

February 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



Flashback for February

Our flashback photograph this month features a c1914 Standard that was a regular participant on our very early rallies. It features a really unusual enclosed body that I believe could be original to the car. Hopefully someone will be able to confirm this as correct. In the early rally entrants lists it was driven by Bob Morrow. What is not known is, if Bob actually owned this vehicle or whether it was owned by the Standard Motor Car Company. I pose this question as Bob Morrow was also the driver of the 1906 Standard 6 cylinder vehicle, which I believe was owned by the Standard Motor Car Company. It would be great if someone was able to shed some more light on this matter.

After a period of time it was absent from our rallies, and the next time I saw the vehicle was at Como House and Garden. This is a well- known tourist attraction in South Yarra, under the custodianship of the National Trust of Australia. I don't believe the car was ever linked to this famous property in its history, but it was housed there for some time.

It no longer is at Como House, so where is it now? Hopefully someone will be able to provide some of the answers to this, and also some of the car's history. I now believe it is the only surviving Veteran Standard car based in Victoria, but are very happy to be proven wrong on this account. Please contact the editor with any information that may help us in finding out more of the history of this fairly unique motor car.

For more information on the surviving Standard cars in Australia see page 18.



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

The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneers Run



Coming Events

12 February 2023	Brass Lights Auction Day 11am Display. 12:30pm sharp auction commences
14 February 2023	February Natter Night 7pm BBQ dinner, 8pm Meeting (zoom link to be emailed out)
19 February 2023	Historic Commercial Vehicle Display Day Yarra Glen Racecourse
26 February 2023	British & European Motoring Show Caribbean Park, entry off Ferntree Gully Road
24 - 26 March 2023	Aussie B40 Rally - Hamilton http://sites.google.com/view/b40-2023
28 - 30 April 2023	Florence Thomson Tour - Wangaratta https://www.aomc.asn.au/florence-thomson-tour
19 - 21 May 2023	Pre War Motoring Weekend Details to follow

Major Events

16 - 19 March 2023	RACV 1&2 Cylinder Rally - Cobram Rally Directors: Daryl Meek & Fiona Lane
22 - 25 April 2023	RACV Four & More Rally Rally Directors: Ben Alcock and Steve Hobbins
14 - 16 July 2023	RACV Midwinter Rally Rally Directors: TBC
8 - 10 September 2023	Pre-1905 Pioneers Run - Forbes, NSW Rally Directors: Chris & Russell Holden

National Events

2 - 8 October 2023	2023 National Veteran Vehicle Tour - Griffith NSW Contact: Roger Gottlob 0493 266 643 or https://griffith2023.vvccaact.org.au
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

Front Cover Photo

Our front cover photo has been inspired by the article Ken Russell submitted in the December edition of Brass Notes on page 10 titled, Annual Rally – Then and Now. Ken spoke of how on the 1977 Annual Rally the route travelled up the spectacular, but challenging area of the stunning Black Spur to the town of Marysville.

The photograph this month features a 6 cylinder Standard taken in May, 1913. Ian Irwin very kindly sent this picture for inclusion. Ian sourced this photograph from the National Library of Australia. We acknowledge and thank the NLA for their generosity offering these quality images. The photo was taken by J. W. (John William) Lindt, 1845-1926. The work is out of copyright.

Ian writes that the photograph is “four women in a motor car at the Hermitage, Narbethong in 1913”.

(Narbethong is only 15 minutes from Marysville).

He also states “it is clearly a 6 cylinder Standard. From a brief study of the marque, we find the company made 6 cylinder cars of 30, 40 and 50hp between 1906 and 1912, in six different designated models. No idea what model this might be, but the readers may be able to help us out”.

We sincerely thank Ian for sending through the photograph of the Standard. On seeing this I recalled that we (V.C.C.A. Vic.) had a 6 cylinder Standard in our early club history and another smaller 4 cylinder Standard version also. (See the Flashback Column). I could not think of any other examples that survive within Victoria, so I decided to try and see how many others I could discover that are still with us. (See page 18 for what was found).

President's Message

By Ben Alcock

This month our events start to kick off for the year. We have had a good amount of interest in our Brass Lights Auction items and I'm really hoping that we can help members finish their cars with the correct brassware through this sale. A lot of work has gone into the running of the auction to ensure it's a smooth process and it's a good result for both the Club and the members so please help support the event and it would be great see most people attend in person.

The RACV 1&2 Cylinder Rally in Cobram is fast approaching, entries are now open, and I look forward to seeing you there. On the rally front, we are always looking for new rally directors, for any event – day runs, social activities and weekend rallies. If you live in an area we haven't been to and would like to show it off, or just want to help out and contribute, please get in touch with me as it would be great to have some new people running events.

You may have seen that the AOMC is introducing a Carbon Offset program for our hobby, this is something that we as a committee have been discussing for some time and are still investigating the best path to take on this issue. We will be giving a presentation on this topic at a coming Natter Night, and subsequent Brass Notes, so we will keep you updated with this issue.

In December, at our awards and presentation night, we awarded our club trophies and it was great to have most of the winners present, below is the list of winners. A big congratulations to all worthy recipients as well as all of the new restoration award recipients, it was great to see a long list of fresh restorations in the last 12 months, let's keep that trend up!

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*

Trophy	Description	Recipient
Ron Hobbs Perpetual Trophy	To a member(s) who demonstrates persistence and tenacity in presenting and running a 1 or 2 cylinder vehicle.	Bill and Robyn Betts – 1909 Renault
Kingsley Strack Trophy	Awarded Annually to all Lady Drivers	Tess Anderson – 1909 Hupmobile Viv Fulford – 1905 Cadillac Marge Barnard – 1918 Buick
Bert Lamshed Memorial Hotchkiss Trophy	Awarded to the winner of the Cold Start competition held at the Midwinter Rally.	Rob Couper – 1912 Overland
Gordon Griffiths Trophy	Decided by the Annual Rally director at conclusion of event and presented by the President at the awards function. Awarded to a member experiencing difficulty during the Annual Rally	Martin Smallman - 1911 Stanley
Frankston City Commemoration Trophy	Awarded to an entry on the Annual Rally as determined by a local representative or other dignitary	Adam Auditori - 1899 De Dion Bouton
McKaige Trophy	Nominations to be made by the membership with a decision to be confirmed by the committee.	Geoff Payne
Apollo Trophy	The Apollo Trophy be awarded to the member who has given the most assistance to the Editor of Brass Notes, who is not part of the Editorial Team	Doug Fulford
Kermonde Trophy	Restoration of the year – new restoration that attends one of the Clubs major events	Murray Murfett – 1911 Buick

Trophy	Description	Recipient
New Restoration, Motorcycle	New restoration of a motorcycle – that participates in a club event	Greg Smith – 1903 Romania Hein Otten – 1901 Otten
New Single or Twin Cylinder Car Restoration	New single or twin cylinder vehicle restoration – that participates in a club event	Simon Anderson – 1910 Brush David Barnard - 1910 Buick
New Four or more-cylinder Car Restoration	New 4 or more-cylinder vehicle restoration – that participates in a club event	Murray Murfett - 1911 Buick
Jean and Ern Cobb Trophy	A vehicle in original condition or restoration older than 5 years, which has been well maintained and regularly rallied	Stan & Maggie Bone – 1910 Fabrique Nationale



Brian Hussey presented Greg Smith and Hein Otten with the New Restoration - Motorcycle award



Geoff Payne receiving the McKaige trophy



Maggie Bone receiving the Jean & Ern Cobb trophy for the 1910 FN



Simon Anderson receiving his award from Brian Hussey

Editorial

By Greg Smith

The last time I wrote an editorial was way back in September, and I was going into a period of mayhem and bedlam. I wasn't sure if it was to be a period of excitement, trepidation or really what was to be expected. In fact I wasn't sure I would actually get through everything. Well now I am out the other side. I am very glad I set such a hectic schedule now, as I was able to totally enjoy the Pre-1905 Pioneers Run at Ballarat, the National Veteran Rally at Busselton, Western Australia, the Highwheeler Rally at Mt Gambier, and even Motorclassica. I even got to have a weekend at home when the Bendigo Swap meet was cancelled.

I would not have been able to do all this if I didn't have the support of my wife Denise, and also the stand in editor, Graeme Jarrett. Didn't Graeme step up to the plate, and do a wonderful job? Although by the end of his term he did wish to hand it back to me rather quickly.

Whilst it was a relatively seamless transition, it is important that we have a Plan B to ensure Brass Notes is still published if something of a serious nature were to crop up. If we have any "budding" editors within our midst, please feel free to contact me, as we can never have enough resources to help out in times of need, or even as a guest position. Opinions, content and structure coming from another source is often a great tonic and can improve what we already produce.

Thanks again for your super contribution Graeme, the members and I really appreciate it. Get yourself ready for the March edition, as I am going "missing in action" again, with a trip to Tasmania for almost a month. The question maybe should be asked, "do we need a more permanent editor?"

Request:

Does any member of the VCCA Victoria have a Kellow Motor Company cast brass plate on a vehicle (or otherwise) sold by this company c1910?

If so I would really welcome a photo of the plate, (preferably polished and shiny) scanned and emailed to me. This is for inclusion in a most interesting and extraordinary story of a 1910 Rolls-Royce sold by Kellows in 1910.

The story is largely prepared, and with the approval of Greg Smith will duly appear in Brass Notes in the not-too-distant future. Grateful thanks.

All correspondence please to Ian Irwin, eleanor.11@bigpond.com or phone 0413 582 687.

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NATTER NIGHT

Tuesday 14 February

WELCOME 2023, BBQ

Join us as we welcome in 2023 with a BBQ dinner before Natter Night



7.00pm Dinner & Drinks
8:00pm Natter Night with
Guest Speaker



Valē - Bill Formby

By Louise Formby

Dad was the oldest child of my grandfather Jim and my grandmother Edna. When he was born in 1949, he was brought home to Drouin to the same parcel of land on which he died. His home was the land at Drouin his entire life. He was, however, a traveller. He spent one year in the early 1970s with his best friend Peter Henry travelling and working in Europe and, later in life, fell in love with the United States, travelling there two or three times a year throughout the 1990s.

You can't describe my father's life without mentioning his love of cars. The 1912 Model T Ford was my father's first veteran car and the first car he restored. The car was bought in 1963 when my Dad was 14 years old, and he was gifted it by his father. He began restoring it then and took it on his first rally in the late 1960s with the Veteran Car Club of Australia. He took his last rally in the same car in November last year, also with the Veteran Car Club of Australia, in his beloved Drouin, with me driving.

I was so upset with him that day because he had busted out of hospital again to be on that rally, but I am so glad now that he did.

