

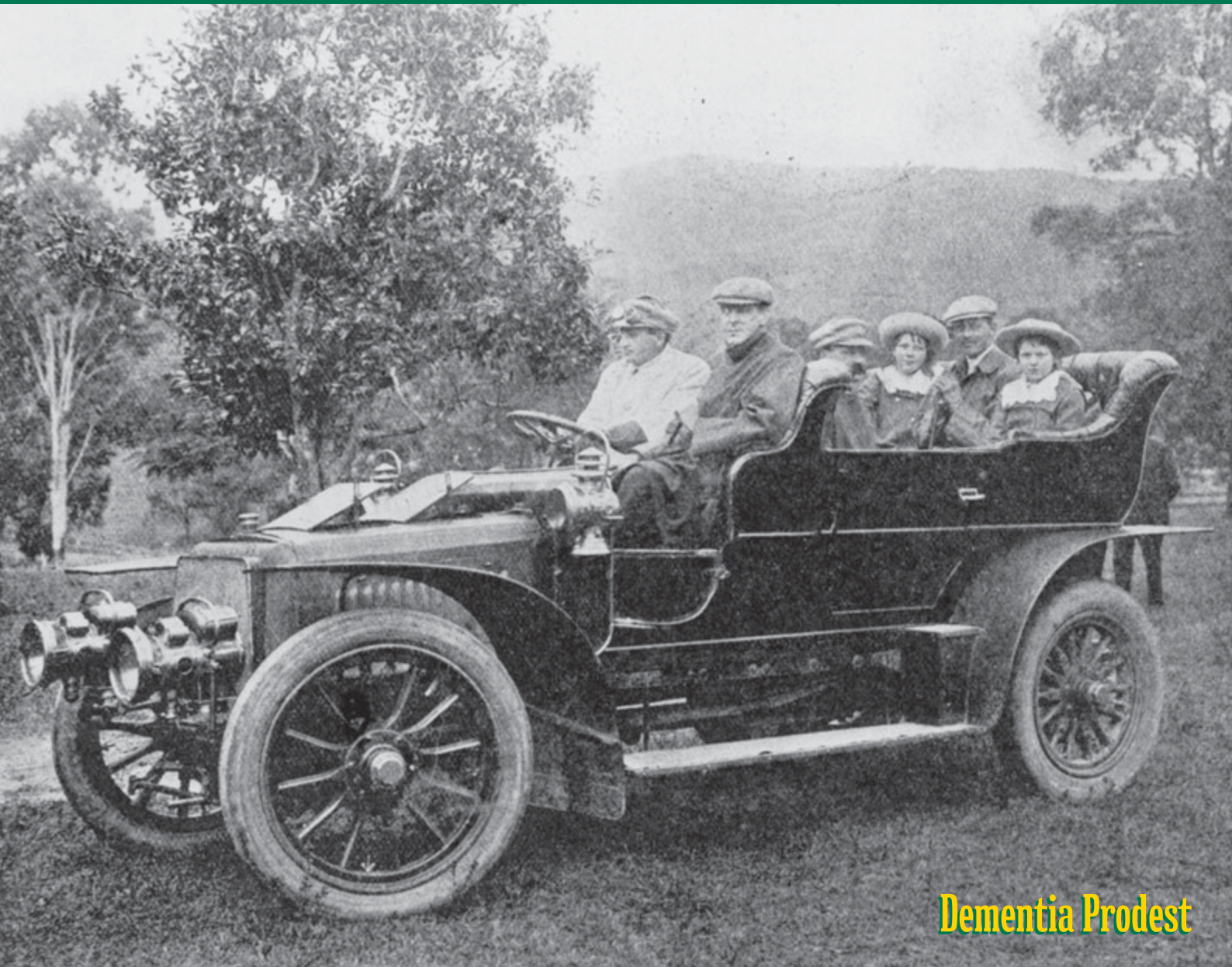
November 2023



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback

By Greg Smith



Flashback for November

This month flashback photograph features a car from our early club history. It is a c1899 Locomobile steam car. The photograph was taken from the February supplement edition of the Newsletter in 1962. It states it is a “newcomer” in 1962 and owned by S.J.Vaughan. Jack (as he was normally referred as) owned some very interesting Veteran Cars in the early days, including a 1914 Detroit Electric. You may think he was well ahead of his times owning cars alternate to petrol driven vehicles. We only occasionally see these early steam or electric cars being campaigned these days, which is a bit of a shame as these types were a quite significant in our vehicle history.

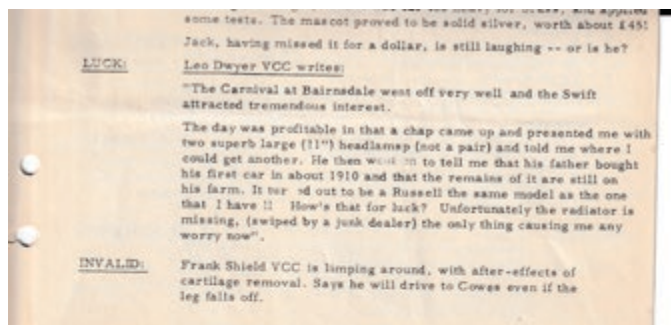
We are hoping our members may be able to impart more information on Jack Vaughan and the Locomobile steam car. Any relevant information will be gratefully received by writing to the editor.

Last month we featured two cars, a Swift and a Russell that were owned at the time by Leo Dwyer and were hoping to receive information about where these vehicles may have ended up. The replies were scant to say the least. Bob King wrote:

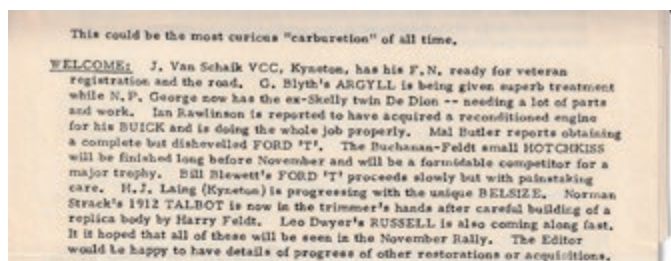
Regarding the Russell car mentioned in the last edition of Brass Notes. I recall that one was owned by Peter Menere and stored in his Pier Garage in Brighton - opposite the Royal Brighton Yacht Club. I had initially thought that the car had something to do with Peter's co-driver in trials, Geoff Russell, but this was purely coincidence. I do recall Dame Nellie Melba's name being associated with a Russell car, but I'm unsure if it was this car, which I recall was on the largish size for a veteran. Is the mystery radiator depicted in the same issue from an early Clement Bayard? Bob King

Whilst researching other matters, I came across a couple of mentions of the Dwyer Swift and Russell in some old newsletters (see opposite)

Please if you are able to add further information about the Swift and or the Russell it is never too late to contribute.



from the March 1962 Newsletter



from the August 1962 Newsletter (last part of the paragraph)

Stop The Press: Shannon's Auctions Announcement

A decision has been made that Shannon's will no longer be facilitating auctions as part of their core business.

For further information please visit:

<https://auctions.shannons.com.au/>

Coming Events

11 - 12 November 2023	Bendigo Swap Meet Prince of Wale Showgrounds - Holmes Road Bendigo, Victoria
12 November 2023	Interclub Petanque Day Clubrooms - Wakefields Grove, contact Andrew McDougall
14 November 2023	Natter Night - Guest Speaker: Jennifer Atherton, the ladies that drive the London to Brighton 8pm - Clubrooms and Zoom
26 November 2023	Geelong Revival Contact: Simon Anderson
10 December 2023	VSCC Two Wheel Brake Rally Meet at Latrobes Cottage: Birdwood Ave &, Dallas Brooks Dr, Melbourne VIC 3004
12 December 2023	Christmas Natter Night and Presentation evening Clubrooms, 7pm

Major Events

17 - 19 November 2023	RACV Veteran Car Club Annual Rally - Euroa Entries now open - closing soon
14 - 17 March 2024	RACV 1 & 2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan
19 - 21 April 2024	RACV Four & More Rally - Kyabram Rally Director: David Boyd

National Events

17 - 23 March 2024	2024 National Veteran 1&2 Cylinder Tour - Albany WA Contact: Deidre and Harry Pyle 0407999290 or https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally
18 - 23 November 2024	The 2024 National Veteran Vehicle Rally - Launceston, TAS Newsletter #1 emailed out to all members Expressions of interest now open: https://vccatas.com/2024-Nat-Rally.html

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President's Message

by Ben Alcock

Following the success of the 2023 National Veteran Vehicle Rally in Griffith, the dates have been announced for next year's National Rally to be held in Launceston, Tasmania, between 18-23 November 2024. Newsletter number one has been emailed to all our members with accommodation details and basic itinerary so that you can start planning for it. Our 2024 Annual Rally will be held the weekend before this so that we can capture interstate visitors and give our cars a good shakedown run before we get on the boat. It would be great to again have a big representation of Victorian members at the 2024 national rally as well.

At our October Natter Night/Annual General Meeting we welcomed some new faces to our executive and committee. All the position holders are on Page 34. We welcome Jessica Holt as Treasurer, Rob Anderson as Registrar and Scott Emmerson & Peter Hammett join the committee for a 3 year term. We also got to see the Montagu trophy, awarded to Michael and Claudia Holding for their services nationally to Veteran motoring, see page 24.

Our December Natter Night will again be a dinner with our annual presentation night. This will be a chance for us to celebrate the year that was and award our trophies to the worthy recipients. More details on Page 3.

We are missing a couple of our club banners (pictured here), have you seen them? The last event we have images of these banners are from 2019. I'm asking you all to have a look in the back seat, front seat, under the seat, in the boot of your car(s) to see if you might have them stored for us. We now have room to store them so you don't have to worry.

*Keep safe and well,
Ben Alcock, President VCCA (VIC)*



MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Shane and Anna O'Dea of Box Hill North

Front Cover:

Our front cover this month is supplied by Andrew Benoit and it features an amazing c1905 25/30hp Panhard et Levassor.

The photograph depicts: a run of the Queensland Automobile Club in the Hon. J. W. Blair's car. Photograph is part of Governor Chelmsford's private collection. Lord Chelmsford is seated next to the chauffeur. In the back are the Governor's two daughters, Hon. Joan and Anne Thesiger, with Hon. J. Blair (courtesy of the Queensland State Library).

This car has an extraordinary history and completed a trip of epic proportions while owned by J.W. Blair. Read all about this remarkable adventure and the subsequent story of what became of this beautiful Panhard et Levassor. This is one of the best narratives I have been presented with as Editor of Brass Notes and I highly recommend as a "must read" article. See the full details on page 6.

Letters to the Editor

Hi Greg,

As a member of the Veteran & Classic Car Club of WA I subscribe to a variety of club magazines including yours. I noted with interest a car that had eluded identity and after some sleuthing and asking in the right places I have concluded the following.

The car is a French made circa 1904 Gregoire, 8hp, single cylinder, two seater. I hope this helps the enquirer.

Kind regards, John McLean



Hi again Greg,

Just a quick one...

Thought the 'Camp Granada' ballad on page 15 was utterly brilliant.

