

March 2023



# Brass Notes

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

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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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

# Flashback

By Greg Smith



The Flashback photo for this month features a FIAT. It was photographed on an Annual Rally down on the Mornington Peninsula; I believe in the 1980s.

We are always very hopeful of gaining any feedback on who owned the car and any possible history. I am not across the different FIAT models although I have been “schooled” a number of times by the experts. I am sure the knowledgeable members will be able to help us out on what Type (Tipo) it is.

I remember rallying with this FIAT and the then owner was not in perfect health, at the time, so required me to be the designated “cranker”. I must have been a lot stronger and fitter way back then.

Please help us out to identify the car, maybe the model, the year, who owned it then, and perhaps currently and any other informed feedback by responding to the Editor.

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members

- Kean & Gillian Thompson of Toowoomba, QLD. Their early cars consist of a 1910 Napier with Roi-de-Belge style body, 1911 Talbot M Type and a 1911 Mitchell Touring.
- Gary & Lyn Edwards of Bongaree, Qld. They have a 1915 Buick.

## Coming Events

5 March 2023	<b>65th Kalorama Rally</b> Kalorama Memorial Reserve, Mt Dandenong Tourist Road, Kalorama
8 March 2023	<b>Natter Night - 8pm in the Clubrooms and on Zoom</b> Meeting ID: 826 3872 0693 Passcode: 113809 <a href="https://us02web.zoom.us/j/82638720693?pwd=bkE4RHhyMXErbkpHTDg4UUdkaUZldz09">https://us02web.zoom.us/j/82638720693?pwd=bkE4RHhyMXErbkpHTDg4UUdkaUZldz09</a>
24 - 26 March 2023	<b>Aussie B40 Rally - Hamilton</b> <a href="http://sites.google.com/view/b40-2023">http://sites.google.com/view/b40-2023</a>
7 April 2023	<b>Hot Cross Bun Run - Good Friday</b> Braeside Park from 9am
28 - 30 April 2023	<b>Florence Thomson Tour - Wangaratta</b> <a href="https://www.aomc.asn.au/florence-thomson-tour">https://www.aomc.asn.au/florence-thomson-tour</a>
19 - 21 May 2023	<b>Pre WWII Motoring Weekend, Bendigo</b> Details to follow

## Major Events

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

## National Events

2 - 8 October 2023	<b>2023 National Veteran Vehicle Tour - Griffith NSW</b> Contact: Roger Gottlob 0493 266 643 or <a href="https://griffith2023.vvccaact.org.au">https://griffith2023.vvccaact.org.au</a>
17 - 23 March 2024	<b>2024 National Veteran 1&amp;2 Cylinder Tour - Albany WA</b> Contact: Deidre and Harry Pyle 0407999290 or <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&amp;-2-Cylinder-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&amp;-2-Cylinder-Rally</a>

### Front Cover Photo

By Graeme Jarrett

The cover this month features a photograph by the Melbourne photographer, Albert Jones.

The car is believed to be an Oakland, possibly 1914: the shot was taken at Lakes Entrance, Victoria, circa 1915.

In using this work, we acknowledge the work's creator and title (where known), and State Library Victoria as the source of the work. We thank them for generously providing high resolution digital copies.



# President's Message

By Ben Alcock

We are well into 2023 now and our Club year has started off strong!

Our highly anticipated Brass Lights Auction Day was held and what a day it was. We had a great number of members turn up on the day and the atmosphere was electric as everyone got into the spirit, the hands were flying up and the items were flying out the door. As you'll read on page 20 we managed to sell almost every single item. I would like to thank the team of people that made the day possible, led by Graeme Jarrett and Michael & Claudia Holding. There was a huge amount of effort put into this day and without their hard work and perseverance we wouldn't have had the successful day that we did. An even bigger thankyou needs to go to Gary Dubois, the man who made this very generous donation. Its great to see so many of our members will now benefit from having the correct lights and fittings on their cars and with all the lights being bought by Club members, we have also saved them from leaving our shores.

Very soon we will be in Cobram for the RACV 1&2 Cylinder Rally which will be another great rally. Daryl & Fiona have been very busy putting this together and I know there a few members out there busily trying to get cars ready for their first-time outs. I'm very excited to see so many cars getting restored, reappearing from a long absence or residing in Victoria for the first time. Let's get these cars out and keep using them.