Dad was also a teacher. He studied teaching at Hawthorn Institute in the early 80s and became an automotive teacher at Yallourn TAFE, which is how I knew him all of my childhood – a teacher. Driving him to radiology treatments more recently we would pass through Yallourn on the freeway, and he would always regale me with stories of his time teaching.

He took great pride in his students, especially those that overcame challenges to succeed and as I understand it, there were some very difficult students sometimes. Difficult students who met with my father's legendary temper, but then went on to become his best students, were those he was most proud of. He loved an underdog who succeeded.

Most recently, in early December and despite being sent to hospital a week earlier because he could not walk, he just decided to up and leave the hospital one day. He left everything behind and walked out the front door. The police called me to tell me they were looking for him, that he was missing, and four hours of panic ensued worrying about where Dad had wandered off to. Eventually he was found in the lounge room at Drouin, watching TV after hitching a ride home.

In my husband's family we talk about Type I and Type II humour. Type I is things that everyone finds funny at the time and Type II is for things that only become funny after the fact. Dad's escapes from hospital are Type III!

I will miss my dad. He was someone I looked up to for his gregariousness, his encyclopaedic knowledge of many things and just because he could be pretty funny – even when he did not mean to be.

RIP dad.



Bill restored this 1911 Clement Bayard for his sister



A young Bill with his beloved 1912 Ford Model T

Flashback Response – Marlborough

By Graeme Jarrett

The 1912 Marlborough was discovered in the northern suburbs in the 1950s by Jim King of Preston; he restored the car and used on some of the clubs earliest events.

It was sold to *Garry and Warren Smith Motors* in the 1970s. The car was used sparingly, if at all, during this ownership, being displayed regularly in the vehicle showrooms in Oakleigh, I believe.

In the latter part of the 1970s, my late father-in-law, Bob Gardiner bought the car at a public auction held in Nunawading. Bob used the car on a regular basis in club events over a number of years. On 15 November 1978 the car took part in the opening ceremony of the West Gate Bridge – being one of the first vehicles to cross along with other VCCA Vic veteran cars. Refer photo.



Above, Bob Gardiner in the 1912 Marlborough on of the first cars to cross the West Gate Bridge at the opening ceremony. The Marlborough can be seen as the second car in the photo, on the extreme right.

Bob Gardiner sold the car in the early 1980s to a car trader in South Australia who, soon after, sold it on again.

The new owner was Peter Von Czarnecki of St Peters, an Adelaide suburb. A new room was added to the house to specifically accommodate the arrival of the car in sumptuous surroundings. Refer photo.



Above, the Marlborough in the specially built motor room in Peter's Adelaide home.

During Peter's 34 year ownership of the car he commissioned the building of a child size replica of it. It can be partly seen in the photo below – bottom right corner.



Above, the Marlborough again in the specially built motor room. Note half sized replica – partly visible – on the right foreground.

In 2016 Peter offered the car for sale with little interest shown in it by the public. Eventually it was sold to a car dealership in Adelaide, Rainsfords Collectable Cars. They on sold it to a new owner in Western Australia. Unfortunately I have not been able to identify that most recent ownership.

Dating: Why Bother When You Can Just Make Stuff Up?

By Mick Turner

Guilty as charged!

I have never had my Schacht motorbuggy officially dated. In 1991 when it was restored and on the road, it all seemed too hard. Finding the information, sorting through it, making decisions about what was relevant and what wasn't – too time consuming, and in those days – where do I even start to look? I had bought the car as a 1909 Schacht, so just called it 1909. I do like a year with a zero in it.

I had forgotten that it wasn't up to me to make any decisions, it was up to me to find out what I could and present it too the dating committee.

And, 32 years later what do I know?

1. The Complete Encyclopedia of Motorcars 1885 to the present, 1985 ed. G.N. Georgano states that from 1905 – 1909 the company was known as the Schacht Manufacturing Co. Cincinnati, Ohio. From sometime in 1909 – 1913, the company name changed to the Schacht Motor Car Co. Cincinnati, Ohio.

My Schacht has hubcaps with: Schacht Manufacturing Co. Cincinnati, Ohio on them.

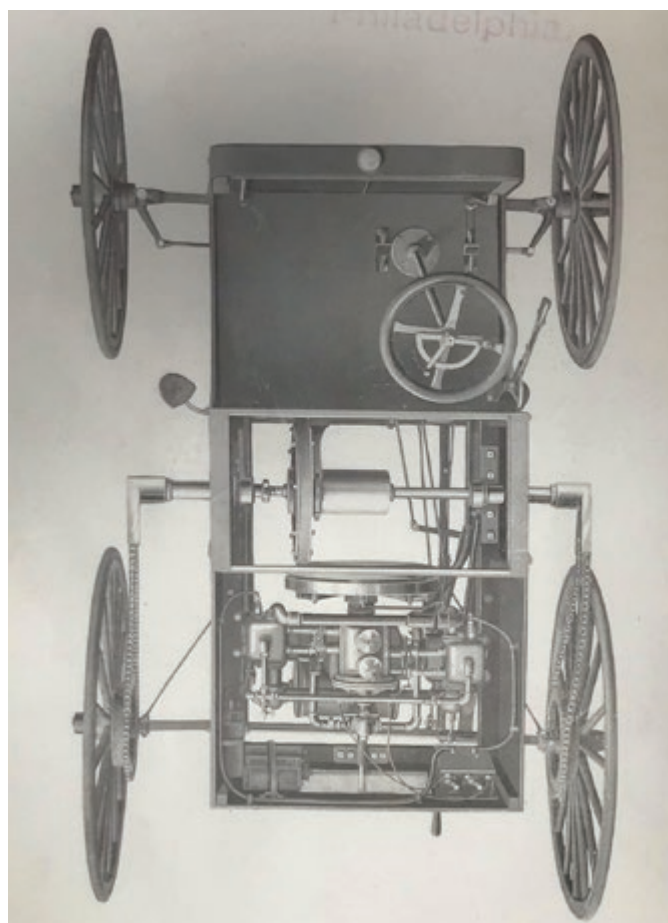
2. An original "The Invincible Schacht Auto-Runabout" sales brochure came with my Schacht. I was informed that this brochure dated from 1908. It shows details of a Schacht having a radiator with rounded corners, small pedals, single step, chain adjusters on the inside, smaller engine with a 4 3/8 inch bore, spark plugs at the front of the combustion chambers and oil supply from drippers on top of engine.

My Schacht has square edged radiator, larger pedals with brake and clutch cast into them, running board, chain adjusters on the outside of the body, spark plugs on top of the combustion chambers, a 4 3/4 inch bore and a mechanical oiler.

3. I have searched the rabbit hole that is Trove. The earliest mention of a Schacht Motorbuggy that I can find is: 13th February 1909, Leader (Melbourne, Victoria) "Motor Buggies – Messrs Dalgety & Co. have decided to try the market with motor buggies and will land in the course of this month a "Schacht" auto runabout, with engine developing 20hp." The next time a Schacht Motorbuggy is mentioned is: 6th March 1909, Leader (Melbourne, Victoria) "The writer enjoyed a demonstration run on a recently imported Schacht motor buggy."

It would appear from this information that the first Schacht motorbuggies arrived in Australia in February 1909. Some of these may have been late 1908 models. Mine would appear to be a later import.

4. In the Antique Automobile (Official Publication of the Antique Automobile Club of America) 1963 Vol. 27 No 2 there is a highwheeler directory for most of the highwheeler manufacturers in the U.S.A. It details information relating to each year of manufacturer. For Schacht, this directory states the following: 1907 12hp



2 cylinder 4 inch bore and 4 inch stroke. Front wheels 36 inch diameter and back wheels 40 inch diameter 1 1/4 inch tyres. 66 inch wheelbase. Model H and Model K

1908 12hp 2 cylinder 4 inch bore and 4 inch stroke. Front wheels 36 inch diameter and back wheels 40 inch diameter with 1 1/4 inch tyres. 67 inch wheelbase. Model K

1909 18hp 2 cylinder 4 3/4 inch bore and 4 inch stroke. Wheels front and back 38 inches with 1 3/8 inch tyres. 74 inch wheelbase. Model K

1910 18hp 2 cylinder 4 3/4 inch bore and 4 inch stroke. Wheels front and back 38 inches with 1 3/8 inch tyres. 74 inch wheelbase. Model K. In 1910 there were

also Models R, S, B and C – smaller wheels and larger engines. 1910 was the last year of the Model K.

My Schacht has the 18hp engine with a 4 3/4 bore and 4 inch stroke. Front and back wheels are 38 inch diameter 1 3/8 tyres. Model K cast into top of engine. Could be 1909, maybe 1910?

5. Email 21/10/2022, RONALD VANDERMEID who is the Secretary/Registrar of THE SCHACHT REGISTER.

Re: REPRODUCTION FENDERS FOR 1908 SCHACHTS

'Hello All,

Trust this finds you well. I am soliciting interest from those desiring reproduction wood fenders and associated hardware plus metal support bars for Schacht Side-Spring Runabouts manufactured in 1908 including engine numbers 1000 to 1499.' The email goes on to describe the manufacture and costs of the **reproduction wooden fenders**.

My Schacht's engine number is 1927. If there were 499 Schacht's manufactured in 1908, engine numbers 1000 to 1499. The possibility of at least another 499 vehicles produced in 1909, 1499 plus 499 equals 1998. 1927 would make my Schacht late 1909.

In closing, it does feel good to have evidence to back up 'what I made up'. The veracity of the information I have found, I think is very good – acknowledged sources and known sources. There may be more,

newer and better information that will come to light. The dating committee may have other sources to rely on. Thus far though, I am confident in what I have found. I am hoping that this will be useful for dating my Schacht, and also useful for other owners wishing to date their Invincible Schacht Runabouts.

In this search I have also found incredibly interesting stories and facts about the Invincible Schacht Auto-Runabout and have a greater insight into the manufacture and running of the vehicles back when. I wish I had begun this earlier and I do look forward packaging up what I do know for the dating committee to decide.



Mick Turner's "almost certainly" 1909 Schacht

Cyclecar Corner – Morgan Montage

By Graeme Jarrett

The Morgan Cyclecar was a three wheeled icon in its day – one of the first of that genre to take to the road. This was along with the other ground breaking initiatives, the Bedelia and GN. These three were born in 1910 and formed the framework for what to become the Cyclecar phenomenon, "the new motoring".

The Morgan is a favourite with me and I do like the marque.

The accompanying shots were recently put together from various sources; I hope you enjoy them as much as I do.