BUT....Page 17? You allow Jarrett to have a page? Please don't encourage the man! I note the sub-heading on said page read "The Perils and Hardships of the Sport in Australia". 'Perils and Hardships' I can well understand,...but 'Sport'???? As the say in the classics..."You've got to be kidding me!"

Regards, Rick McDonough

Rick and Graeme Jarrett are good mates so don't worry-Ed



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

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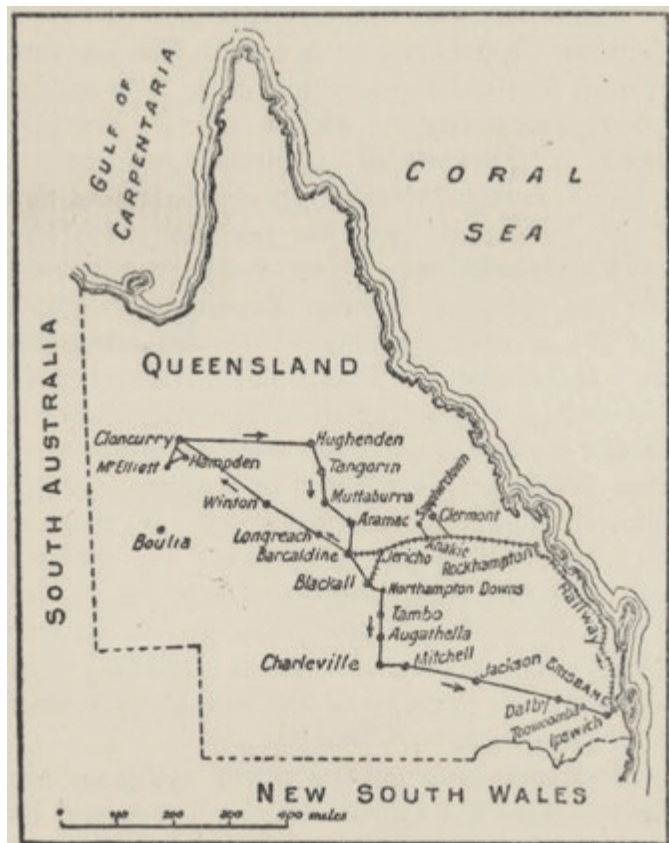
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James Blair and the Gulflander RM14

by Andrew Benoit

In 1908 James Blair, Attorney General and Secretary for the Mines for the State of Queensland, embarked on a tour of the mining & farming districts of north-western Queensland. A 75,000 square kilometre triangle formed by the towns of Cloncurry, Blackall and Hughenden gave a rough outline of the area to be visited. The region had become a significant part of the Queensland economy and a visit to hear the needs and requirements of the local population was long overdue.

At that time, the logistics of making such a trip wasn't a simple matter. Although there was a railway station at Cloncurry and a newly opened railway station at Blackall, there was no direct rail line connecting the two towns. As a result, to travel from Blackall to Cloncurry by rail one would have to travel 600km east to Rockhampton, then 700km north to Townsville and then 800km west to Cloncurry, for a total of 2100kms. The more direct route by road was approximately 700km. Blair made the decision to travel by car, still a very new form of transportation in outback Queensland.



The route take by Blair in 1908

Blair's car was a 1905 25/30HP Panhard touring car, purchased second hand some time earlier in Sydney. His plan was to travel by rail to Blackall, with the Panhard loaded onto a flatcar. The car would then be unloaded, and Blair and his party would make their way northwest towards Cloncurry. An adequate supply of fuel would be transported by bullock dray to various locations along the way to allow refuelling.

The Panhard was considered a sensible choice of vehicle due to its powerful motor, robust frame and large wheels. Several years earlier, Sydney retail magnate Mark Foy had proven the marque's ability in the harsh Australian conditions, undertaking several trips of over 900km in his 10HP two cylinder Panhard, the "Flying Fox". The only major issue Foy had encountered in his travels was an overenthusiastic blacksmith in Cooma who had half dismantled the car before realising he had no idea how to put it back into running order. Around the same time, while working as a mining engineer, future US President Herbert Hoover was exploring the West Australian goldfields in his 1902 Panhard.



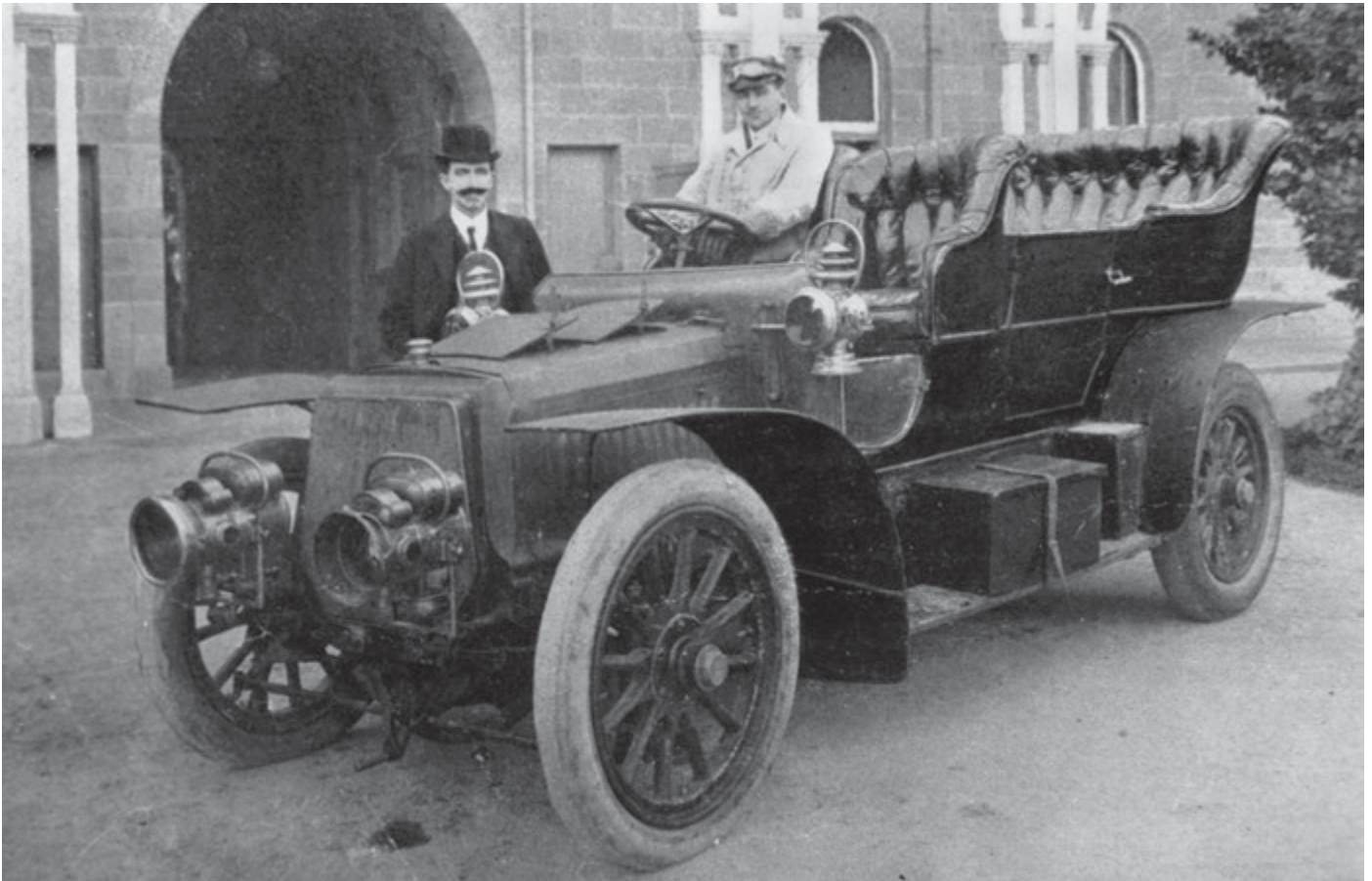
Mark Foy's Panhard at Levasor "Flying Fox" in Ryall's Blacksmith Shop, Cooma.

Accompanying Blair on the trip were A.D. Murphy, (owner of the pastoral property Northampton Downs, 19,700 hectares in area), J.D. O'Hagan (Blair's personal secretary), C.E. Hall (Blair's Canadian born chauffeur/mechanic) and H.N. Leach (a journalist with the Courier newspaper).

Prior to setting out, Blair had decided to complete the journey unassisted, i.e. to not rely on horse or bullock for extraction. Not far out of Blackall, Blair's party encountered a 9 kilometre stretch of sticky black soil that the car sank into. It was the first of many instances where the passengers would get out and push the car. Crossing dry creek beds proved to be another challenge, with the Panhard losing traction and sinking into the soft loose sand. In these cases the party used shovels to dig the car out and then laid a path of tree branches on the sand for the car to drive across.



Crossing the sandy bed of the Fullerton River



The Overlander - The Panhard car fitted with Continental Tyres in which Hon. J.W. Blair made his record motor trip of 3000 miles across Queensland. Two of the tyres shown in the picture have travelled 8000 miles. The portraits are Mr Hall (Mr. Blair's chauffeur) seated in car, and Mr. E.W. Clisby, Queensland representative for Continental Motor Tyres.



Descending the boulder strewn Angellala Range



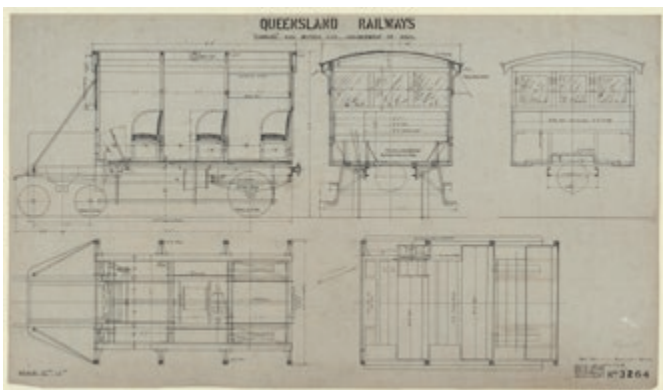
In the sandy bed of Bull creek. Where the car had to be dug out and forced over inch by inch.

Overall the Panhard exceeded expectations and Blair decided to drive the car all the way back to Brisbane rather than return by rail. In total, the car covered more than 4,500 kilometres in a little over a fortnight's actual travelling. Remarkably, the journey had been completed on a single set of Continental tyres, a fact which featured prominently in the local Continental tyre dealer's advertising of that year. The following year a detailed account of the trip was published in the English journal *Travel & Exploration*.

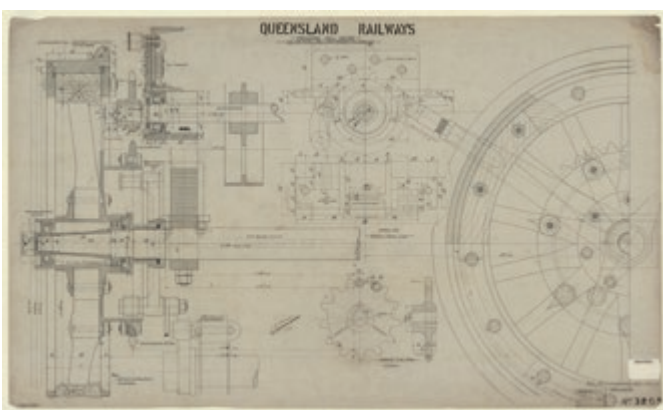
By 1918, the Panhard was no longer considered up to date and Blair donated the car to the government for conversion to a railcar. The Railway Workshops at Ipswich had previously converted two large Napier cars for service on branch lines and the Panhard looked like it would be well suited to this new duty.