In May this year, incorporating the National Motoring Heritage Day, we have combined with the VDC and VSCC to organise a Pre-WWII rally in Bendigo. It is going to be a great weekend of rallying and socialising with all Pre-WWII enthusiasts. We will have an interesting range of cars from the era so let's get the Veteran (cars) out and support this event. We are stronger in numbers so combining with other likeminded clubs for this event to showcase our hobby, early motoring history and preservation will be a great step forward. And I hope to see as many of you as possible at this rally.

*Stay safe and well,*

*Ben Alcock,  
President – VCCA (Vic)*

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# Editorial

By Graeme Jarrett

I had reason to peruse the membership list for our club and was a little surprised to see a larger than expected (by me) number of members from interstate. It is a welcome phenomenon and a pleasing reflection of our veteran car motoring enthusiasts hoping to capture more of their hobby from interstate sources.

The very nature of our distant capital cities seemed to determine our individual structure of veteran car clubs. The tyranny of distance has been the decider of our early formation as individual state based clubs.

So how many interstate members do we have?

23 New South Wales.

9 South Australia.

4 Tasmania.

3 Queensland.

2 Western Australia.

The attraction for some might be to keep better in touch with what is offered through being able to receive the Victorian club's newsletter, Brass Notes.

Also too would be the closer proximity to the Melbourne club and its activities. This particularly applies to those living in the border country of the Murray River – clearly much closer to events in Melbourne and surrounds.

As we live in the digital age we now enjoy better and more fluid connections with interstate veteran car clubs.

I am familiar with the thoughts of others who see a closer alignment with similar (aka vintage) early car clubs in Victoria as a way forward. In my opinion, this idea does not itself lend itself to the real differences between us. It is highly unlikely that such a shared base could take place.

During my working life I was a part of closer business amalgamations and the results were not always as predicted. Staff departures were usually the norm and sometimes comprehensively so.

A loose connection to state bodies such as the AOMC and similar bodies is a given.



Your temporary editor – halcyon days.

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# Club officers and Safety Scrutineers

By Brian Hussey

We have recently updated our signatures with VicRoads to incorporate some new safety scrutineers, making it even easier for members to access someone locally. In the first instance, please contact Brian Hussey and he will help direct you as required. Whilst updating this list we have also updated our Club authorised signatures and all permit renewals will now be signed by Michael

Holding (details in the club officers' section on page 30). In another attempt to make it easier for you, we have also added Ben Alcock and Darren Savory as signatures, and they are both available at Natter Nights if Michael is absent. Below is a full list of our safety scrutineers:

## VCCA (Vic) Safety Scrutineers

Region	Name	Contact Number
Statewide	Brian Hussey	0418 561 910
Statewide	Bob Ballinger	0439 488 386
Urban West	Bill Lindsay	0418 789 353
Urban Central	Andrew McDougall	0427 220 249
Urban East	Brian Scudds	0418 303 100
Ballarat	Graeme Clarke	0429 110 868
Bendigo/ Macedon Ranges	Greg Smith	0447 395233
Bendigo/ Goldfields	Greg Orde	0477 313267
Gippsland/ Maffra	Peter Johnson	0427 455513
Echuca	Adam Auditori	0428 037 755
Wimmera/ St Arnaud	Alan Esmore	0418 356 532
Western District/ Geelong	Simon Anderson	0414 482 241
Western District/ Colac	Andrew Provan	03 5231 1417
Western District/ Warrnambool	Noel Holbrook	03 5561 2954
Wodonga/ North East Region	Peter Fagan	0421 140 547
Steam Cars:	Bob Ballinger and Adam Auditori	
Dating:	Andrew McDougall	0427 220 249

## Follow Up – Russell Holden’s article on the Thomas engine

by Russell Holden



Publicity photo showing 3 Thomas cars and a 1902 Buffalo following its win in the New York to Paris race.

Photo courtesy of Alex Gow collection.