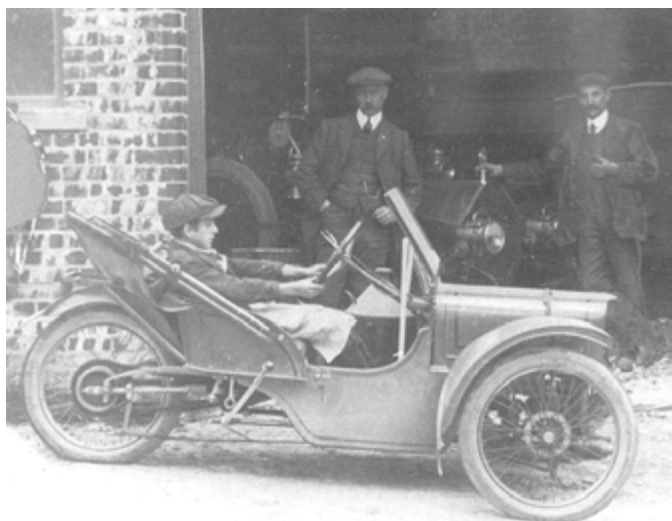
This delightful shot (below left) featuring a family group is grist for the mill of advertisers. This is a Morgan of 1914 and believe it is a Sporting Model from that year. The car is particularly interesting for having so many factory extras. It is a little unusual to see one complete with screen, hood, tool box/step and lamp.



Above, this is another Sporting Model circa 1914. This car has some of the extras present. The additional head lamp mounted in front of the windscreen is non-standard and likely fitted aftermarket by the owner – a not uncommon practise.



Above, this is another Sporting Model circa 1914. This car again has some of the factory offered extras present. This must have been a good year for the factory production output.



Above, this is another Standard Model of 1912 – again, the external gear lever is quite visible to the left below the seat line.



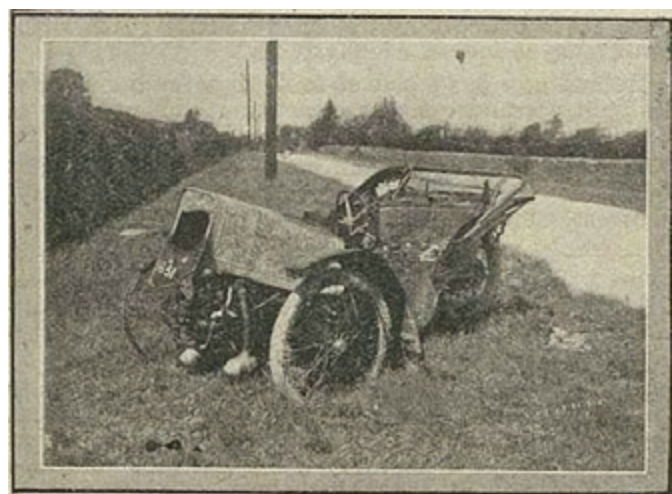
Above, this is a Standard Model of 1912 – the external gear lever is just visible behind the hand brake. This car is the base model - no extras present.



Above, this is a Grand Prix Model of 1915. This car was built with a special body at the request of Albert Ball a Royal Flying Corp (later RAF) pilot. He served with distinction in the Great War (WW1, 1914-18). Sadly, he gave his life in battle.



Above, this is another Standard Model of 1912 – again, the external gear lever is quite visible to the left below the seat line. This car has some of the extras present. The head lamps at the very front were not usually offered by the factory and expect these were fitted by the owner or at his request.



Overheating troubles! Note the dilapidated condition of a Morgan after it caught fire while running on the Fairford Road, near Cirencester.

Above, this is another Standard Model of 1912. A sad end for a fun Cyclecar.

Historic Vehicle Use – Carbon Offset

By Andrew McDougall

Background:

Ever since the fascination of owning and using historic vehicles commenced, we have generally had free rein, to collect, restore (recycle) and use our vehicles on public roads and in particular with public and government support.

However, whether you personally recognise it or not, we are now being faced with changing times, where a lot of the public and governments are concerned about Climate Change and the contribution of the use of fossil fuels in generating this change in climate.

We are not immune to this change in attitude, as our historic vehicles rely on the burning of fossil fuels in our internal combustion engines.

Therefore, we have a challenge to convince governments and the public at large that our preservation and continuing use of historic vehicles (movable heritage) has merit. In reality we know that collectively the use of our historic vehicles only contributes a miniscule amount to Global Warming, due to the relatively low number of vehicles, the low annual distances covered, the standard of maintenance and the fact that the original energy used to make the vehicles has well and truly been amortized over many years – in fact we present a classic example of recycling and not throwing away. The difficulty is that those people and organisations concerned about Climate Change, don't necessarily believe in the merits of historic vehicle ownership, preservation and use.

For some time now this issue has been recognized by overseas peak motoring organisations, such as The Federation of Historic Vehicles UK and FIVA. These organisations, in particular, have been lobbying governments and conducting public acceptance campaigns, in order to maintain the continuing use of our vehicles and not have them become static museum pieces.

As part of its approach to demonstrating the acceptability of continuing use of historic vehicles, the UK Federation has formed a partnership with a carbon offset organisation (which embarks on reforestation activities). The Federation is promoting the purchase of the carbon offset scheme to its member vehicle clubs and through to individual classic vehicle owners. This has been well received by the historic vehicle movement and owners in general, as it is seen to be a significant contributor to ensuring the continuing use of historic vehicles in the UK.

The AOMC, in becoming aware of the success of the British Scheme and also being aware of a potential perception crisis for continuing use of historic vehicles, has taken the initiative in Australia, to find a suitable carbon offset scheme for our vehicle use. The AOMC investigated a number of potential carbon offset schemes (organisations) and was able to settle on Greenfleet, which has long term credentials and is

used and supported by major companies and various government subscriptions. The AOMC has been able to negotiate very reasonable rates with Greenfleet for offsetting the carbon generation from the limited use of our vehicles. Unlike the UK Federation with its choice of organization, the AOMC is not receiving a commission from Greenfleet. This arrangement is being provided as a service to its member organisations. Having led the way, the AOMC hopes that other Peak Historic Vehicle Organisations will follow suit and promote carbon offset schemes Australia wide.

The Carbon Offset Scheme:

The AOMC has partnered with Greenfleet to offer enthusiasts the opportunity to support the environment through a carbon offset scheme. This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to government and the wider public that the environment and our heritage fleet can exist in harmony. The AOMC would like all members to join up.

The annual "tax deductible" carbon offset fee for a collectable car is very cheap (\$18 for 3000km/year and \$36 for 6000km/year), recognizing that our historic vehicles produce very little greenhouse gas per year. This is applicable to whichever classic you use, be it from the veteran era, through vintage, pre-war, post-war or modern classic.

As car enthusiasts we understand that the big SUV's produce a lot more greenhouse gas than many of our collectable vehicles, which are only driven occasionally. The scheme developed by the AOMC with Greenfleet enables us to show that even though our vehicles produce very little emissions we have a commitment to both the environment and the preservation of our motoring heritage.

Greenfleet:

Why buy offsets from Greenfleet? This is a widely recognized, not for profit organization, that since 1997 has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognized by Government with accreditation to provide tax deductible receipts.

For more information and for purchasing your **Carbon Offset**, go to the **AOMC Website:** www.aomc.asn.au/carbon-offset

Personal Experience:

I logged onto this site and followed the prompts: - you are directed to the distance you wish to offset then in your registration there is a dropdown box where you can nominate a club to which you belong (clubs get recognition for members who sign onto the scheme), before completing your details and finalizing payment. There is provision for you to click on the box offering you a free promotional adhesive sticker. I recommend

What Is It?

doing this as, once affixed to a vehicle it demonstrates to the public, responsibility and support for historic motoring.

In my case, although I can only drive one vehicle at once, I purchased two 3000km offsets, one for an Alvis I could be driving and one for a veteran vehicle. This allows me to lend a vehicle, whilst I am using another and knowing that both vehicles are covered. Also, in my case, I like to participate in remote locations with small low powered veterans, these vehicles are towed by my SUV to the venue. I therefore bought an offset for my tow vehicle.

This offering has been sent to us from one of our members down the peninsula way. It appears to be probably French, with its French Autoeroche lights and Vibrophone horn. (I have an example of each, so I can identify these easily) The body is very sporty and the wire wheels of similar ilk. The gentlemen pictured seem to be men in uniform, possibly armed forces? Perhaps the man hiding behind the tree is working for the underground movement? Look forward to the informed response on this one.



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Ballarat To Busselton With A Veteran Car In The Trailer

By Peter and Judy Fitzgerald

We started the journey on the 12th of October, with a new fridge installed in the motorhome, ready for the adventure.

On day one the fridge refused to operate. Hence we crossed the Nullarbor without a fridge, like Burke and Wills on expedition! Mind you, I do not think they actually crossed the Nullarbor; they went north from Adelaide, not west.

It took seven camps to arrive in Busselton; all but one was free-camping. These were very pleasant power-free stops in the scrub. We were amazed at the amount of Mallee like vegetation for the greatest part of the journey. Many of the trees were quite large.

Went through serious border checks for raw or unprepared vegetables, fruit etc. at Renmark and Eucla going over.

We were ok, but we saw some vehicles getting virtually dismantled. Do not try to smuggle, as it would not be worth it. One couple did not use the bins at the S.A border but offered it to the inspectors at Renmark. They were told they were supposed to use the bins further back! This meant the driver was escorted to an interview room where, among other things, he was fingerprinted and photographed with the fruit. They were considering fining him. All because he handed them a small plastic container of chopped fruit through the driver's window!

Once we climbed the pass at Madura we encountered strong cross winds and rain. While at Madura having breakfast and a cappuccino prior to ascending the pass, we were told we would meet the Cannonball motorcycle riders run further down the road going east towards Queensland. They were all pre-1949 motorcycles. Boy, were they getting wet, and the road trains were drowning them with heavy spray. We passed a group towards the end that had pulled over and were looking for trailers and shelter. The wind can sure blow across that flat plain, straight from the Antarctic!

We arrived earlier than planned in Busselton due to three long driving days. In order to get the fridge fixed, we needed to have it there by the Wednesday afternoon. We were planning a Saturday arrival. More on that story later!

The Busselton Veteran car club have a fantastic modern club room and facilities built with funds provided by both state and shire grants. Amazing! They are regarded as an excellent tourist attraction!

The rally started on the Sunday night with welcomes and a veritable finger food feast. Beautifully presented and heaps of it.

There were three cars and a motorcycle from Victoria. Not a lot, but for us it was around a 7000km. round trip. Diesel got up to \$3.19 a litre across the Nullarbor.



At rally headquarters



Busselton Pier



Cars on display on the rally

Not so good with a strong cross wind but we managed. Saved money by not buying perishable food!