The conversion process was extensive and included removing the steering wheel and steering box, replacing the front axle with a twin axle bogie and replacing the rear axle shaft with a solid shaft of the correct length to match the railway track width. The engine and gearbox were retained in their original configuration except for a change to a 13 tooth sprocket on the gearbox output (presumably to improve the gradeability of what would be a much heavier vehicle). Interestingly, the wheel hubs, bearings, spokes and felloes of the original rear wheels were retained, the only modification being that

the outer rim and pneumatic tyre were replaced by steel bogie tyres off a D16 Steam Locomotive (740mm in diameter and 25mm thick). Finally, a new body was constructed with three rows of bench seats.



Plan of the cabin of the Panhard railmotor



Drive arrangement of the Panhard railmotor

The completed railcar was sent off to the Gulf Country where it replaced a steam train on the 152km Normanton-Croydon rail line. The railcar conversion was very successful and apart from swapping out the radiator with one from a Napier the Panhard ran without issue until 1929, when a more powerful and modern AEC Railmotor was introduced to the line. The Panhard was given an overhaul in 1932 and put back to work on the Normanton-Croydon line, where it continued operating until it was retired in 1938. For the next 30 years or so the Panhard was stored in a shed at the Normanton railway workshop.



Normanton Locomotive Depot RM 14 Panhard



Normanton Locomotive Depot RM 14 Panhard

In the mid-1960s a visit to Normanton by a group of rail enthusiasts prompted the return of the Panhard to Ipswich for restoration. It was then put on display at the open-air Railway Museum in the Brisbane suburb of Redmond, where it stayed (open to the elements) until the museum closed in 1992. The next 10 years were spent in storage before another, more extensive restoration in 2002 at the Ipswich Railway Workshops. The Panhard was then put on display as a feature exhibit at the adjacent Workshops Rail Museum. Sadly, the Panhard has recently been put back into storage.



On 19 August 1964 the Officer-in-Charge of the Normanton-Croydon railway (Queensland) poses in front of RM14, a railcar that had been converted from a Panhard-Levassor car in 1918. It had just been rolled out of a shed where it had rested since its last ran in 1938. The occasion was a visit by a party of 20 from the Australian Railway Historical Society, Victorian Division.



The Panhard railmotor on display in a park in Redmond, Brisbane circa 1988.

The original owner of the car has been something of a mystery amongst the Australian veteran car community. A review of factory records reveals 1,262 cars were produced by Panhard in 1905, 246 of which were the 5.3 litre 24HP model. Although no cars were recorded as having been sold directly to Australia in 1905 there were 351 cars exported to Great Britain. At the time Harvey du Cros in London was the sole Panhard agent for the Commonwealth.

A Sydney Morning Herald article published on the 13th of June 1906 describes the arrival of a 24-30HP four cylinder Panhard car with canopy top for W.H. Kelly, a politician and prominent motoring enthusiast of the day. Interestingly a glass plate photograph of Blair's car taken on the 28th of April 1908, at an Automobile Club of Queensland picnic shows brackets for mounting vertical posts on the front and rear seatbacks; i.e. the hardware for a canopy top. (See front cover photograph)

Although there's nothing definitive to say Blair bought his Panhard off Kelly, it seems reasonably likely, given that they were both politicians and would have moved in the same circles.

As a footnote to the story, the parts that were removed during the conversion to railmotor (Grouvelle Arquembourg "cloisonne" type radiator, front axle, steering box etc) weren't discarded and over the years passed through the hands of several veteran car enthusiasts. Currently they are in the possession of a long-time car restorer in Sydney. Who knows, perhaps one day they will be reunited with the car and the car bought back to its original glory.

Andrew Benoit

24th February 2023

Everything is New – Except That Which Isn't!

by Mal Grant

Electric motor vehicles are the "In Thing" in current times after years of experimentation, climate change activity and, perhaps, some political leverage? Whatever, it seems we are changing dramatically to something "New".

"New" he said? Around 1960 I was driving a Ford Model T on a Veteran Car Club run to Sorrento travelling behind, what I recall, was a 1912 Baker Electric fully enclosed motor car. Whilst I knew absolutely nothing about the car, my knowledge did allow me to know that the driver's name was Sam. All was well and good until suddenly the vehicle started to wobble, then it turned on its side, right in front of me. Long story short, Sam said that he somehow got his trouser leg caught in the tiller steering and in trying to extract same, lost control and the car overturned.

I have no idea as to how the drama with Sam's trouser leg unfolded, causing such a predicament, but that's how he described the accident happening. Very recently I learnt that the car is still in existence, owned by someone in NSW who has presumably restored same.

That's the end of this particular tale, the moral being that something described as new isn't always new after all. Electric cars and charging stations have been around for decades. British Press articles of 1897 discuss electric car usage and the short distances they can travel as against petrol or steam propelled vehicles. So really, "what's new pussy cat?"

Editor's Note: While Mal was 100% correct in detailing the event on the 1960 Annual Rally to Sorrento, the vehicle involved was an electric, however, not the 1912 Baker as featured on page 30 of the October Brass Notes. Mal's interesting article has prompted me to further research the vehicle and the 1960 Annual Rally. I look forward to sharing my findings in next month's newsletter. I also have recently seen a photograph of the Electric after the accident, but my memory escapes where I saw this. If anyone is able to provide a photo this would certainly add to the proposed article.



Beaulieu Autojumble 2023 – Report

By Graeme Jarrett

I was fortunate in being in Europe when the Beaulieu Autojumble was being held (September 2nd & 3rd) – something I could not fail to miss.

This event is recognized as the premier event for Autojumble enthusiasts.

It is now smaller than in previous years subsequent to the Covid epidemic, however, still well worth the visit. There were less stalls than in previous years. Clearly, there were some matters that needed management attention and hope these can be resolved for future events.

These are some random shots of items I saw that may be of interest to readers.



Above, signs are always a feature and there was a medium selection on offer.



Above, this half sized replica of an American speedster was interesting – particularly for children.



Above, lamps were few in number but mostly good quality.



Above, a Unic radiator on the PreWarCar stall looked to be a good thing.



Above, this Mercedes radiator looked good.



Above, an early Peugeot radiator needing some attention.



Above, this Sunbeam gearbox looked to be a sound proposition.



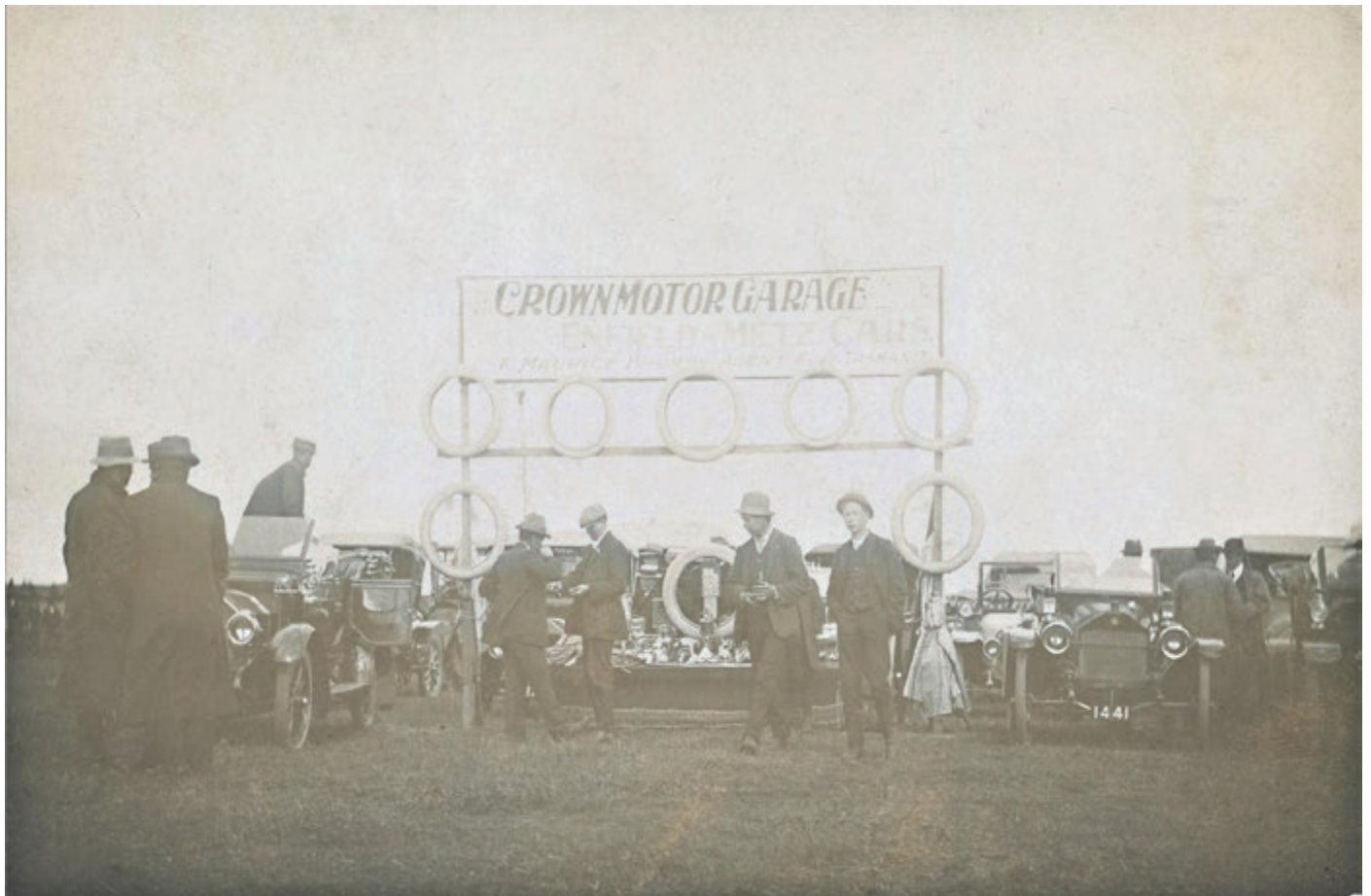
Above, this radiator was really interesting. I do not know its identity and neither did the owner. However, we do know it was made in Germany (Berlin). The really interesting part is the F. Muller repair badge (Sydney, Australia) on the top tank (refer inset). How did a German item come to Australia then have the radiator arrive at the Beaulieu all those years later?



Above, an early single cylinder De Dion Bouton engine. It looked to be 4.5hp

Crown Motor Garage

by Jason Palmer



The very impressive and detailed display of the Crown Motor Garage at the Devonport Agricultural and Pastoral Show.