# Cyclecar Corner – Baby C.I.D.

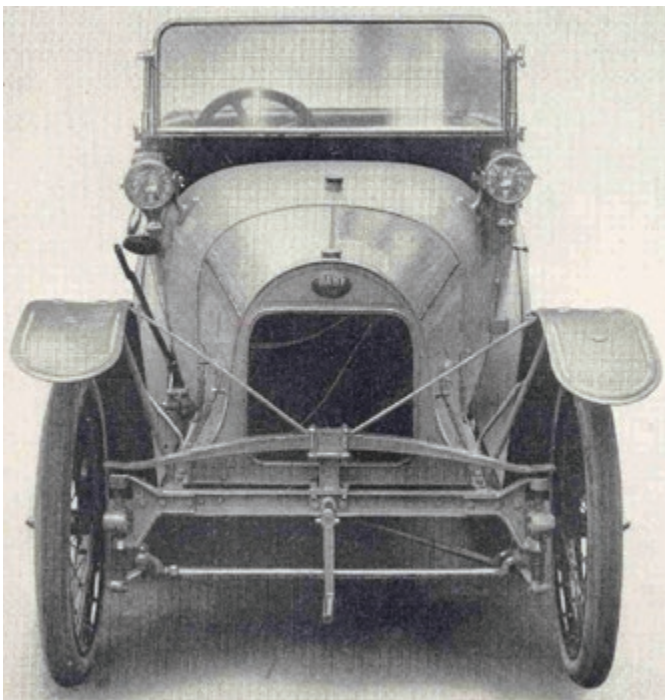
By Graeme Jarrett

The Baby C.I.D. was a product of the New Motoring, the Cyclecar era – circa 1910-1915, a feeding frenzy of the alternative motoring at the height of its infamy.



Above, radiator badge; accreditation Wikipedia.

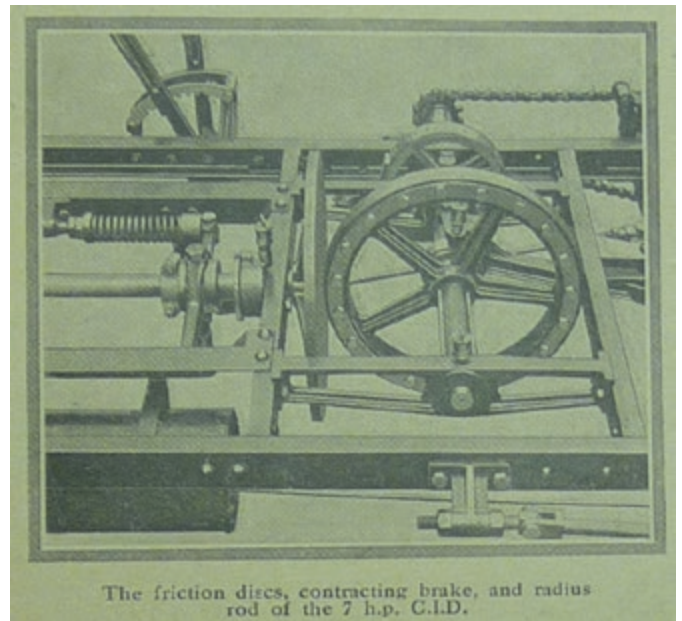
The **C.I.D.** refers to the French maker *Constructions Industrielles Dijonaises* who built the vehicles in Dijon, France – 1912-14.



It was powered by a single cylinder Buchet engine, rated at 7hp; friction drive was employed.



Above, a Baby C.I.D. in chassis form. Accreditation, *The Light Car*, 1914



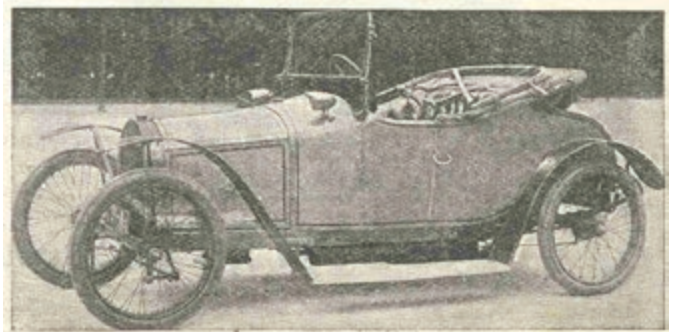
Above, Baby CID Friction Transmission. Accreditation, *The Light Car*, 1914

It was offered under a variety of names, as Portland in England by a London car dealer, and others.

## The Wonderful Torpedo **PORTLAND** :: :: LIGHT CAR :: ::

### SPECIFICATION :

6-8 h.p. single cylinder, Buchet motor, water-cooled. Bosch magneto. Claudel carburetter. Pressed steel frame. Wire wheels. 650 x 65 tyres. Chain drive. Four speeds and reverse. Petrol consumption 50 miles to gallon. Speed—35 miles an hour. Climbs all hills. Foot brake—operates on two rear wheels. Side brake—on propeller shaft. Two side and one tail lamp, pump, horn, jack and kit of tools.