The rally was extremely well organised including the catering at the different venues. It was a friendly rally with the West Australians and the Queenslanders going to great lengths to period dress. They were quite a sight!

The events were from Monday to Friday with the longest day involving 195km of driving. Our 4cyl. Maxwell performed perfectly, however the rally director had the misfortune to put a piston through the side of his single cylinder Rover.

At the final dinner a local troupe of performers presented acts involving the history of Busselton's many characters and the city development, beautifully performed from within the audience.

An interesting piece of history relates to the steam locomotive that traversed the Busselton jetty. It was the first steam locomotive built in the Southern Hemisphere for the 3foot 6inch rail gauge. It was the first steam locomotive to be used in West Australia. It was constructed in Ballaarat; (balla-arat is aboriginal for rest place) and was named Ballaarat by the then Lord Mayor of Melbourne. It was purchased new by a W.A. timber company to transport timber to the local wharfs.

It was constructed in 1871. It is currently housed as an exhibition in Busselton. The current tourist train on the jetty is solar powered, carrying 90 passengers.

Back to the fridge saga! Parts required to do a fix were unavailable at that time in Australia. Most unusual, ha ha! They got it working so that it would not turn off by itself. On the way over no go, on the way back no stop. I guess on statistical average an ideal run!

We came home via the Eyre Peninsula. Lovely oysters and prawns!

In the middle of the peninsula is a route called The Birdseye Highway. An absolute must if you are sightseeing over there.

We actually got a good suntan on the rally but have lost it upon our return on the 10th. November, as a result of the Ballarat weather!

Hope you enjoyed reading this article.

Victorian Members that attended the National Rally

Peter & Judy Fitzgerald 1910 Maxwell

Paul & Kim Williams 1911 Wolseley

Greg Smith 1903 Romania Motorcycle

John Wards, Daryl Meek & Fiona Lane 1916 Benz.



Classic bumper bar growing in a tree on the Nullarbor



Cars parked at Dardanup Heritage Park. We viewed a world class collection of working agricultural machinery here.



Cars parked at the Clubrooms ready for the days run



Maxwell with admirers

2022 National Highwheeler Rally – Mount Gambier

By Pam Hill

The Highwheeler Register is an informal group of owners and drivers of those strange American anomalies, the Highwheel Buggy. The group normally gather together once every 2 years for a National Buggy Tour somewhere in Australia. Last held in Maryborough, Victoria in 2019, this 15th event has been much postponed and rescheduled due to Covid.

A few of the regulars had not made it owing to work pressures, health issues or elderly parent problems but about 14 buggies were able to attend. This was made up of 9 IHC, 2 Schacht, 2 McIntyre & 1 Black. Our IHC was still not quite ready for use, but Joan Forryan very kindly loaned us the use of her 'Little Mac' 1909 McIntyre.



Deane and Pam Hill 1909 McIntyre

We gathered together in Mount Gambier on Sunday 20th November for a tasty BBQ welcome at the local historic car club rooms.



Above: Hail on Buggies

Monday 21st - The weather was absolutely atrocious, with most entrants taking to their modern cars for the short drive out of town to inspect the Gambier Earthmovers Limestone Quarry where there was a guided tour and we enjoyed our lunch break. In the afternoon we headed back into town to inspect Murray Langford's Truck Restorations. Murray restores historic trucks and had a good display of vehicles to inspect. Also on display was an IHC buggy once displayed in Melbourne by International Harvester Co. which I believe is now owned by Scott's Transport of Mt Gambier. Surprise short term arrivals were Stewart Griffin, Adelaide born, but Wales resident, who had managed to slip away for 2 days from Adelaide family issues, and Albury's Steve Edwards taking a slight detour on his way home from Phillip Island.



Scott's Transport 1910 IHC

Tuesday 22nd – The weather had improved a little and saw most buggies out on the run about 25 km to Coola Station, a working sheep/cattle and wine property. Formerly an outstation for a much larger property this is still a large property running Black Angus cattle, about 30,000 sheep and growing grapes and making its own wine. Several cases of wine made its way back to Mt Gambier in the back of buggies. The shearing shed was working and many entrants inspected this operation.

Tom Ellis, the owner and his family brought out their magnificent Holsman buggy which has been in the family since new and is completely original.

Below: Line up of Buggies at the Coola Station



I particularly love the cloth covered rope which is the original drive rope instead of having a chain.



Tom Ellis displays the very original Holsman that has been in his family since new

Wednesday 23rd – This was declared a Modern Car Day, due to the distance to travel and safety concerns with the logging trucks using the roads. We travelled through the pine plantations near Mt Gambier, noting all the mobs of emus amongst the trees, arriving at Nelson, Victoria for a boat cruise on the Glenelg River. This was a very relaxing way to spend some time with a wonderful buffet lunch thrown in as well.

After our return to shore we crossed the river arriving at the small Nelson Airfield to find our cruise boat captain is also the local light aircraft repair mechanic. He gave a talk on the planes he was currently working on, explaining he had light planes coming to him for repairs from around the country.

Thursday 24th – Finally, some better weather! This was another longer day of driving. We headed south from town, using back roads to reach Little Blue Lake where we had morning tea. Not quite as blue as the main Blue Lake which had water as blue as I have ever seen it, in spite of the grey skies. More back roads through farming country to reach Port MacDonnell. Deane & I sat in the sun and enjoyed fish & chips by the jetty while chatting to onlookers enjoying the display of buggies.

Friday 25th – Our best weather and last day was to be a run out of town to a Potato processing factory. I cannot give any information on this as sadly we became confused by the directions and eventually found ourselves hopelessly lost and back at the highway 20 km from where we should have been. Having already burned up some of our fuel we decided to top up the tank with our 5lt reserve and headed straight back to town to commence loading up.

Friday night we had our farewell dinner in the local car club rooms, wonderfully prepared by the car club ladies.

As always it was great to catch up with a group of people we usually only see once every 2 years and enjoy the relaxed pace of buggy motoring.



Richard Payne's 1913 IHC in front of the shipping building

Entrants

Ronald Clarke	SA	1911 IHC
Deane Hill	Vic	1909 McIntyre
Ivan Smith	Vic	1909 IHC
Alan Miller	NSW	1907 Schacht
Greg Smith	Vic	1909 Schacht
Michael Sheehan	SA	1909 IHC
Warwick Bayley	Vic	1907 McIntyre
Rob Duffey	NSW	1905 Black
Richard Payne	Qld	1913 IHC
Noel Holbrook	Vic	1910 IHC
Andy Burns	Vic	1908 IHC
John Hill	SA	1908 IHC
Andrew MacDougall	Vic	1909 IHC
Max Boardman	NSW	1908 IHC
Tom Ellis	SA	Holsman

Standard Motor Cars – The Survivors

We featured this 1906 Standard in the flashback column in the 2015 August edition of Brass Notes. We have re-published the following responses we received from Noel Holbrook, Ian Irwin and the late Bruce Nelson, for your enjoyment.

Noel Holbrook's response is on page 19 in a letter to the editor.

Right:

Ian Irwin advises that as a school kid, he collected various articles on veteran cars from the press, in a series of albums. He has provided a photo of the car in question.

Unfortunately as a kid he did not record the publication source or date. Almost certainly the Sydney Morning Herald which we had delivered daily back then.

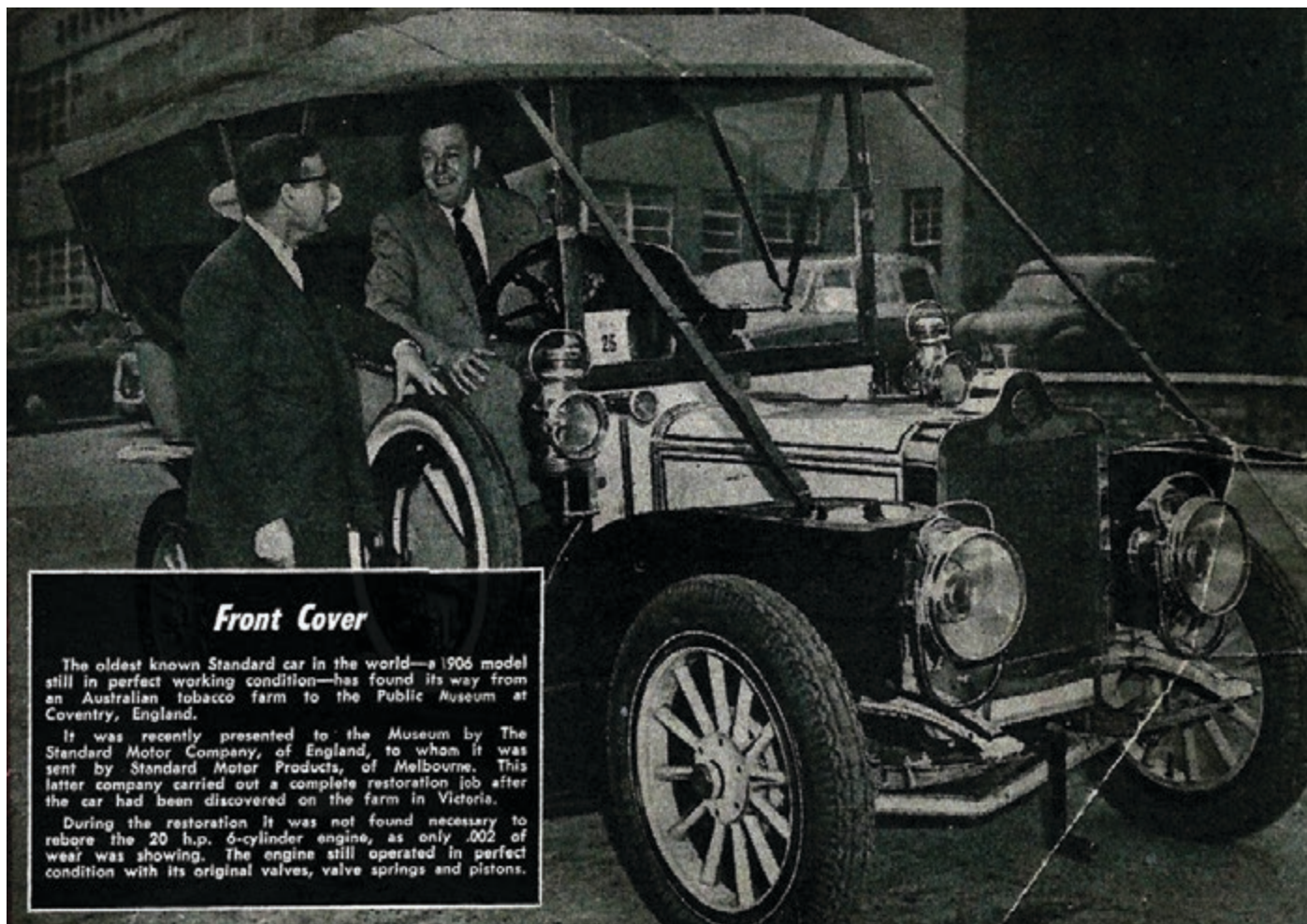
Below:

Bruce Nelson provided a copy of the VACC magazine cover from 1959, and it included this photo and information on this desirable and rare Standard

VINTAGE CAR RETURNS TO ACTIVE SERVICE



Ready for registration (it passed), a 1906 20-horsepower Phaeton stands on a weighbridge in Melbourne, restored to its old glory. The driver, Mr. Bob Morrow, of Port Melbourne, found the car rusting in a shed near Wangaratta. Today, with most of its original engine, it starts at the first turn of the crank; will do just under 40 m.p.h.