I was very happy to recently purchase this image (above) to add to my original Australian automotive picture collection depicting the Crown Motor Garage, which sold Enfield & Metz Cars, F. M. Brumby - Agent for Tasmania. Unfortunately not dated but after some research on trusty old Trove, I believe I have tied down a location & date to the 5th Devonport Agricultural & Pastoral Show, circa 6th November 1912.

With an attendance of 6,000 patrons raising gate takings of 202 pounds the show was reported as being hampered by the unsettled state of the weather and heavy showers. Not deterred by the inclement weather it appears from the photo that Mr Brumby put on quite an extensive display of vehicles and accessories.

The North Western Advocate and the Emu Bay Times, 7th November 1912 reports:

There were some noteworthy displays of motor cars and cycles, the Costal, Northern and Southern garages all being represented. Many new types of cars were to be seen, including the popular Enfields, Clement Bayards, Fords, Hupps, K.R.I.T and many other makes. Mr F.M Brumby, of the Crown Motor Garage, Devonport, made a fine show of Enfield and Metz cars and an extensive range of the latest appliances. The Enfield car came in for a great deal of inspection and admiration and several orders were reported to have been booked.



Close up detail of the Enfield motor car c1912. I am guessing that it is a locally built body constructed somewhere in Tasmania.

The domed mudguards are often a clue to the dating, as around this period a lot of body builders were actively using this design rather than a more flat approach. It was the start of the modernization.

I also like how F.M. Brumby was the agent for both Enfield (U.K.) and Metz (U.S.A.) having a foot in both doors of each countries technologies.

MOTOR CAR DISPLAY – An item not on the programme was a motor car display, in which no less than 23 cars participated. These formed a lengthy procession as they were driven around the enclosure. There was no prize competed for, nor any special skill required, but the sight “served to display the wealth of Devonport”, to quote the remark of one of the Victorian judges.

Mr F.M Brumby, motor expert and general engineer took over the business of Messrs Atkinson & Co in Stewart Street, Devonport, mid 1911 and re-named the business Crown Motor Garage. By way of advertisement it is reported that he had his car nicely festooned with a design of a crown, decorated with popular colours. Mr Brumby, whilst in search of the best proposition on the market, visited the Melbourne Motor Exhibition with the object of finding a reliable car, adapted to Tasmanian conditions which are most severe with hills that are almost inaccessible, his attention being caught by the “Pride of Victoria’s Monster Motor Exhibition”. Brumby made arrangements with the sole Australian distributor, Mr Herbert H Smith. Thus Brumby became the sole distributor in Tasmania. Brumby went straight into demonstration mode displaying the Enfield’s at multiple shows.

When it made its appearance in the Barrington district and easily negotiated the Grunter & Dasher hills, which were considered almost impossible to be climbed by motor, several orders were booked.

The North Western Advocate and the Emu Bay Times, 7th November 1912 - continues:

On Mr Brumby’s stand may also be seen the fine 22hp Metz cars. Once again he is the fortunate possessor of the sole Tasmanian agency, thus leading the way in the world’s latest and best productions.



A very nice 22hp Metz which was a successful friction drive vehicle.

Mr Brumby is also showing a fine range of motor accessories, including Powell and Hamner’s mirrored lens head lights giving over 100 candle power fitted with the latest shake feed generator; the famous Long horn which “shrieks with delight and is the greatest road-clearer the world has ever seen”. Then there is the Bowden air controller, which as Mr Brumby explained, saves a large amount of petrol when applied to the induction part of a motor car. Mr Brumby is the agent for all the leading tyre companies and carries extensive stocks. Unless people see his fine exhibit, they cannot be said to have seen the Devonport show.

Advertisements for Crown Motor Garage disappear late in 1916 and of course as Australia’s commitment to WW1 enlistments hit all time highs. Did Mr F.M Brumby enlist like so many others?



A large array of motoring accessories featuring the Powell and Hamner brand. Lights and acetylene generators and horns as well as tyres all displayed by the Crown Motor Garage.



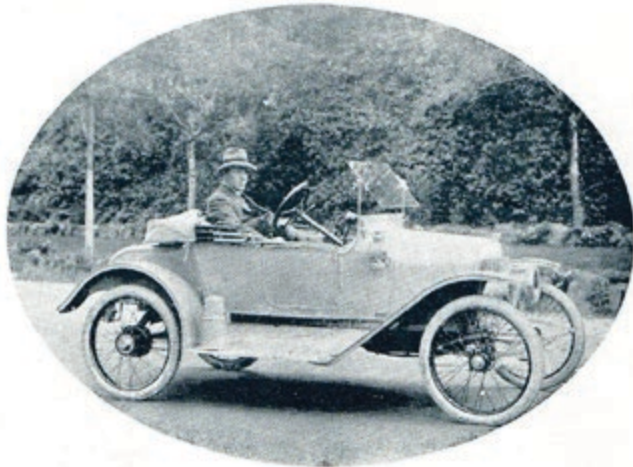
ENFIELD taxi c.1912 (Authors Collection), picture purchased from NSW.

This Enfield is of similar vintage to the Tasmanian car but features wire wheels rather than the wooden spoke variety.

Cyclecar Corner – Grant

by Graeme Jarrett

The GRANT



PRICE, complete with Wind Screens, Five Lamps, Generator, Khaki Hood, Horn, Speedometer, etc., from **£190**
CASH OR TERMS.

20th June, 1914. The Light Car and Cyclecar

THE
WHITING GRANT
LIGHT CAR

The most
MARVELLOUS VALUE
EVER OFFERED.

The Grant was also marketed in other countries such as England under another name, **Whiting Grant**, after the agent's name.

MOTOR: 4 cylinder rated at 11.9hp, 4 stroke, 68mm bore x 102mm stroke, cylinders and crank case enbloc. Inlet and exhaust passages cast integral. Valves enclosed, three point suspension. The transmission was two speed plus reverse gear.

The Grant was an American car that was really more of a light car than a Cyclecar. However, it was marketed and sold along with Cyclecars in the popular press of the time.

They were first sold here in the middle of 1914 and beyond into 1915.

Agents were in a number of states including Victoria, South Australia and NSW (believed).

Australian Agent details:-

Linacre & Whittle Pty Ltd, a'Beckett St, Melbourne.

H C Richards, Hindley St, Adelaide

Marcus Clarke & Co., Sydney.

There are a number of survivors worldwide, including in Australia.



Above; A 1914 Grant in NSW, accreditation Dennis Colley website.

This is also the car that was For Sale in the September Brass Notes and is still available by contacting Catherine Strutt.

In Victoria the McInnes family owned and restored a 1914 Grant and used it on some early club rallies; the location of this car is currently unknown to me.

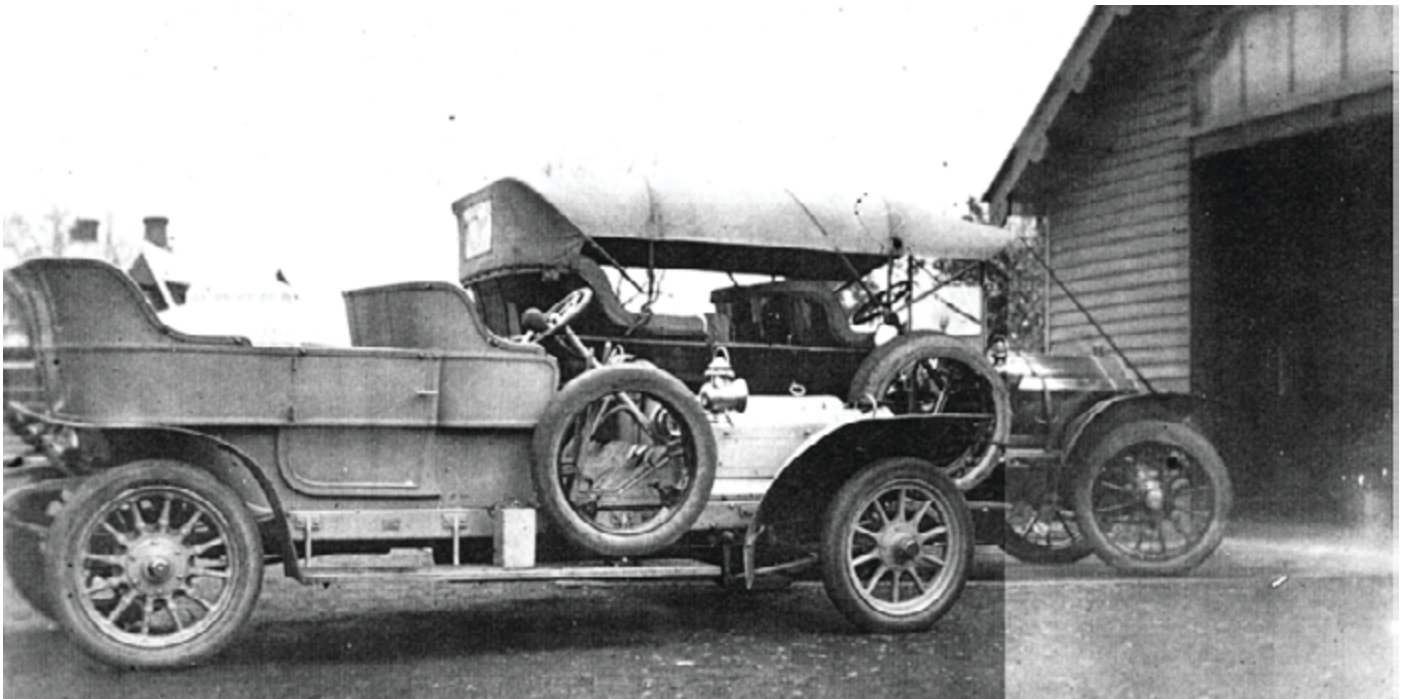
Editor's Note:

While Graeme may not know where the McInnes Grant is, I certainly do. I had the great pleasure of rallying with it at the National Veteran Rally in Busselton last year, and it is owned by one of our club members in Western Australia, Frank Selley. In fact Frank is presently restoring another Grant.



More Manifold Vehicles

by Murray Murfett



This is another image from the Manifold Family album via Ian Irwin (and the best quality photo available)

The September Brass Notes included images of a 1901/2 Panhard & Levassor and a 1904 Napier, fortuitously located by Ian Irwin in the photo album of the Chester Manifold family, who owned the 'Talindert' property, located on the east side of Mount Leura, Camperdown, in Victoria's wealthy Western District. The Manifolds were quick in embracing these newfangled motor cars and nearby relatives at the 'Wiridgil' and 'Purrumbete' homesteads also swapped horse-drawn vehicles for motorised vehicles, together with conversions of stables to motor houses, and stable hands to chauffeurs. Unfortunately there were no captions on this photo, however Ian Irwin's attention to detail may have thrown some light on these very large cars. The car in the foreground is thought to be a Minerva, while the one behind it could be a FIAT, but not the 1904 Napier shown in the September issue of Brass Notes. Note the practical location of the horn bulb, the lack of a hood, and the Stepney wheels fitted to both of the early vehicles.

(Note- 'Stepney' wheels were patented in 1904 and named after the street in Llanelli, South Wales, where the manufacturers, the Davis brothers ironmongery business was located. In 1913, the brothers, claimed that 400,000 of their Stepney spare wheels had been sold all around the world!)

