.

A spark is present. The  
Bakelite points cover cap  
is missing (as usual) - so  
too the earth connection screw. These parts are  
relatively easy to make at home on a simple lathe.  
This is a second-hand item requiring restoration  
work. Price \$390.



OILBOX - DASHBOARD  
MOUNTED. I expect it will  
have been fitted to a high  
quality German (Mercedes  
perhaps) or European  
car in the veteran era -  
probably pre 1908 period.

It was made by Ernst  
Eisemann & Co., Stuttgart  
(Maybach patent). It is missing a few drippers (easy  
to make); the drive mechanism and original oil  
tank cap is in place. The glass viewing tubes are  
mostly damaged and can be replaced. This is a  
second-hand item requiring restoration. Price on  
Application.



**Contact: Graeme Jarrett Ph: 0455 041 994**  
**graemejarrett@gmail.com**

ZENITH - Dashboard  
control fitting for triple  
diffuser carburettor.  
Includes complete  
(believed) mechanism  
at rear. This is a  
second-hand item  
requiring restoration.  
Price \$290.



LE NIVEX - Fuel gauge  
(Weymann patent). Nice  
condition - not tested  
but the adjustment  
does operate needle  
setting to zero etc. This  
is a second-hand item  
requiring restoration.  
Price \$290.



## WANTED

I have a 1909 Renault and I'm trying to find any  
parts possible, an engine, wheels, radiator, but  
anything considered.

**Contact: Col Klein**

**Ph: 0447 291 927**



# Natter Night Meeting Minutes

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## VCCA (Victoria) at Clubrooms and Online Zoom Meeting

**On Tuesday, 9 August 2022 @ 8.04pm**

### 1. Opening

The Vice President, Daryl Meek, welcomed all to the August Natter Night.

### 2. Attendance

There were 28 members present in the clubrooms, 17 online, a total of 45 who attended the meeting. Daryl welcomed Roger Beattie, The President of the Fiat Car Club.

### 3. Apologies:

Fiona Lane & Brisbane to Broome travelers can't connect tonight.

### 4. Events

#### Past Events

RACV Mid Winter Rally, Excellent Rally. Alan Long spoke. Thanks to David & Julie Jones.

It was reported that Colin Sargent suffered broken ribs on the Brisbane to Broome rally after a fall.

#### Future Events

RACV Four & More Rally in Beechworth David Boyd has 16 entries so far.

Motorclassica 7-9/10 – a couple of spots available. Contact Daryl Meek.

RACV Pre-1905 Pioneers Run 1-2/10. Greg said hoping to get around 25 entries.

RACV Veteran Car Club Annual Rally - Warragul 4-6/11. Contact Emerson Brothers.

Fiat Friday Night display prior to Bendigo Swap on 10/11.

RACV 1&2 in Cobram 15-19/3/23.

### 5. Library & Archive Report

Nil

### 6. Wanted, for Sale or Swap

Nil

### 7. Items of General Business

Hotchkiss Fire Engine in yesterday's Herald Sun'.

Alan Willingham spoke of his love of the Western District.

### 8. Closure 8.32pm.

### 9. Next Meeting:

**8.00 pm on Tuesday, 13 September 2022.**

## For Members Information

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For those members that know Sue and Noel Holbrook, many of you will also know, or knew of Sue's dad – Mike Manning. Mike has been a huge supporter of Sue and her veteran motoring pursuits, and also Sue and Noel in their rallying in both Australia and overseas. Mike was a very keen veteran car enthusiast, multiple London to Brighton participant, and he travelled to Australia to also participate in a number of High Wheeler Rallies and other Veteran Car Club events. Mike passed away on the 20th of October, and our thoughts are with Sue and Noel.



*Mike Manning seated and looking very comfortable in the back of Sue Holbrook's 1899 Peugeot*

# Events

## RACV Pre- 1905 PIONEERS 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 395 233

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



**The RACV is the principal sponsor of the Veteran Car Club of Australia (Victoria) Inc.**

## RACV VETERAN CAR CLUB ANNUAL RALLY

### November 4th - 6th

The Annual rally is certainly coming together and with some bias, I sight this November tour to be as well engineered as a veteran Cadillac! Real thought has been given to the roads and distances that we will travel, all designed to optimize the full enjoyment from your Veteran.

I openly invite all members to attend and enjoy in the tradition, the country side and the comradery of the 2022 RACV Veteran Car Club Annual Rally – Warragul.

In the August Brass Notes I spoke about the different destinations we will travel over the three days and I won't re-tell the same story today, but it would be remiss of me not to give a second mention about the Saturday drive from Warragul to Korumburra; What a sight - Veterans travelling along roads that time has forgotten and seeing wonderful views, simply put, it is a drivers delight and a passengers privilege.

The club tent will be set up on Friday at Bill Formby's from 11am where you can casually unload your car and collect your rally booklet.

Please note that there is trailer parking available at Bill Formby's Drouin property, the distance from Drouin to Warragul is 8km, or veteran Cadillac travel time equates to 10 minutes.

I am mindful that all Warragul motels are limited with parking space. Entrants will be able to have 24 hour access to their trailers if needed over the weekend, please reach out if you need any further details regarding trailer parking.

The RACV Veteran Car Club Annual rally, Friday tour will conveniently depart from Bill Formby's, Gardner & Holeman road, address, at around 2.30pm for a short drive to Jindivick, with a return drive direct to Warragul, or drivers choice to return back to their trailer at Drouin.

### 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.

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. Entry forms available soon

### 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 Pioneers Run



## 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  
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.

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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**

**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**

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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**



# Brisbane To Broome - An Epic Adventure

Photos by Ben Alcock



*Team Sargent at the border checkpoint into WA*



*The Holdings arrived in Broome in the Model T*



*The lady drivers/riders in Broome*



*Hawkins Model T, Tom Klecan (from America) in his dads Model T and James Dunshea in the Cripps' Overland - in the Indian Ocean to celebrate arriving in Broome*



*Lineup of cars at Matso's Brewery, in Broome*



# Brisbane To Broome - An Epic Adventure

Photos by Ben Alcock



*Keeping a safe distance - is the shoulder far enough away?*



*Peter Hawkins' Model T dwarfed by the giant baob tree.*