Front Cover

The oldest known Standard car in the world—a 1906 model still in perfect working condition—has found its way from an Australian tobacco farm to the Public Museum at Coventry, England.

It was recently presented to the Museum by The Standard Motor Company, of England, to whom it was sent by Standard Motor Products, of Melbourne. This latter company carried out a complete restoration job after the car had been discovered on the farm in Victoria.

During the restoration it was not found necessary to rebore the 20 h.p. 6-cylinder engine, as only .002 of wear was showing. The engine still operated in perfect condition with its original valves, valve springs and pistons.

Standard Motor Cars – The Survivors

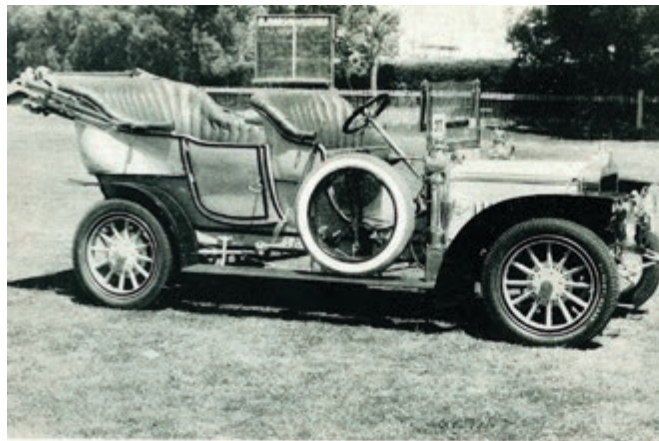
By Greg Smith



The Union Jack so predominately displayed on the radiator badge bearing the name Standard Coventry illustrates how quintessential the Standard is, so very “British”. When I received the photo from Ian Irwin for the front cover it triggered my mind on wondering how many still survive, as I recalled we had two here in the early years of the club, but now they seem almost extinct. Hopefully through the Flashback column we will uncover the whereabouts of the 1914 example. Before seeing what survivors I could uncover around Australia, I felt we needed to reflect on the 6 cylinder 1906 Standard with a quick look back of this special vehicle. I term it special, as there a limited 6 cylinder 1906 vehicles here in Australia and in addition it turns out to be the oldest surviving Standard, worldwide.

I also thought I could remember reading an article on the Standard in an early Australian Motor Sport magazine. I entrusted this research to Brendan Walsh who has a huge collection of these publications. I was wrong, but Brendan found a nice photograph of the car in the January 1958 edition which featured a 1907 Rolls Royce of Adrian Garrett on the front cover. This Rolls Royce had just

arrived from England and attended our 1957 Annual Rally to Ballarat – but that is all a story for another time. There was a comprehensive write up of the Annual Rally in the Australian Motor Sport magazine and the Standard was conspicuous in this article, winning the ‘Concours d’Elegance’ award.



With a restoration carried out by the Standard Works at Fishermen’s Bend and a most original list of equipment this “new” 1906 model was the winner of the “Concours d’Elegance,” a reward that befits the oldest Standard in the world.

application for the award for finishing under the greatest difficulties. He won it, despite the fact that another member had to refit a con rod bearing on the way).

Off went Tom, hot foot to Ballarat. In fact, he was timed at once place as doing 11 m.p.h., but as I walked beside for some yards, he can obviously go faster.

The Buggy always seemed to start before anybody was ready, and finish when all were packed up and just leaving!

A couple of entrants had retired at Bacchus Marsh, but the rest of the field arrived safely at Ballarat Show Grounds in the mid afternoon.

A spin around the trotting track and into the garaging area before the rain came was the general rule, but of course, the I.H.C. arrived during the heavy rain storm. Poor Tom.

Safely cared for during the night and ready for the cold start in the morning, the drivers and their friends were able to relax and natter at the party in the Lower Town Hall that evening.

That, of course, is a closed book, but quite a few failures to “cold start” were observed next morning!

John Bateman had seven attempts with the Benz, each one meaning a run from crank to steering wheel, a distance of 8 feet or so. Finally, exhausted, a blocked jet was diagnosed.

The Pathfinder didn’t respond as usual due to this Bugg forgetting to switch on his ignition, but the Garrett Rolls Royce again did things nicely and recorded 12.8 secs.

Alan Rewell and the Trumble also did it quietly and easily to recorded 20 secs. to get second place and win the small car class.

The Mercedes-Knight demanded such pre-starting operations that the limit of 3 minutes would have been expended in pumping up the petrol tank. As for lubricating the sleeves with three pushes on the pump pedal, Well!

By the time these cars had finished their test, the Bebe Peugeot, De Dion and Renault were well on the way, downhill, to Melbourne.

Lunch was very leisurely, with much joy-riding and sampling of cars. Children of course were having the time of their lives and probably vying with each other as to who had the most free rides.

On the road again, the final leg, the traffic thickened considerably and Anthony’s Cutting was packed solid with cars, all marshalled by police to the edge of the road to give the Veterans the greatest help in the long climb.

A short distance of the hill was timed and the winners were Adrian Garrett, R.H., at 37 secs., J. Hutson (Overland), 45 secs., and R. Provan (Renault), at 56 secs., all of their respective classes.

After negotiating the cutting the Rally attracted more and more spectators until at Footscray it resembled Paris-Madrid with its “Funnel” of humanity, trying to get their toes run over.

This was re-organised by the Mobile Police who had shepherded us all along the route, and soon things were less drastic!

Williamstown Oval, as last year, was the scene of a grand parade, and after Miss Australia had entered in Tolly Jeremiah’s De Dion, the cars circled the field in front of packed grandstands. Halfway round however, rain started and the Rally ended in a mad rush for cover.

A considerable amount of money had been raised for numerous

charities along our route, and thanks are due, in no small way to the members of H. C. Sleigh Ltd., the sponsors of the Rally, and to all those members of the Police Force who looked after us.

The official Rally Results are listed below:

Official Results, “Golden Fleeces” Veteran Car Rally, 1957

Rally	Pos.
1. Mr. R. Dix Peugeot	39
2. Mr. V. Stocks (De Dion 1904)	33
3. Mr. J. Irwin (Cadillac)	28

Elegance

1. E. Morrow (1906 Standard)	
2. T. Van Alkemade (1914 Vermorel)	
3. (Equal)	
A. Garrett (1907 Rolls Royce)	
H. Kiel (1910 S.C.A.T.)	

Acceleration Test

	Time Sec.
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Class “A”

Markoff Bros. (1911 Peugeot) 35.8

Class “B”

H. Guthrie (Stutz) 33.8

Motor-cycles

A. Wilkinson (1911 Abingdon) 36.4

Cold Start

Class “A”

A. Rewell (1912 Trumbull) 21.0

Class “B”

A. Garrett (1907 Rolls Royce) 12.8

No Motor-cycle Award

Hill Climb

Class “A”

E. Provan (1909 Renault) 56

Class “B”

J. Hutson (1915 Overland) 45

Class “C”

A. Garrett (1907 Rolls Royce) 37

No Motor-cycle Award

Award for Finishing under Greatest Difficulties

Tom Moya (1909 I.H.C. Buggy)

Winner of the Kemanda Trophy for 1957

Mr. A. W. Dix on his Peugeot Bebe.

To the Editor,

Regarding the “veterans” on p19. The 1907, 6 cylinder 30hp Standard is the oldest known Standard still in existence, discovered on a Victorian tobacco farm in the 1950’s, where it laid idle after being used to transport the crop, as many veterans had done in their final years. After being restored by Standard Motor Products in Port Melbourne the car was returned to The Standard Motor Company in England. Now a part of The British motor Industry Heritage Trust, on display at the Heritage Motor Centre, Gaydon, Warwickshire. It was entry 37 by R. B. Morrow in the 1957 Ballarat VCCV rally

Regards, Noel Holbrook

As to the other Standard motor cars that survive here in Australia, I enlisted support from a few friends interstate to help out. Survivors were indeed scarce, except for Queensland. It was here that we were able to uncover four, thanks to the help of Greg Hill. There is a book that was produced by the Veteran Car Club of Australia (Qld.) Inc. 60th Anniversary 1956-2016. This book provided the bulk of our information. (Must check with Daryl, our club librarian if we have a copy of this in our library)

All the following text is taken verbatim from this publication and all photographs have been provided by either Greg Hill, or taken from the same publication, so for this we are most grateful.

**1910 Standard Model J “Edward”
Owners Syd & Pauline Norman**



One of only 2 J Models, left out of the original 200 manufactured. Edward is the oldest Standard in Australia and the 3rd oldest in the world. 4 cylinder, 1.6 litre, 12hp, 3 speed gearbox, cone clutch.

It was recovered from the farm dump at Paradise Downs Station near Blackall in 1964. It passed through several owners before I bought it in 2007.

The original registration number was A469 and it was owned by the Reverend W.H. Wheeler and used in his pastoral tours of the Downs stations. Suffering a catastrophic differential failure it became a farm hack in the 1930's and was used by the shearers for several years. In a very bad state, the chassis took 200 hours to restore and the total restoration was about 1400 hours and \$16000.

The body is a copy of the original Friswell designed body of unknown manufacture. It was completely restored by July 2012 so that my late wife Janet could have her last wish – a ride in it before she passed away.

Drives well, cruises at 60kmh and has attended several rallies, but suffers from very poor brakes.

**1914 Standard Coventry Rhyl
Owners Merv & Margaret Thompson**



This car was found in 1967 by Ray Whyte on a property called “Willoughby” which was located approximately 35 miles north of Ifracombe Queensland on the Aramac Road and was owned by the Armstrong family. The Radiator was there and being used to scrape mud off their boots, and the side lights were on the shelf above the fireplace and the family would not part with either of these items. Ray bought the car home in its rusty dilapidated state. Max Crough from Gympie acquired the car in 1969 and fully restored it and a new body was made by Wally Gibson in Goodna Queensland. Sometime later Max was able to make a deal with the station owners and obtain the original sidelights and radiator which are on the car today. After sitting under Max's house idle for 26 years we were very fortunate to acquire the car with the assistance of our very good friend Geoff Bernhagen.