Our editor would like to hear from members of their thoughts on the make and model of these large veteran vehicles.



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Rallying Around In Griffith

by Murray Murfet, Images by Frances & Andrew McDougall

The Griffith Rally was a truly National event, with entrants from all states and territories and even an international from NZ. Tour Director Rob Woolley and Secretary/Treasurer Narelle Spackman and team from VVCCA (ACT) did an amazing job corralling 120 Veteran vehicles and 245 participants over the 7 day event!

Bookended by the Barellan Clydesdale and 'Good Old Days' Weekend Festival and the Griffith Citrus Festival, we toured in the Riverina most days, over flat terrain, and no doubt the drivers who struggled with the Gippsland and High Country precipitous terrain in our recent Victorian rallies would have breathed a sigh of relief! Take note Emmersons!

For some of our entrants, their participation began at Barellan which showcased various forms of pre-motorised vehicles with wagons pulled by teams of bullocks, horses, camels, donkeys, and even goats. The all-in procession really was a spectacle, which was also joined by a couple of our entrants in their Renault AX and Model T Ford.



A team of 7 draft horses hauling 4 Furphy water tanks at Barellan

Day 1 Monday was a great official start to the Rally where our veteran cars were nestled in areas within the Griffith Pioneer Park Museum. We spent the whole day there and not only soaked up Griffiths pioneer past but met up with other Rally entrants and their vehicles, which were also on show to the public. Many of our entrants wore elegant period costumes, and continued to during the rest of the rally, adding a touch of charm and colour. As to the diverse range of vehicles in the Rally, there were the ever-popular makes of Ford (28), Renault (10), Overland (7), Dodge Brothers (5), while some of the less seen vehicles included Aerocar, Belsize, Benz, Berliet, Flanders, Gregoire, GWK, Metz, Monroe, Saxon, Star, and what a privilege it was to have the 1912 Rolls-Royce 'Silver Ghost' accompany us.

Day 2 was a 94km round trip to historic Whitton, a colonial-era railway town. Following a sumptuous morning tea and visit to the Courthouse Museum, we drove nearby to two innovative agricultural industries, grain malting and cotton ginning. Established just a few years ago by a small group of local entrepreneurial farmers, it is certainly not a cottage industry!

Day 3 was a 113 km circuit to Leeton, a town designed by Walter Burley Griffin. Several veterans arrived there, driven by the more hardy as the rain forecast was quite correct, which deterred all but 15, with most arriving



Rick & Heather enjoying a rest at the Pioneer Park



Ken Hall pondering the non-workings of his 1907 Aerocar

in modern mode. This renowned Art Deco town was well worth a visit. Available locations to visit included a Museum, Art Gallery and a Rocking Horse restorer, however the much anticipated visit to 'Antiques With Oil Leaks' Motorcycle Museum was thwarted by the owners bout of COVID .

The main agricultural pursuit in this area was citrus fruit, specifically oranges, and they seemed to be everywhere. In discussion with a local, and former grower, there was a developing problem with actually picking the fruit. Labour shortages, strict OH&S rules (e.g. pickers restricted from climbing higher than the lower 2 rungs of a ladder) were challenging the industry, who were responding by reducing the heights of the trees, and pursuing robotic picking.

Unlike the harvesting of tree-grown nuts, the oranges can't be removed by 'mechanical trunk shaking' and at this stage still rely on the daunting task of hand picking.

Day 4 There were 4 optional tours in reasonable proximity to Griffith. A winery, garden, Zoo and quite a popular one, the Catania 'Fruit Salad farm', so called because of the diversity of fruit and nut trees that Sharon & Joe Maugeri grow.

The visit included a tour of their farm in an old 20-seater Nissan bus, which had been re-bodied in corrugated iron! We were also shown a video of farming in the Riverina district, the local produce and the extent of the Murrumbidgee Irrigation Scheme, and we were invited to look inside the original house on the property, built of mud brick in 1912.

In the evening, the much anticipated gas light procession around Griffith's central Banna Ave headed off at sunset and was quite a spectacle, with lights visible on the majority of our vehicles and observed by what seemed to be half the Griffith population. Whiffs of kerosene from the lit-up tail and side-lights, coupled with exhaust smoke, popping engines and some very, elaborately costumed drivers and passengers

created a fun spectacle. While the later 'teen' cars' headlights relied on bulbs, at least one earlier veteran's headlights were powered by acetylene, produced in the old fashioned way by calcium carbide and water in a running board generator. The rest of us 'went modern' with our lighting, with various arrangements of battery powered LED globes and deftly hidden bicycle lights. What a great inclusion in the rally, and 'hats off' to the local authorities who sanctioned it, and to those who participated.



Glasses charged at the winery



Team FN in their FiNery



Joe with his Catania Farm tour bus



Ford Ts lighting the way



1909 Minerva, 1903 Oldsmobile & 1907 Darracq at the lake

Day 5 The 197km route may have deterred a few however 85% of vehicles ventured out and the weather was perfect. A morning stop at Barellan (hometown of Yvonne Goolagong) with a sumptuous morning tea provided by the local CWA was welcome. The silo art at Weethalle (the first completed in NSW) was quite spectacular and highlighted the wool and wheat farming in the district.

Our hard working Editor Greg left his GWK back at Griffith and instead was a pampered passenger in Rick Thege's recently acquired 1912 Rolls-Royce, blowing the cobwebs out on its first rally.

President Ben arranged for the Victorian contingent to get together for dinner at a local restaurant on the Friday night, which was a great idea. Great meals, delivered with a touch of Basil (Fawltly).



Some of the Citrus Festival 'sculptures'



Silo Art at Weethalle

Day 6 A pleasant drive to Yenda and then on to our lunch destination at the large, oasis-like Lake Wyangan which was another chance for entrants to meet, without rushing.

Day 7 Sunday

Pack and load up time for our final day. The extensive Griffith Citrus Sculptures set up overnight in 4 blocks of the main street, Banna Ave, were quite spectacular. The wire support frames, in various shapes and sizes, were covered with 1000s of Valencia oranges which are juiced at the end of the festival.

During the morning there was a minor commotion in the Main Street where many of our rally entrants were gravitating towards a celebrity couple who were trying to enjoy their breakfast outside a Banna Ave cafe. Local residents surmised that it was Charles & Camilla who had come to Griffith to open the Citrus Festival! By the time we reached the front of the queue we recognised our very own royals, Michael and Claudia Holding who had come to Griffith to as special guests at the farewell lunch at the Yoogali Club, where everyone seemed to know them. And here it was revealed that Michael & Claudia were there in fact to receive the prestigious Montagu Award, (donated in 1964 by Lord Montagu of Beaulieu on the occasion of his visit to Australia), for

services to Veteran Motoring, specifically for organising rallies, actively working on Victorian and National levels. In response, Michael spoke of what he referred to as his 'perfect hobby' which included the history of cars, working on them, as well as driving, riding, restoring, travelling and also 'the people you meet'. Claudia's acceptance speech was unfortunately cut short, by what could have been a microphone malfunction, or the constraints of time, as people needed to be home by dark!

Tour Organiser Rob Woolley thanked his hardworking committee, and praised the local Council for delivering whatever was requested. He made particular mention of the comfort we had knowing that the ever helpful NRMA chaps and 'tail-end-Charlie' Allan Bennett were right behind us each day, and from all reports were kept busy with various ailments, some a bit serious.

The date and location of next year's National Rally was announced - Launceston, 18-23 November 2024. Raffles were then drawn, farewells said and then we headed for home which, for some, was a few thousand kilometres away!

Tarrant Motor Car - Provided To Fire Chief

by Graeme Jarrett

Brass Notes (February, March and April 2021) included the details of the Tarrant motor car, 10hp three cylinder model, owned by the MFB.



This was bought for the convenience of the Chief at Eastern Hill (HQ).

More information has come to hand that identifies who were making radiators for Tarrant. The Australian Motorist of August 2nd 1915 includes an advert by Alfred S. Miles, coppersmith, brazier & ironworker. The radiator shown in that advert is clearly very very close in appearance to that on the Tarrant car. I expect they may also have provided other similar items to Tarrant.

The advert shows the radiator in some detail and even includes the canoe shaped badge typically used on other Tarrant motor cars.



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Above, this radiator is almost certainly that used on the 10-12hp three cylinder Tarrant assigned to the fire Chief at the Melbourne Fire Brigade.

Thomas Touring In The USA

by Russell Holden



Russell sitting in the famous 'Great Race' Thomas

After an ill fated attempt to have our 1902 Thomas in the US for the Celebration of Brass Event featuring Thomas's at the Gilmore Museum in 2022, we reset our sights on Thomas Flyer Week in Buffalo, New York in July 2023, a home coming for Thomas's with a trip to, and tour of, the original Factory planned. So I booked a container slot with the shipping line, organised a 20 foot container to be dropped at Breeze Containers and prepared a special steel pallet for the 1902 Thomas so it would be secure on the journey over. The quoted time was 55 days transit, with an ETA in Long Beach California of 1st July and the event starting 25th so plenty of wriggle room? (In theory!). The ship's journey included a number of stops at other ports along the way. As I am accustomed to, there were delays getting into ports and days where the ship simply sat at anchor waiting for a berth at the docks, so the eventual arrival date was 9th July leaving 16 days (phew!) to have the car in Buffalo and with time for Chris and I to go over our preparations with it for the tour.



Steel Pallet for Thomas

To permit the car to be used on U.S. roads, I applied for an International Carnet through the Australian Automobile Association, which is a reasonably simple process but can take some time to gain approval. The U.S. agent handling the Carnet process gave us a heart attack the day before the Thomas arrived in Long Beach Harbour, saying that the Carnet was not the correct one and US Customs were going to reject the entry and send the car home! However, after multiple calls both here and to the U.S., the Carnet was approved and the fuss was all a storm in a tea cup with a clerk not previously dealing with or understanding the international rules of Carnet. Once the Carnet was cleared, the container was quickly transported from the docks to our depot in Long Beach and unpacked, inspected and immediately loaded onto the hauler with the another Thomas already on board and it headed out for St Louis, Missouri and then Buffalo, New York.

As part of the preparations, the tour committee had worked in conjunction with the National Automobile Museum (Harrah's Museum) in Reno, Nevada to have the 1908 Great Race Flyer loaned to the Buffalo Transportation Museum for the Thomas event. This arrived in Buffalo about four weeks prior and provided a wonderful stepping stone for media attention around the event. My job was to contact all the owners of single cylinder Thomas's in an effort to have all 7 known singles back in their ancestral home of Buffalo, New York. And those preparations included organising a dedicated enclosed car hauler to potentially pick up four Thomas's in California and another in St Louis - this was nicknamed by the committee "The Thomas Express". Unfortunately, as it turned out, we only managed to get two Thomas's in California as one was not ready for the trip with the motor in pieces, and the other pulling out because of work commitments.

I have known of what is referred to as "the Grey Thomas" for decades and known each of its four owners throughout that period. Doug Kirberg had been its custodian since 2012 and Chris and I had visited Doug and his collection on a number of occasions. As luck would have it, in discussing about having the "the Grey Thomas" at the event, Chris and I were able to do a deal with the Doug to purchase this Model 18 Thomas, so Chris decided we were "Twinseys" and have a Thomas each! After doing the deal, I asked a good friend of ours, Rick Querin, go over to Doug's collection and go over the Thomas and make sure it was tour ready. Rick had done some work on the car about 10 years ago, which included fitting an electric starter on the car. The tour preps needed were not considerable and the only real issue was the leather cone clutch had dried out considerably and needed lashings of neatsfoot oil to bring it back to some form of suppleness. The "Thomas Express" picked up the car as organised and the 3 Thomas's were now bound for The Buffalo Transportation Museum in downtown Buffalo. Thankfully, despite the multiple port delays, the cars arrived in Buffalo 10 days prior to the start of the event.



Three single cylinder Thomas vehicles. the two on the left belonging to the Holden's



Thomas at Niagara Falls with navigator and dachshund

Chris and I arrived in Buffalo the Saturday evening prior to the event starting on the Monday, giving us the Sunday to check over the “new” Thomas and ensure all my preparations for the Model 17 were still in order for a good weeks touring! After going over my usual start process, the Model 17 started easily and I took it for a spin around the streets of Buffalo. Once satisfied that it was in order, I turned my attention to the new acquisition and diligently went over the start process Rick had outlined for me. While I was in this preparation process, the mechanic operating the other Model 18 came over to me highly disappointed and said “we’re out – blown head gasket”. To his surprise, I said, “actually, that is no problem as I have a spare” and to his astonishment, I assisted as we pulled the head and fitted my spare gasket to their car and thankfully it ran successfully! The only other thing to do was give Chris a driving lesson. She has driven the Model 17 sparingly over the years with Andrea generally elbowing her way into the driver’s seat however Chris had never driven in the U.S. so we needed to learn the new Thomas and Chris driving on the wrong side of the road. I gave her the run down and within minutes she was “hooning” around the vacant lots behind the museum in the Model 18, which she then claimed as hers!



Chris in her Thomas at Niagara Falls

Day one was a trip to Niagara Falls, with some 21 Thomas’ touring over the week - some were suggesting that the “little cars” should be trailered to the falls as it was a 75 mile day. Chris & I declared that we would drive to the falls and complete the full 75 miles. Chris having never driven in the US and certainly not in an unknown 1903 Thomas was, understandably, somewhat nervous. We searched for navigators to passenger with us (wasn’t too hard) and Chris did well in getting one of the tour organisers as her passenger. Likewise, I found a navigator that (unknown to me at the time of offering) came with a miniature dachshund! Despite some troubles with the other Model 18 from California, the three single cylinders completed the drive to Niagara and Chris did a wonderful job and turned many an onlooker and Thomas owner’s head as the only lady driver!

There are a number of spectacular vista points at Niagara, however by far and away the most dramatic and closest to the actual water running over the falls is Terrapin Point. Here, the committee had organised for Terrapin Point to be closed to the Public for one hour, to provide the opportunity for individual photos of the Thomas’s to be taken within feet of the 100s and 1,000s of gallons of water that rushes over the falls every second. I watched nervously as Chris maneuvered the Model 18 into position only feet from the falls, praying that she did not drop the clutch when reversing back into position!

The weather conditions turned decidedly sour at Niagara with heavy down pours. With our separate navigators, Chris and I head out for lunch in the rain. My navigator was somewhat deaf and shortly we were completely lost and the instructions soaked and unreadable, so we ended up 20 miles out of our way relying on the phone’s maps system. Eventually, I stopped at a mechanical service to enquire about our direction and the manager informed me that we were miles from where we needed to be! He then looked at the Thomas and asked “does that thing have brakes”? To which I replied “sort of”. He then went on to inform

me of the number of steep hills going down in the lunch stop and, with it still pouring, I had no choice but to navigate the road. Thankfully, I have driven the Thomas down worse hills, albeit not in the pouring rain! And we successfully arrived at the lunch stop, even if we were beyond drenched to the bone. Chris had managed to navigate her way along the correct route with the other Thomas and was anxiously waiting for me at the restaurant with the Model 18 and the other Thomas owners. I was so, so, wet and cold – thankfully, the kind waitress offered to sell us some souvenir T-shirts and pull overs from the gift area that was currently closed, an offer I greatly appreciated as at least my top half was dry! (My jeans and shoes still soaking). In the end, I travelled over 100 miles that day and, despite the rain, I enjoyed the adventure and have another touring story to add to my memories.

Part of the attraction of having our Thomas's in Buffalo was a trip to the original Thomas factory (exterior only unfortunately). Chris and I been there before and I had my photo taken under the sandstone sign mounted above the front door however, this was a special trip. With the Great Race Thomas parked outside the factory door, we individually pulled up and had a photo with the Great Race Thomas and our cars - priceless memories!



Three Thomas outside Thomas Factory

As part of the fun, the committee organised for a re-enactment of the Thomas Trials. Introduced in 1906, all Thomas' had to be able to exceed a speed of 60mph and climb Brewer Hill adjacent to the factory in top gear prior to them being declared "ready for customer use". In the planning discussions on the Tour, I commented that if I was "clocked" at over 35mph I'd "chuck a party"! Following the photo shoot at the factory, all cars then climbed Brewer Hill (which is really only that, just a hill), with my Model 17 doing it with ease.

Amongst other events, the following day was the day organised for the speed trials. The original road for the speed trials was Delaware Street in Buffalo City - today Delaware Street is one of the main streets in Buffalo and therefore re-enacting the trial there was impractical. So a stretch of road 50 miles out of town was chosen and the local constabulary was enlisted to conduct radar checks on the vehicles. It was a cold wet day and the tour route was 150 miles so, already having been drenched once on the tour, Chris and I left the Models 17 & 18 at the museum and headed out modern. Some of the Thomas's hit the 70mph + mark, with the police ceremoniously providing "speeding tickets" to all and our little cars were left to be checked the following day in the main centre of Buffalo. I am pleased to report that the little green monster achieved 39mph in just

under a 500m stretch of road and after climbing Brewer Hill in top gear with ease previously, it was issued the appropriate certificate of "ready for customer use".

As part of one of the other day trips, a tour of the Buffalo Graveyard was organised, which covers over 200 acres in what is now part of the centre of the city. However, when dedicated originally it was considered miles out of town. This massive graveyard has a number of the most notable figures in automotive history buried there including George N Pierce (Pierce Arrow) John R Oishei - Trico (Wiper & Washer systems) and of course Erwin Ross Thomas. The tour was amazing and the architecture of some of the memorials specular. Lunch was in one of the only remaining buildings from the Great Exhibition of 1901 as the remaining buildings were original designed to be erected and then removed at the completion of the yearlong event. However, there was a use for the building which overlooks wonderful park lands and it was thankfully retained by the City. This is now the home of the Buffalo Historical Society and is a museum in its own right.

Chris and I enjoyed a number of trips in the back seat of other Thomas's as well and did some joy rides in the Model 17 for visiting journalists and other Thomas owners around the museum area. Evenings were filled with talks on the Great Race by George Schuster's great grandson Jeff Maul sitting in the Great Race Thomas and recalling the stories told to him by George as a boy, gala dinners on other nights or the occasional simple dinner with friends.



Gala Display of the Great Race Thomas

The event was so successful that another committee was established to run another event, Harrah's Homecoming", in September 2024, as Bill Harrah once had the largest collection of Thomas's in the world and his Reno Tours were famous in the 60s & 70s. So our plan is to have the '03 Grey Thomas shipped to Reno for the September event and possibly ship the Model 17 from Buffalo to New York and then on to a friends in London where we can do the London to Brighton Run before bringing them both home.

The whole event was such a wonderful experience and having the oldest Thomas known to exist there was a huge success, not to mention the opportunity to purchase the Model 18 - we can't wait to do it all again and I can't wait to purchase a "Big Thomas" (just have to convince Chris as Andrea is already a shoe-in)!



Russell and Chris Holden's two single cylinder Thomas cars dwarfed by five HUGE Thomas cars.





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Montagu Trophy Nomination - 2023

Montagu Trophy Nomination - 2023 Michael and Claudia Holding

The Montagu Trophy for 2023 was awarded to Michael and Claudia Holding for their service nationally to Veteran motoring.

Michael and Claudia have been active, passionate, hardworking and dedicated members since becoming members of VCCA (Vic.) in 2007. They immediately became great supporters of veteran motoring in both Victoria and Nationally.

Offices held and services performed:

- Michael – between 2014 and 2022 prepared the membership renewal forms with populated data and has currently converted the Club's on-line data management system to the comprehensive "Our Car Club System". These achievements demonstrate significant initiative, innovation and dedication to improving the administration and management of the Club.
- Michael – formally joined the Victorian Committee in 2020 in addition to having worked behind the scenes for many years prior to that.
- Claudia – since 2019 has been on the Executive as the Club's Treasurer, after assisting with the role for years prior.

National Events/Programs organised:

- In 2014 offered to produce three editions of the TAVCCA Membership Roster – Michael and Claudia then produced the 2015 and 2020 editions, with planning underway for a third edition.
- 2020 and 2021 – Michael and Claudia were National Rally Directors for the Swan Hill Rally, which twice had to be cancelled due to Covid. They tried to move mountains to hold the event, but in the end Covid prevailed.

Between 2010 and 2021, Michael has submitted many articles for publication in Brass Notes. In 2015, he produced a document titled Safety - 10 Golden Rules and 7 Deadly Sins and in 2017 produced the Rally Directors Manual, for which he has provided regular updates. Michael has generously shared the Manual with all TAVCCA clubs and other car clubs across Australia.

Michael has also become the "go to person" for those who need advice on running their Single Cylinder Cadillacs.

Our Congratulations go to Michael and Claudia for being awarded the Montague trophy this year.



CALL FOR NOMINATIONS



MCKAIGE TROPHY

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First presented: 1963

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president@veterancarclub.org.au or phone: 0404 917 366

What Is It?

by Murray Murfett

This single cylinder engine, with atmospheric valve and bronze crank case remains unidentified. It has no casting marks or stamped detail. It appears to be both water and air cooled and has a small chain around the flywheel shaft. The flywheel is approx. 12" in diameter. Located in NZ.

Feedback to our Editor please.



Findings, Feedback and Follow-up

Hi Greg,

I am the editor of the Vintage Sports Car Club of Victoria newsletter and was interested in your Nellie Melba item in your most recent Brass Notes.

Whilst not being able to provide any information on the Swift that you featured I have a couple of other items that you may find of interest and which I attach to this message

Regards

Mike Bellair

Dame Nellie Melba was in Paris in December 1908 where she performed in Rigoletto with tenor Enrico Caruso. Impressed by Caruso's two-cylinder Type AX Renault she quickly paid Louis Renault a visit at his Paris villa and ordered a new car. Louis promised to deliver a new four-cylinder 20HP Type AM with a four speed transmission.