**1914 Standard Rhyl
Owner James Brennan**

After receiving a phone call one evening from a man, telling me he had inherited a car from his father and did not know what to do with it, we arranged a time to view it. It turned out to be a 1914 Standard. The car had been locked up in his father's lounge room for some 20 years before he inherited it. The car is currently being restored.





1914 Standard Rhyll
Owners Ron & Debbie Brennan



When there were Standard cars they were always distinguished by the Union Jack badge or later mascot. The Rhyll Standard, named after the seaside town of North Wales, was introduced in 1913 and described by Georgano as “a big car in miniature”. It had a 4 cylinder 9.5hp engine with Zenith carburettor and an Eismann

magneto. The efficient cooling caused the Rhyll to be known as “the car that did not boil”, apparently due to the full exposure of the tubes under the top tank and the flywheel fan drawing air through the engine compartment. There is a 3 speed transmission and the differential incorporates overhead worm drive.

Standard was so sure of the reliability of its product that the instruction book states, “if the car stops for any reason, there is only one thing wrong: there is no petrol in your tank” This Rhyll Standard was found in a hay shed outside Rockhampton where it had evidently been covered for about thirty years. When the rubbish had been cleaned off and some oil, fuel, and water put in the engine, it is sad to have started on the second turn of the crank handle. While the chassis and motor were quite good, the body had deteriorated. Somehow Allan Campbell heard about the Rhyll, tracked it down at Slack’s Creek in Brisbane and bought it in 1960. He completed the restoration in August 1961.

Allan drove it frequently in events. In the Warana processions through the city in the 1960s and 70s his passengers included Premier Nicklin and Sir Arthur Fadden. He was very attached to the little car, parting with it only when he could no longer look after it at the age of 95, so decided to find a good home for it. Geoff Bernhagen acquired it in 2000 before it passed to Ron Brennan.

Finally, I wish to thank the contributions of many that have attempted to help find what Standard motor cars still exist, and in particular Greg Hill for his patience and time to produce countless emails to help in this quest. To be completely honest, we have found some examples, but we are ever hopeful that further examples will be uncovered and we get further correspondence to reveal the ones we have failed to find, as I am sure there must be others.

Cyclecar – Steam Driven

By Michael Turner

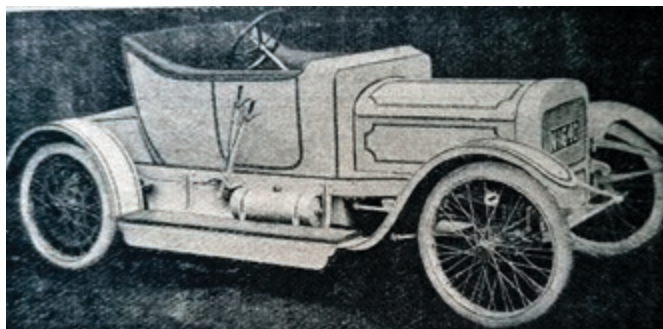
The Cyclecar came in all shapes, sizes and powered by many different types of engines. We do not quickly associate steam with the Cyclecar phenomenon, however there were such amalgams, if only rarely. The following may be of passing interest to readers of Cyclecar Corner. This letter to the editor in November 1913 is rare but an interesting insight into an alternative thinking to the vee-twin.

Dear Sir,

My recent reading of The Light Car and Cyclecar, 10th November 1913, brought to my attention an intriguing proposition. Advertised within the classified section; if I may quote: - “STEAM car, perfect running order, 18in. boiler, new tubes, superheater, paraffin fuel, copper tanks for water and fuel, and two new tyres, easily converted to cyclecar, photo. 18 pounds or offer.”

If I may be so bold as to ask your opinion on the cyclecar conversion, and what you feel would be a reasonable offer?

I have noted that on page 661 of the same edition, Mr K.W. Williams has written in with a picture (enclosed) and a description of his steam cyclecar.



Findings, Feedback & Follow-Ups

Maudslay "The Sweet Seventeen"

By Glenn Ridolfi



Glenn Ridolfi's 1912 Maudslay chassis as found

I read with interest the article in the December edition of Brass Notes on John Norton and his big Maudslay car being, as I am, the owner of the remains of a Maudslay. I thought you may be interested in hearing a little about my car.



17 hp Maudslay engine

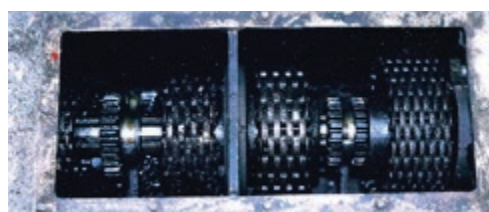
My Maudslay is much smaller than John's was, being one of the 17 HP four cylinder versions nicknamed by the factory "The Sweet Seventeen". This was the company's best-selling model. The records of cars registered in NSW in 1915 show John Norton's car and nine others that I could see. The other nine were all 17 HP models. Of the nine extant Maudslay cars that I know of, five are 17 HP models. The company published a list of notable owners of their cars which included Princess Christian, (daughter of Queen Victoria), the Duke of Connaught and Field Marshal Viscount Kitchener amongst numerous Dukes, Marquises, Earls and Lords. But overall production of Maudslay motor cars was never high and in all probability no more than two thousand cars were produced. Motor car production ceased at the start of WW1 and didn't start up again when the war ended although a very advanced DOHC prototype was built, but destroyed in a fire. The company then concentrated on producing commercial vehicles, mostly buses, into the late forties when it was taken over by AEC.

The remains of my car were found on a station near Blackall in central western Queensland. I believe the car was new when taken to the station and once its usefulness as a motor car had passed it was "uted" and used as a farm hack. It was used to carry six bales of wool to the railway station, each weighing approximately 140kgs which is quite a load for a modestly powered car. After this phase of its life the car was left on the station dump where some time later a shearer noticed the large lumps of brass on the front and back of the worm drive differential housing. So he started smashing the aluminium to get the brass off to sell as scrap. Luckily he was disturbed before he could make off with his booty. But the damage was done and although I have most of the pieces of the housing the aluminium alloy it is cast from refuses to be welded back together. Many who have said it was possible have tried and failed. The lack of this differential housing has hindered my restoration for many years.



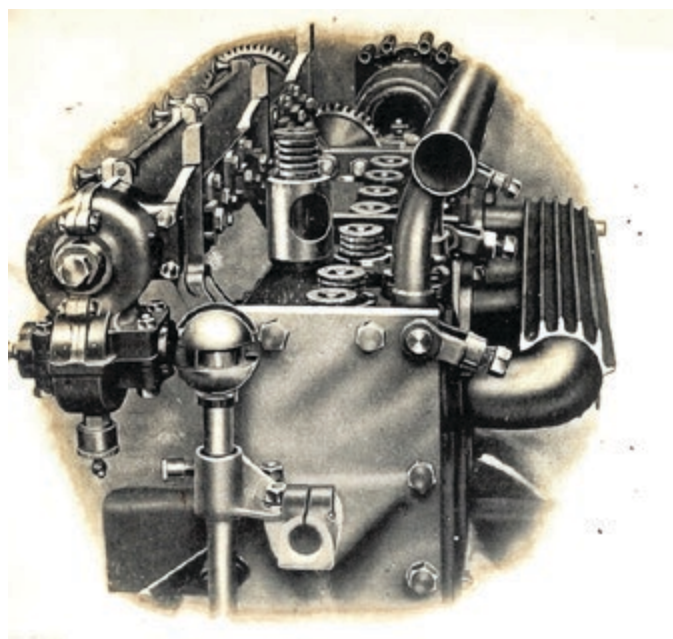
Smashed differential housing. Can anyone help with a replacement?

The 1912 model only, which mine is, has an unusual gearbox having inverted toothed chains instead of gear wheels. These run constantly and ratios are selected by engaging dog clutches. This gearbox seems to have been very quiet and made for easy gear changes. I have no idea why this system was dropped in 1913 as it seems to have been successful and was used in Maudslay commercial vehicles for some time later. There is an amusing apocryphal story that while the car was still in use the chains were very worn (probably because of the overloading) and a new set were ordered from the factory. When they arrived the lads got their money and took off into town but they stopped off at the pub first before collecting the chains. So now the car still has the worn chains and the replacement ones are probably still on a shelf somewhere waiting to be collected.



1912 Gearbox with inverted chains instead of gear wheels

The Maudslay Motor Co was descended from the company founded by Henry Maudslay, the inventor of the micrometer, in 1805, and the screw cutting lathe which standardised threads. Henry's company was heavily involved in steam engines and the shape of steam boilers is supposed to be the inspiration for the Maudslay radiator and bonnet. Their car engine's most recognised feature is the overhead camshaft which, by simply undoing three clamps, can be rocked over to one side while not losing its timing thanks to a universal joint in the vertical drive shaft. Then any of the valves can be removed and replaced and the camshaft simply returned to its original position.



The camshaft rocked over to reveal the valves

Full pressure lubrication is used with oil even being fed up through the hollow connecting rods to the gudgeon pins and this is at a time when a lot of cars still had total loss oiling system. As can be seen also in the photo of Big Maude's engine, the crankcases have easily removable portholes in the sides through which the pistons and connecting rods can be removed and replaced. Accessibility was a high priority for Maudslay. Extensive machining is evident everywhere you look and this probably explains in part the low output. I'm looking forward to getting this car restored one day after having owned it for decades. A new friend of mine who owns a similar car in the UK says it's a joy to drive and I can't wait to be able to drive mine.

I have been in correspondence with Glenn, and he certainly is across all the Maudslay surviving vehicles around the world. He has been in contact with the Southward Museum in New Zealand, and has seen the two in the museum in Coventry in the UK and also had contact with several that are owned in private hands. It would be wonderful if we could somehow help in finding that allusive diff housing, which is the stumbling block at the moment to getting the car back mobile. Glenn has placed an advert in the VCCGB magazine

which will be out shortly. He also realises finding one is also very slim, so probably casting a new one maybe his only option. However, if any member can help please contact the editor to get Glenn's details, and thanks for the wonderful insight on Maudslay and your vehicle- Ed

E R Thomas and the follow up on the amazing find of an Australian delivered motor.

By Russell Holden

After the discovery of what is a very rare find, a single cylinder motor produced by the E R Thomas factory, in Warrnambool Victoria, more investigation has been undertaken, first appropriately a little history.