The chassis was delivered in 1909 and Melba had Alford & Alder in England fit a luxurious body built in the Roi des Belges style. Tenor Enrico Caruso was one of its first passengers. In 1910 Dame Nellie drove Oscar Hammerstein from the docks to his hotel in London and also lent the car to the famous Russian Impresario Sergei Diaghilev who used it to drive Vaslav Nijinsky, Anna Pavlova and Michel Fokine to rehearsals. In 1911, in the Renault, Melba attended the coronation of King George V and Queen Mary as one of the honoured guests before bringing the car to Australia.

In late 1911, she sailed for Perth with the Renault and then took the train to Melbourne with the car, her chauffeur and entourage. She personally drove the Renault direct to her new home at Lilydale, Coombe Cottage, which still stands. The following year, with her lady's maid and the flautist John Lemmone, her Italian chauffeur drove her from Sydney to a party at Jenolan Caves. Melba drove the car to the Mitchell family property, Liddleton Station, near Lithgow. Mitchell was her real name. She asked her brother Charlie to pick up the car while she left for Europe but the family hid the Renault from him.

Discovered derelict there in 1959 by a Sydney collector, it was subsequently displayed at the Sydney Opera House in the late 1970s. In 1980 Mr Williams, the then owner, told Peter Mahoney of the Sun-Herald Sydney that the car was discovered on the Mitchell property. Mr Williams restored the vehicle and had its maroon duco adorned with gold leaf. The Renault cruises at 40 mph and in 1980 had done less than ½ million miles. Fully restored, the car now is with an enthusiast in Perth.

Sources: Information courtesy Sandy Ross from owner Louis L. Mostert (of Perth). Sun-Herald newspaper Sydney August 10, 1980. <http://smh.drive.com.au/DavidBerthon> December 9, 2011

Editor's Note: This car is now in the Dean Montgomery Collection in Warrnambool. (see photo above right)



Rick McDonough writes on the Warrnambool event

First and foremost, may I thank you for your kind words in your latest Editorial, and the 'plug' for my book. It is most appreciated. Rest assured your efforts as an Editor produce a magazine that is by far and away the best of any State and is very much appreciated by the likes of me, who has an interest in well researched and presented articles.

I note your lament of not receiving any information on the cars involved in the Warrnambool event. I'm afraid I have little to add as, at the time of writing my book, my focus was on Queensland related happenings rather than those of the 'Deep South'. Nevertheless, I attach some scant info that I gathered about 15 years ago, when researching my book, that may be of interest. Please feel free to use, rearrange and/or omit completely as you see fit.

Kind Regards, Rick

Re the Aucher and Kellow vehicles – (noting I found nothing much on the Sutton and Dunlop vehicles, but then wasn't really looking) –

'The Australian Cyclist' magazine of 2/10/1901 made special mention of a large nest of rats being discovered under the bonnet when unpacking Mr Kellow's newly arrived machine!

The 'Cycling Notes' section of the 'Punch' newspaper, the following day, noted "Mr C.B.Kellow, the well known Melbourne racing cyclist, has just imported from London a racy-looking 6½ horse power Darracq voiturette, with seating accommodation for four. The car is provided with three gears, which drive the car respectively at 9, 16 and 28 miles an hour, when the motor is running at a speed of 1800 revolutions a minute".

The 'Weekly Times', of 12/10/01 noted "During a trial run this week, Mr C.B.Kellow's recently imported 6½ H.P. Darracq motor did 29 miles".

As per my book, Mr Aucher brought his DeDeitrich to Melbourne in September of 1901 to have it officially tested by that cities Postal Authorities for mail delivery/ collection purposes. Ultimately the Melbourne Postal department decided not to purchase a De Deitrich and this decision may well have had something to do with the following 'experience', as detailed in the 'Weekly

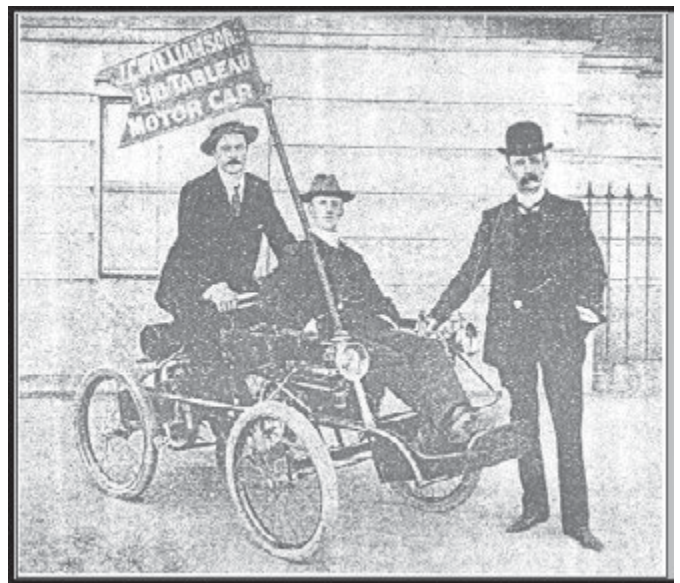
Times', of 5/10/01 - "Mr E. H. Lurine, officer in charge of cyclists at the G.P.O., Melbourne, has been making exhaustive trials during the week with a De Dietrich motor in suburban pillar clearing. The motor weighs 30cwt and is solid tyred, and as strong as an ironclad. It is fast, practically indestructible, and certainly boss of the road. The trials have been exciting. The driver hit a tree guard, tore down all the palings, and began to gnaw the bark off the tree. If many more motors are put on our roads the only safe place for pedestrians will be on the telegraph or telephone wires, a la Blondin". Hardly an overwhelming endorsement!

The above motoring happenings were, however, a lead up to the main event – The Warrnambool to Melbourne road race for cyclists. Of course cycling was an absolute craze in the 1890s and first few years of the new century, and an event like the Warrnambool race was no exception in terms of excitement generated. It attracted riders from New Zealand and most Australian states, including 3 from far away WA. The 165 mile race took place on October 12th, 1901, with the brave participants being flagged off at 5am from the Warrnambool Post Office by the Mayor himself.

But where do the previously mentioned cars come into all this? Well it was arranged that four motor cars, two of which were the Kellow Darracq and the Aucher DeDeitrich, would follow the competitors of said Warrnambool road race. The purpose was to convey several representatives of the press to cover this important event. The cars were to leave Warrnambool after all riders had been dispatched, but with the intention of arriving in Melbourne before the first cyclist hove into view, thus allowing the men of the Press to get their winning scoops – or as the 'Weekly Times', of 5/10/01 so eloquently put it "Pressmen are to be accommodated on motor cars, so that they may see the race under the most favourable circumstances, and land in Melbourne in time to see the finish". This same paper also later cautioned, "The De Dietrich, C. B. Kellow and De Dion (Dunlop) motors will follow the Warrnambool to Melbourne road race. The drivers will be put upon their honour to refrain from giving pace to any of the competitors". How delightfully put! It is more likely that these crack cyclists would have been travelling faster than the motorists anyway! A couple of things to note here, they don't mention the 'Sutton' and other being that the 'Dunlop' car was indeed a De Dion. Would this have been a quad?

Just to digress slightly, a De Dion quad did tour Queensland in the very early part of 1901 as part of the advertising promotion of J.C. Williamson, who was touring the State presenting a Bio-Tableau (moving picture show) at various Town Halls. The Quad was actually Victorian based and according to the 'Brisbane Courier' of 27/5/01, had in fact set a record for the 168 mile trip from Warrnambool to Melbourne, sometime prior to heading up to the Northern State, completing the trip in 7 hours 12 minutes. Could this have been the same vehicle as was following the race – or a

coincidence? I note Daryl Meek's interesting response in the Oct. Brass Notes stating the Warrnambool to Melbourne record was in fact done by a De Dion trike, but rather interestingly, the Brisbane Courier' article goes on further to state (re the quad currently touring Queensland) that... "It figures for the most part as a quadricycle, but has convertible wheels, by which it can be made into a tricycle with a single wheel in front. As a "trike" it has done some very fast work indeed, including a record of just on 30mph from Warrnambool to Melbourne, and a distance of 400 miles inside of 24 hours including all the stoppages necessary for refreshment on a warm Victorian summer day. On the latter occasion it was in charge of Messrs. H.B. James and Sid Day..."



But of course there were four cars involved, the fourth being a 'Sutton'. We know this from the only reference I ever found on the matter in The 'Weekly Times', of 19/10/01. While this excerpt appeared in the September Brass notes I think it's worth repeating here.

"The Kellow, the Dunlop, the Sutton, and the Aucher motor cars went to Warrnambool for the purpose of following the road race, but none of them came through successfully. The Kellow went wrong early; the Dunlop was bust by excessive speed. Mr Aucher's car was running all right, but the run had to be abandoned at Colac for want of oil. When Mr Aucher found that his oil had been taken by another driver, he spoke French and German and all the other languages of Europe for an hour on end. Mr Lenne and Mr Con. Dwyer who were with him, helped him with colonial and Irish". While all the mechanical ills mentioned here were being visited upon the motorists it probably didn't help that rain fell throughout the majority of the race.

So hopefully the foregoing adds something to our knowledge. I will leave it to those with an interest in cycling to research who won the race and in what times etc.

Rick McDonough

Greg - A photo taken before the race started shows both the Kellow Darracq and the Aucher De Deitrich. It is poor quality but I have included it below anyway. From memory it was from the monthly 'Australian Cyclist', November edition. This was not yet digitised at the time of researching my book, and still isn't, thus the photo I have was taken from microfilm. I did try and enhance the DeDeitrich photo at the time, but decided not to use it in my book as I had the two better shots of it anyway, as per the Sept. Brass Notes, but include it here for your interest. I think sometimes it's better to have at least some sort of image, no matter how bad, than none at all, but leave that to your discretion entirely. At the very least, it does answer your question whether the Kellow vehicle was indeed his Darracq. Frustratingly we have no photo of the Sutton vehicle.



And finally ... perhaps a teaser/challenge that one of your readers might like to take up? When gathering all the foregoing the following appeared in the same columns of the Weekly Times (5/10/01). – “A Panhard motor-car will be landed in Melbourne, under consignment to the Dunlop Tyre Co., in three weeks' time. The car, which is said to be one of the finest turned out by the famous Panhard Levassor firm, will be the most up-to-date and complete motor-car in Australia”. Now wouldn't it be nice to know what happened to that one!

Regards

Rick

Andrew Winter writes on the Mystery Radiator

Regarding the mystery radiator in the latest Brass Notes:

The radiator is from a Brouhot car made by Brouhot et Cie. You may wonder how I have come across this obscure make...it has a radiator shape broadly reminiscent of early Minerva cars, so I have seen this make mistaken for Minervas when trying to identify early period photos.

Brouhot et Cie are quite an interesting manufacturer being one of earlier automobile manufacturers. The Brouhot Company was founded in Vierzon, France in 1860. They built agricultural machinery, threshing machines and steam engines before building their first car in 1898. They produced a series of attractive small cars until they went bankrupt in 1911, just as they landed an order for 200 taxis for the city of London. Who knows, maybe instead of the ubiquitous Austin Taxi Cab, Londoners may have been ferried around in Brouhots for decades instead! Another point of interest is that Brouhot et Cie participated in the infamous Paris to Madrid race in 1903. They entered a 40 horsepower racer of 8,013 cc. Tragically, the car crashed near Angoulême, killing the mechanic and two spectators.

Cheers, Andrew Winter



A c1904 Brouhot. This is part of the Rollet Collection and is about to go on sale on the 12th of November at Osenat Auction in France



In the October issue of Brass Notes we featured a mystery radiator on page 31. We were fortunate to have several responses, and Andrew Winter and our member, Frank Selley, from Western Australia were able to give us these details. It is a big job the gents from Western Australia are under taking and if anyone has information or parts for this project please contact me for their details. -Ed

The picture of the radiator in this months (October) Brass Notes is from a 1909 Brouhot which is being restored by three members of the Veteran Car Club of WA. This 1909 Brouhot was a car that was here in Perth. The agents were in Sydney and came to Perth in 1915. The three members of the veteran section, Alex Selley, Harry Pyle and David Bryant have taken on this project to restore the car. Any additional information would be appreciated.

The original photo that I sent is of the Brouhot taken in East Perth, and the house is still there today. Other photos include a picture of the Brouhot laid out on my brother, Alex's drive way showing what was found. The other photos include the restoration progress of the Brouhot.

Regards Frank Selley



Brouhot overview



Brouhot radiator



Brouhot rear view



Brouhot restoration



Brouhot as found



Brouhot original car

“T” Ford Time – Tourers, Turtledecks and Trunks

by Murray Murfett and Graeme Jarrett.

The Ford T seems mostly photographed from the front showing the very familiar radiator of little change. The variations in locally built model T Ford bodies makes for an interesting distraction from the usual radiator photographs.

These shots were taken on the recent National Veteran Rally in Griffith, NSW. 120 veteran cars attended, so 28 Ford Ts taking part was an impressive showing!



Above: - This model T Ford shows a single seater with a turtle deck style body.



Above: - The tourer body stands out with wire wheels – not often seen.



Above: - This unusual body style is not often seen in the current era. However it was popular during the era of the Ford T; this version seemed to be a favourite of the travelling salesmen, to transport their samples.



Above: -Another tourer body, this one from South Australia.



Above: - An attractive body.



Above: - An additional trunk to store the important extras on a rally.



Above: - Another seat on the rear deck.

Private Classifieds

WANTED

An original petrol pump advertising Globe or sign, to complete my pump. Dependent on condition will pay \$3,000 Plus for a rarer one. COR, ALBA, WARATAH etc.

CONTACT: John Horswell

M: 0413314196.

WANTED

Can anyone help ? As a suitable car has not surfaced, I would like to purchase a few early automotive memorabilia related items, to enjoy before I am to old. Early brass car bits, radiator emblem, mascots, badges, brochures. Pre-1910 books. literature, posters signs etc.

CONTACT: John Horswell

M: 0413314196.

WANTED

895 x 105 Sankey wheel to suit FN

Copy of Ian Irwin's book:
*Silver Ghosts of Australia and New Zealand
(The Pre-Armistice Cars)*

Contact:

Daryl 0407 881 288 or

Rick 0428 518 770

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting
On Tuesday, 10 October 2023 @ 8.03pm

Opening

The Club President, Ben Alcock, welcomed all to our October Natter Night, also welcoming those online.

Attendance

There were 35 members present in the room and 26 online, a total of 61 who attended the meeting.

Apologies:

Peter Hammett.

New Members

Shane and Anna O'Dea of Box Hill North

Registrar Report

Rob advised only 9 unpaid memberships to date, following up with those people.

Raffle Tonight

Deb announced the raffle is wine, cheese, chocolate & biscuits, three hampers in total.

Events

Past Events

National Veteran Rally Griffith. 120 veterans, Fiona spoke about another great national rally, with a good Victorian presence.

Future Events

Inter Club Pétanque competition 12/11. 11am

Bendigo Swap 10-12/11.

RACV Veteran Car Club Annual Rally 17-19/11. 45 entries.

VSCC Two wheel brake rally 10/12.

Festival of Motoring Cruden Park 21/1/24

RACV 1 & 2 rally for March 2024.

RACV Four & More Rally, Kyabram 18-20/4/24

Library and Archives Report

Donations of 1972 NZ Rally booklet, The Automobile & a James Flood book of cards.

Wanted, For Sale or Swap

Rick Thege is after a 895 x 105 Sankey wheels. Also the 1st Rolls Royce book by Ian Irwin.

John Brehaut is selling his 1916 Buick Roadster.

Items of General Business

- Ben thanked Michael & Claudia Holding for their wonderful work within the club and proudly presented the Montagu Trophy.
- December Natter night for dinner and trophies. Please give thought to McKaige trophy.
- Stan Bone is looking for a Tarrant Motor Works body plate.

Next Meeting 8.00 pm on Tuesday, 14 November 2023

Meeting Closure at 8.53pm

AGM Meeting

VCCA (Victoria) via Zoom Meeting
On Tuesday, 10 October 2023 commencing at 8.29 pm
AGM MINUTES

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2023 AGM.

2. **Apologies** – David Provan & Peter Hammett

3. **Proxies and declaration that a quorum** for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Ben Alcock confirmed we had a quorum with 35 members present & 26 online.

4. **Minutes of the 2022 Annual General Meeting** (as presented in October Brass Notes)

Resolution: That the minutes of the 2022 Annual General Meeting, as published in the October 2023 edition of Brass Notes, be accepted.

Moved by Darren Savory. Seconded by Steve Hobbins. Carried.

5. **The President's Annual Report** on the activities of the Club during the 2022-2023 year (as presented in September 2023 Brass Notes)

Resolution: That the President's report, as published in the September 2023 edition of Brass Notes, be accepted.

Moved by Ben Alcock. Seconded by Pam Hill. Carried.

6. **The Treasurer's report and presentation of the financial statement of the Club for the 2022-2023 year** (as presented in September Brass Notes)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Andrew McDougall. Carried.

7. **Treasurer to confirm the annual membership subscription and joining fee** for the 2023-2024 year.

Resolution: That the annual membership subscription and joining fee for the 2023-2024 year be accepted.

Moved by Claudia Holding. Seconded by Deb Alcock. Carried.

8. **Appointment of auditor** (and fix any remuneration) for the 2023-2024 year

Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.

Moved by Claudia Holding. Seconded by Rob Anderson. Carried.

9. **Election of the executive and general committee positions for the 2023-2024 year**

David Wright announced there being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Darren Savory** shall be declared Secretary and **Jessica Holt** shall be declared Treasurer, all for a twelve-month term.

We have the following candidates for the general committee positions:

- Callum Walsh has been re-elected to the committee for a three-year term.
- Rob Anderson has been elected to the committee for a three-year term.
- Scott Emmerson has been elected to the committee for a three-year term.

David Wright thanked all the committee members for keeping our club running.

10. Meeting was closed at 8.36 pm by the President, Ben Alcock.

Events

RACV ANNUAL RALLY 2023 – EUROA

The RACV Annual Rally Euroa - Final Update

Writing for this month's rally update and I'm finding it difficult to land on a singular descriptive word to emulate just how wonderful the Annual rally is turning out to be, so I'm opting to use several expressions describing the upcoming annual – it is going to be Tremendous, Diverse, Impressive and Enormous, with over 50 entries received for this year's Annual Rally, the three day tour is going to the grandest event to roll out for 2023.

Friday 17th – Trailer Parking is organized and space to unload vehicles is available at the Euroa Showgrounds (16 Charles Street). Gates will be open all day. Entry is on the corner of Charles and Frost Street.

For the Friday only, the Rally bag collection and information meeting point is located at the Euroa Community Cinema (18 Bury Street). Ben and I will be on site to greet you, doors opening from 12.

The Afternoon shake down run is around 30km. Meet at 2.30pm parking along Kirkland Ave, with a departure from 2.45pm.

At 4pm meet back at the Euroa Community Cinema, walk the red carpet and enjoy selected feature short films, something for everyone. At the conclusion of the movies, it is an easy stroll or drive to Dinner. Enjoy an evening of good food and great company.

Saturday 18th – from 8.30am arrive along Kirkland Ave and follow instructions for parking behind road barriers. The Euroa Market is on and the Local Rotary club are helping organise special Veteran car parking. The Tadpole class can start their departure any time from 9.30. This is a separate rally path for the Tadpole class and makes for a shorter tour to Nagambie. All other Veterans can depart shortly afterwards. The slightly longer morning tour is very relaxing and passes through Toolamba and Murchison, arriving at Nagambie for Lunch. Saturday Dinner is planned to be a wonderful evening set in a grand country building with special touches of elegance. The night will be a filling delight of good food and wonderful company.

Sunday 19th – Meeting along Kirkland Ave the Rally will depart and travel an easy path of around 30km and return back to Euroa for Lunch.

Everything is now planned and set. There is the largest and most fantastic range of Veteran vehicles and over 100 members attending. I am certain this Annual Rally will be the greatest event witnessed in years. Ben and I are looking forward to seeing everyone at the 2023 RACV Annual Rally.

If anyone was still thinking of coming to Euroa, there were a couple of rooms still available at the Euroa Butter Factory or there were still Airbnb houses listed as available.

Scott

RACV VETERAN CAR CLUB ANNUAL RALLY

17 - 19 November 2023
EUROA

Join us as we tour through Euroa and surrounds for our Annual Rally. Euroa is located at the base of the Strathbogie Ranges in Victoria's High Country, a charming heritage town complete with majestic buildings and stunning landscapes, perfect for us to explore.

Book your accommodation *now*, entries open soon!



ENJOY THE LOW-HUMP DIET ALL NATURAL INGREDIENTS 2023 VSCC TWO WHEEL BRAKE RALLY

SUNDAY 11TH DECEMBER 2023

**Come on an informative drive to hug our very own,
naturally-sparkling, Yarra River from Estuary to Flood
Plain**

EARLY START TO AVOID THE TRAFFIC & HEAT
FINISH BYO PICNIC BY THE RIVER AT YARRA GLEN
NAVIGATION DEAD SIMPLE - MELWAY

Assemble at 07.30am for 07.50 briefing
Dallas Brooks Drive, Domain, Melbourne

Last Car Out 08.15am

Entry Two (or fewer) Wheel Braked Vehicles; enjoy FREE ENTRY

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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Scott Emmerson
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Rob Anderson (Leonie)
t 0414 446 953

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
Ben Alcock and Jim McCaffrey

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e leonierob@bigpond.com

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ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

2023 National Veteran Vehicle Rally – Griffith

Photos by Frances McDougall & Ben Alcock



Dunshea Hotchkiss flanked by Rolls Royce and Daimler



The crowd at the display before the gas light parade



The cars parked around the Evonne Goolagong Big Tennis Racquet in Barellan



1907 Clement Talbot C-T2 owned by Warwick Gardner of Queensland



The line up of cars ready for lunch under the blue sky



Stan Bone getting the lights ready on the FN for the gas light parade

2023 National Veteran Vehicle Rally - Griffith

Photos by Frances McDougall & Ben Alcock



Ros Smith guarding the Delage from the Maxwell and Renault



This small town petrol station was very excited to have some of the 100 cars visit for fuel on the 200km drive day



GWK leading the Gregoire and Wolseley



Hupmobile in front of the Whitton Post Office



This lineup all got the regional NSW memo regarding reverse angle parking.