Erwin Ross Thomas - 1850-1936, was the brainchild and financial force behind one of the great American Automobile ventures of the early 1900s. Having worked in the railway industry in earlier life, E R Thomas turned his hand to the booming bicycle trade in the early 1890s. His first facility was in Cleveland, Ohio, however he soon established a factory in Toronto, Canada. With the success of the bicycle trade, E R ventured into designing small high speed gasoline engines in 1896. This endeavour proved very successful, and the motors received a number of awards for their ingenuity and quality. Extensively used in marine service, the motors were well received and proved profitable. As Thomas produced new motors for differing clientele and applications, he progressively named the model's numerically showing an evolution of the progress of capacity and needs.



Thomas factory in Buffalo New York

The next most logical step was to combine the two booming ventures "bicycle" and "motors" and in 1900, E R produced the Auto Bi motor cycle utilising a Thomas #20 - 2hp air cooled motor. With the success of the Auto Bi, E R Thomas soon moved his factory to Buffalo New York, (initially at a smaller facility at 1192-1200 Niagara Street (before expansion in 1902 to include 1200-1220 Niagara Street) and established the Buffalo Automobile & Auto Bi Company in 1900. The firm produced the Auto Bi motor bicycle, the Auto Trike and an Auto quad. Media reports state that a 1901 Thomas trike was the 1st vehicle to win an auto race in Japan!

THE HORSELESS AGE

F. B. WIDMAYER, New York Agent, writes:

"Election Day Was Thomas Day"

1,141 \$178.00.

FIRST MOTOR BICYCLE CENTURY RUN—THIRTY STARTERS.
THOMAS AUTO-BI'S "PUTS 'EM ALL TO SLEEP."

1st. E. Douglas—Thomas Auto-Bi.
2d. M. J. Farley, towing a big 3 horse power, otherwise would have been first.
G. Miller qualified, though riding 15 miles on the rim.

"The little old Thomas" repeats the "World's Record" event at the Pan-American by beating racers, powermakers and machines of double the weight and power, fully demonstrating the superiority of the oldest motor bicycle manufacturer, and that the light motor bicycle as well as the light automobile are best for road work.

Thomas Motors also hold gold medal for gasoline economy, absolute proof of most accurate construction, and blue ribbon for auto-stop events.

E. R. THOMAS MOTOR CO.,
BOSTON OFFICE: 145 Exchange Avenue, C. S. HENNING, Manager.
1192 Niagara St., BUFFALO, N. Y.
NEW YORK OFFICE: 25 West 43d Street, T. A. HENNING, Manager.
Shipping 25 per cent. Cash. L. 1st \$10,000.00.

Positively the Best Bargains in the World Today.

Dyke No. 1 Machine. This machine was built from our No. 1 outfit for my own use. It has been run about 1,000 miles and has not had an adjustment or particle of attention except oiling and washing. It is intended for two passengers. The Tonneau seats on rear can be attached and will carry four people on good roads. The Tonneau can be taken off or put on in five minutes. It is described in Catalogue Supplement. We will guarantee it to run with less attention and to give better and more general riding value than any machine made.

SPECIFICATIONS: Wheel base 45 inches, Track, 47 1/2 in. Tank placed in front under hood. Detachable rear Tonneau. Pushing light and easy to grip in both hands. French Axle Hubs, all Treads. One lever controls the shifting of the high, low and reverse gears, the other lever controls throwing off and on Friction and Brake, also Auxiliary Brake on side. Upholstered in black leather. 10 & 11 Electric Tires, Brass Hubs, Iron Hood in front. Unobscured the handiest, simplest, most reliable and durable machine ever constructed. **GUARANTEED** in every respect. Practically new, only used enough to thoroughly test. **Price, \$900**

30 H. P. Gasoline Machine.
Price, \$1,500—Four Cylinders.
The Largest and Most Powerful Machine Built in America.

The engine is Dyke's No. 3 Engine, 3 1/2 x 6. The base is all one casting, and two double cylinders are placed on same. The engine is placed in a vertical position in front.

TRANSMISSION gives them forward and one reverse speed. Sliding gear 1975, with patented locking device. Wheels 36 in. with 4 inch tire. The drive is through transmission to bevel gear on countershaft and then by shafts to sprocket on each rear wheel. 1 1/2 in. ball-bear Roller Chain is used.

THE WHEELS are American Roller Bearing Wheels, with roller bearings throughout.

THE STEERING is by means of worm gear arrangement. The worm is fixed, the shafts are adjustable.

Dyke's 30 H. P. Four Cylinder Gasoline Machine. This machine made a mile in 1:30 under unfavorable conditions. It has been in use only a short while. Practically the best bargain on the world today. Track, 4 ft. 10 in.; wheel base, 9 ft.; weight, 2,000 lbs. Will carry six in rear and three on front seat. Will pull any motor desired.

Packard Model C. In better condition than the day it was made. It was driven on the coast in a race against a 1902 Buick. It was driven on the coast in a race against a 1902 Buick. It was driven on the coast in a race against a 1902 Buick. **Price, \$1,000**

OLDSMOBILE in good condition. **Price, \$800**

OLDSMOBILE in good condition. **Price, \$800**

OLDSMOBILE in good condition. **Price, \$800**

A. L. DYKE, 1402 Pine St., ST. LOUIS, MO.

E R Thomas, whilst being the major shareholder in the Buffalo Automobile & Auto Bi Company, remained at arm's length from the production of the vehicles, focusing on the proprietary motor production. A few early experimental cars were produced in 1901, powered by the 3hp Thomas water cooled motor. In 1902, the Buffalo company released what amounts to its 1st real attempt at a motor vehicle, the "Buffalo Jnr", powered by a 3½hp water cooled Thomas motor selling for \$600. This model was quickly followed by the Buffalo Senior powered by the larger Thomas Model #90 6hp motor selling at \$800. A large Tonneau the "Buffalomobile" was also offered at \$1000 utilising the same model #90 motor.



Above: 1902 Buffalo

Thomas was quick to support early racing ventures, backing the Buffalo in a number of time trials. Rather un-spectacularly, indeed in the 1902 New York to Boston Time Trial, a 6hp Buffalo entered by the Mechaley Brothers left New York at the start, however, did not reach Norwalk and were never heard of again!

19th September 1902 saw the public announcement that E R Thomas would formally take over the control of the Buffalo Automobile & Auto Bi Company and form the E R Thomas Motor Company. This was not earth shattering news as E R Thomas was already the major shareholder in the Buffalo Auto Company. 1st October 1902 saw an expansion of capital with E R's former railroad friend D Miller, Vice-President of the Chicago, Burlington & Quince Railroad, weighing into the company, expanding capital to \$389,000. Announcements stated the aim was of producing 1500 automobiles and 750 motor bicycles, half of which were to be already produced in time for the new season.

Announced to the press on 1st December 1902, the "New Model 17" was an up-grade on the Buffalo Senior and the 1st Automobile to wear the E R Thomas Motor Company name. With a larger wheel base, the new 8hp model #93 motor and a 2 speed sun and planet transmission with top speed clutch of the "French Style" and wheel steering replacing the previous tiller, this was a huge step up from the Buffalo. Selling at a whopping \$1250 (a Curved Dash Olds was \$650), the new model was a statement of style and extravagance.

It is estimated that between 50-100 Model 17's were produced before being quickly superseded by the Model 18 introduced 21st January 1903, wearing a continuation of the Model 17 hood but with a 3 speed selective transmission. By March the Model 18 sported a new De Dion style hood with copper insets and side flutes. Despite enthusiastic targets of 1500 vehicles, it is estimate that a total of between 250-300 model 17 & 18s were manufactured in that maiden production year.

The motor that sat in the possession of Jack Brittain for 60 or so, is indeed a Thomas motor. Jack was always doubtful it was car motor thinking perhaps it was stationary engine or at one point even a steam engine. The extended crankshaft which the 2 speed planetary transmission was mount on is a dead giveaway to its vehicle origins and after a quick blast with a brass wire brush on the end of a drill the original motor number was revealed #415, the crankcase #29 also was revealed quickly.



Right: The Thomas motor formally owned by the late Jack Brittain

These finds gave the indication that the motor was indeed not a 6hp Buffalo Model 90 motor as originally suspected, but a Thomas Model 93 motor, so disassembly had to be undertaken to confirm the bore and stroke, to be honest Chris and I could not contain ourselves! The bore was confirmed a 4 3/4" and stroke 5" confirming the motor as a model 93, 8hp and interestingly the crankcase number #29 is only one number off the crankcase in our 1902 Thomas #28. The Motor number #415 puts the motor squarely in between the only two surviving Thomas model 17's ours which has motor #340 and the car currently owned by the Gilmore Museum #512, confirming that the motor came out of a model 17 Thomas.

There are unconfirmed reports of a single cylinder Thomas in Victoria, circa 1904, if that is correct then this motor is most likely the motor from that vehicle, it would be fantastic to see if other components of the car survived? That history and the unlikely finding of more parts would be a story for another edition of Brass Notes!

Russell has also provided a couple of magnificent Youtube videos on his findings:

<https://youtu.be/-nuBczF69bk>

https://youtu.be/jC3PY_z0v8U



1902 Thomas in the Gilmore Museum, motor number 512



Right: 1902 Thomas, motor number 340



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

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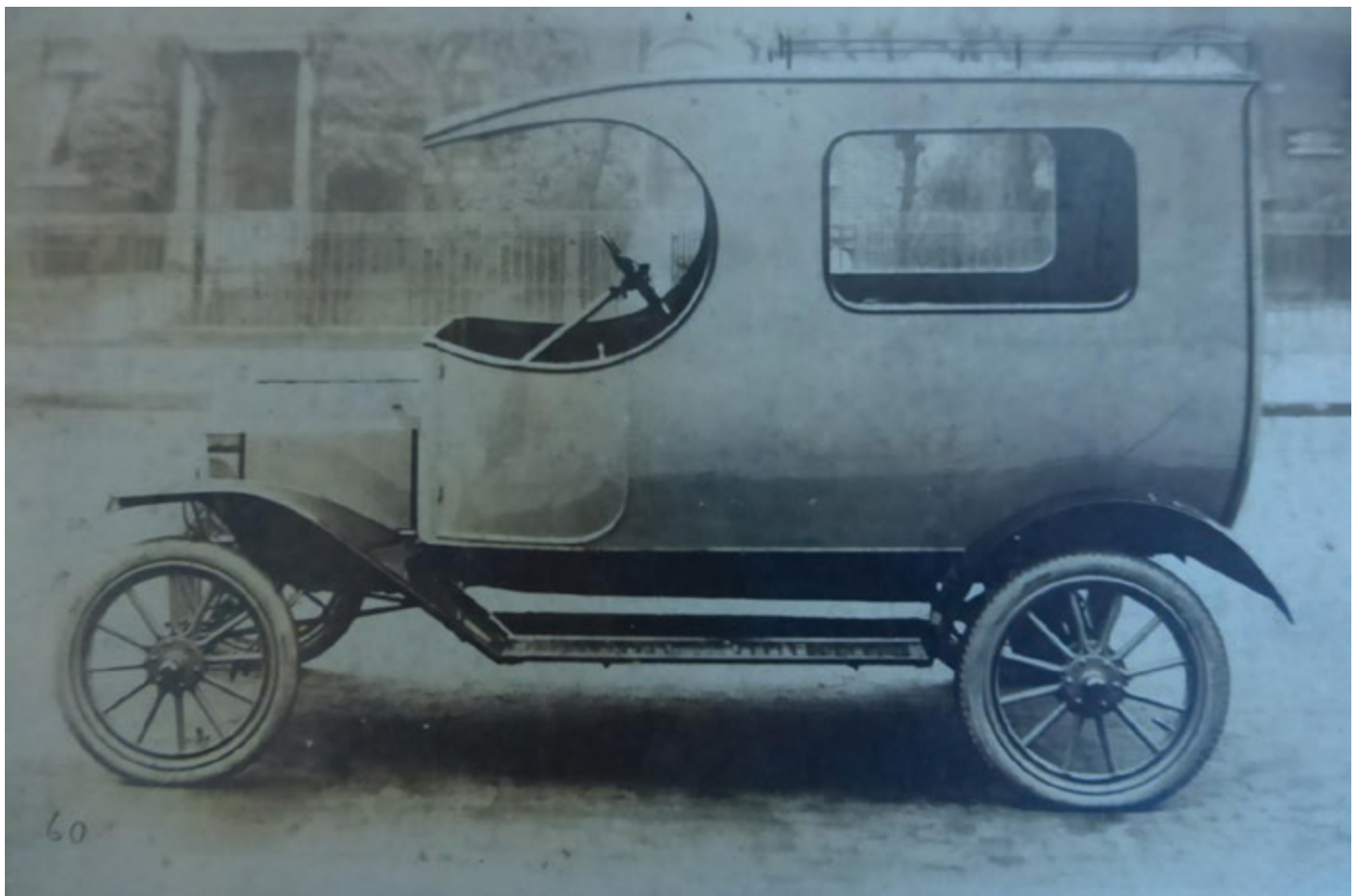
T Ford Time

By Graeme Jarrett

British Commercial Vehicle Bodies

The Ford model T was most often bodied by local body builders in export markets due to tariff protection barriers – Australia being particularly restrictive. England did enjoy providing locally made bodies that were suited to the local market. The results were interesting, sometimes very adventurous and sometimes bland. Here are two that satisfy both descriptions.

This whimsical curvaceous little van would be well at home in the UK. The side lamps on the mudguards (wings) are a real British touch. The body builder is unknown. The chassis is probably 1918 (perhaps 1919).



This rather staid little van would also be well at home in the UK. The body builder is unknown. The chassis is probably 1916.

Private Classifieds

FOR SALE

1912 Zedel Tourer.

Extremely rare car, possibly only going example in Australia, and possibly the only Swiss car also in Australia.

Car has been rallied extensively in New Zealand before being imported into Australia around 10 years ago. 4 cylinder engine of 1128cc. It also has a four speed gearbox. It has nice brass accessories, and nicely upholstered, including hood.

Located at Lake Macquarie. Also available is a custom built trailer.

Asking Price is \$45000 ONO

CONTACT: Jeannette

Ph:0409 724 064

Email jdfancis47@gmail.com



WANTED

Small veteran motorcycle to suit female rider, with gearbox or without.

Restored or unrestored considered.

CONTACT: Simon Anderson

Ph: 0414 482 241

Email: ando_84@hotmail.com

WANTED

Pre-1905 Dufaux/Motosacoche Engine or parts to help with a current project.

CONTACT: Simon Anderson

Ph: 0414 482 241

Email: ando_84@hotmail.com

WANTED

Help to find an early unrestored veteran car, complete or near complete. To enjoy before I am old. Any assistance would be appreciated.



CONTACT: John Horswell

Ph: 0413314196

Email: jraymondh@hotmail.com

WANTED

Rushmore headlight parts:

1 rim 7 1/2 inches diameter

1 Smoke bonnet 4 hole

1 mirror 6 inch or slightly less.

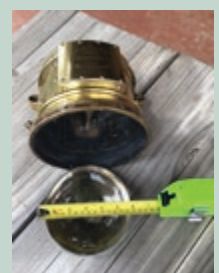
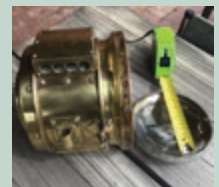
Doesn't have to have good silvering just not cracked

Willing to buy complete lamp if necessary. Need these parts to put a lamp back onto a running vehicle.

CONTACT: Greg Smith

ph: 0447 395 233

e: Schacht09@bigpond.com



Events

BRASS LAMPS AUCTION

Sunday 12th February 2023

Our auction date is almost here and all Victorian VCCA members are invited to come along.

We have over 150 lots and items for sale so the day needs to be structured to efficiently deal with each article. The club will provide a free "sausage sizzle" to keep the distraction of tummy rumbling to a minimum.

The "Buy Now Items", the "Spare Parts Bin" and the "Free Bits and Pieces Tray"

To ensure everyone has an equal opportunity to purchase their desired item, the following rules/procedures will apply.

- Reminiscent of the "Myer Boxing Day sale", the display tables will not be opened until 11am. There will be no advantage in arriving at 9am.
- The items will be displayed on tables for inspection and selection.
- Simply take your item (s) to the Cashier and pay. (See payment options below.)
- Once you have paid the Cashier, please take your purchases and store them in your vehicle.

The "Auction Items"

- To bid on any item you need to be registered. This is easy – give your name and contact phone number at the Registration Desk when you arrive and you will be given a Bidder's number paddle.
- You simply raise the numbered paddle when you bid. The auctioneer will acknowledge your bidder's number when your bid is accepted.
- Subject to meeting the "reserve price", the item will be sold to the highest bidder, as acknowledged by the auctioneer.
- If you are the successful bidder you will be given a card showing the Lot No., Your Bidder's No. and the successful bid value.
- When ready, collect your item(s) and proceed to the cashier to make your payment.

Payment options

- Payments can be made by cash or cheque.
- VISA and Mastercard facilities will be available for "Tap and Go" or you can insert your card.
- Alternatively, by arrangement with the cashier, you can EFT the funds via computer banking the next day.

Auction and Sale etiquette

- Due to the number of items, we need the auction to flow efficiently. Also, we need to positively identify any new bid as it is raised. We need the auction room to be quiet, with minimum distraction. During the bidding, please remain seated and silent.

On-line Zoom Bidders

- Victorian VCCA members are welcome to join the auction via Zoom.
- A log-on link will be sent to all members 2 days before the auction.
- You will need a device with audio and video switched on, and logged on by 12noon (30 minutes before the auction).
- When you log-on, you will be given a bidder's number.
- To bid, you must clearly raise your hand, above your head.
- The auctioneer will acknowledge your bidder's number when your bid is accepted.
- If you are the winning bidder you will be contacted by the Cashier on the Monday or Tuesday to arrange collection and payment. If required, the Cashier will arrange a freight cost for delivery.

Additional Lot Item

Lot No 30 A has been added to the auction. These lamps were accidentally omitted from the catalogue.

LOT 30A

Lucidus Model G43 (Pair)

Pair of small side lights.

Suit small French or other European veteran

Originally nickel plated

Overall condition:

Very Good



INSTRUMENT REPAIRS
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THE ANNUAL 1&2 CYLINDER RALLY IS BEING HELD BETWEEN MARCH 16 AND 19 IN COBRAM.

Entry forms and an accommodation booking link are available online at the Club’s Website. You will find a dedicated link to the rally.

The emphasis of this rally is all about getting back to basics – driving and socialising. No early morning starts and plenty of time for chatting and tyre-kicking.

Please join us from Thursday afternoon for a circular shakedown run.

This year’s rally entry is an all inclusive price covering meals and activities from Friday lunch through to Saturday night dinner in Tocumwal.

Thursday and Friday night will be free for you to make your own dinner arrangements. On Friday morning you will have the option of a short or long route to lunch in Tocumwal, which will be a two course sit down affair. After lunch we will be making a visit to a museum in town before an easy 20km return to Cobram.

The Saturday run will total 85km and include a morning tea and lunch stop. On Saturday night we will be returning to Tocumwal for a three course dinner.

On Sunday morning we will be offering short and longer one way drive towards Melbourne for those who are still looking to stretch their veteran legs.

Enter now, book your accommodation if you haven’t already done so, and we will see you in Cobram.



RACV 1&2 Cylinder Rally
March 16 – 19 2023
Cobram



Rally Directors: Daryl Meek & Fiona Lane
 More information: www.veterancarclub.org.au or Contact Daryl




The Finest CYCLECARS are Water-cooled.
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C.M.F. RELIABLE Radiators
 May we offer you the benefit of our experience and unexcelled facilities. We are entirely at your service.

As fitted to—
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The COVENTRY MOTOR FITTINGS CO.
 FAR GOSFORD STREET, COVENTRY.

TO THE READER By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new era wing.

Taken from the Light Car and Cyclecar magazine, November 1913



The Aussie B40 Rally 2023
Hamilton, Victoria
March 24-26
 A rally for people under 40 years old, driving cars built prior to 1940

For further details contact Stuart McCorkelle on events@vdc.org.au or scan the QR code below





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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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

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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 website, 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.

National Veteran Rally Bussellton, WA

Photos supplied by Jack and Georgia Hume



Tony Gibbs 1914 Delage (W.A.)



The Western Australian Veteran Car Club own this 1910 Fuller, and the custodians are Bob and Jos Henley



Frank Selley 1914 Grant. This car was formally from Victoria and owned by Kath McInnes



Alex Gallo 1909 Maxwell Model A (W.A.)



Jack and Georgia Hume were in this 1918 Oldsmobile, and were the official photographers.



Phillip Stockdale 1910 Siddeley Deasy (W.A.)

Highwheeler Rally at Mt Gambier

Photos supplied by Frances McDougall



Andy Burns 1908 IHC (Vic.)



Andrew Mc Dougall 1909 IHC (Vic.)



Michael Sheehan 1909 IHC (S.A.)



Noel Holbrook 1910 IHC (Vic.)



Richard Payne 1913 IHC (Qld.)



Warwick Bayley 1907 McIntyre (Vic.) followed by Alan Miller 1908 Schacht (NSW.)