Above the Portland Light Car – really a rebadged Baby CID.

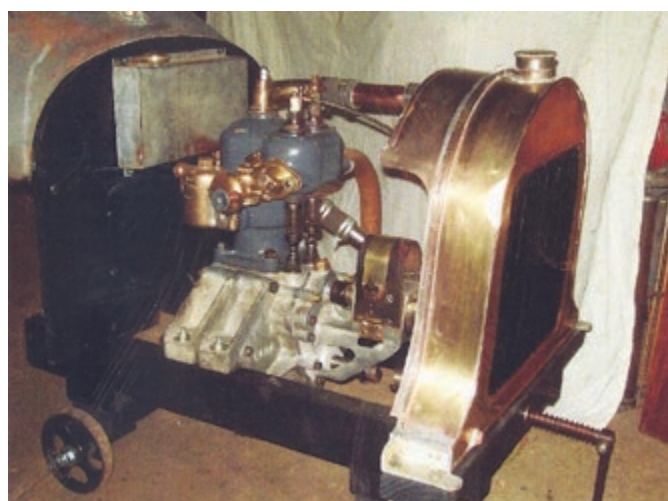
This Baby (there were others using this generic name for a small car) did enjoy a good level of popularity – there are few survivors (four believed), none complete in Australia. Certainly a number (unknown) did arrive here in the early days and some parts from these are known to exist – engines and radiators, in particular.



Above, a Baby CID survivor in the UK; accreditation, All Car Index.



Mike subsequently used it with his Baby CID parts to create this very stylish static exhibit. Refer below.



Above, Mike Sheehan's static exhibit of Baby CID partial remains.



Above, a Baby CID survivor and its Buchet engine in France (I believe); accreditation, PreWarCar.



The remains of this Baby CID survivor (above) were spotted at a European Autojumble in Reims, France some years ago and published in The Automobile magazine, UK. Its sale and currently whereabouts are unknown to the author.



The car photographed on the cover of “In Praise of Veteran & Vintage Cars in Australia” is not exactly what it seems. It certainly is a mixture of parts from various marques. The radiator is clearly from a Baby CID, unfortunately the identity badge is not present. The front axle is most likely from a model T Ford, in my opinion. I have not personally seen this car so am unable to determine what other parts make it up. There may be De Dion Bouton bits in it, apart from the radiator badge, however, I doubt it.

It is clear there are a number of Buchet engines floating about including two in Victoria and one in NSW. There are more also, in Europe.

Are there any more Baby CID machines or remains out there?

The Baby CID was also offered as: - “Whitgift” (sold by the Croydon Central Motor Co, has 8hp. JAP vee twin water cooled engine), “French Baby Car” (sold by The Baby Car Co 202 Great Portland Street, the “Portland” was sold from 101 Great Portland Street.



*Above this car was exported from Victoria to Queensland many years ago and is understood to be on display in Bli Bli. I have reason to believe this is a Bade made machine.*

## **A Follow Up – Dating: Why Bother When You Can Make Stuff Up?**

*By Graeme Jarrett*

Good heavens Mick!

When I read the heading of Mick Turner’s article in the February issue I laughed out loud. My first thought was he was about to spill the beans on all that we know is true but don’t dare mention – for fear of litigation.

Thankfully his following chosen words were presenting a softer line.

However, the heading did resonate with me, and still does today. I expect we are all aware of the advantage of owning a motor vehicle manufactured prior to 1905, and therefore qualifying for the most famous early car event in the world, London to Brighton Veteran Car Run.

It is no secret that more than a few have a heaving desire to own an early eligible vehicle to run in that event. It is a long road we take to ensure our vehicle is compliant, often at considerable expense, inconvenience and domestic discord. Presenting a vehicle in these modern times for dating is a challenging pursuit for a potential starter.

The lengths that some parties go to in the hope of securing dating provenance and entry are the stuff of legend.

Fudging and “making Stuff Up” might be the resolve of some on the edge and there are those who come away disappointed.

Those principally responsible for confirming the dating and provenance of early cars carry a heavy load and expect they have seen too much to judge on face value. In the recent past there has been a move to use new technology to assist in the dating process. If your chassis is of steel and made from modern metal not generally, or more particularly, similar to that in other early marque chassis you may (read, probably or will) have an issue that requires explaining.

In the recent past the Veteran Car Club of Great Britain terminated (cancelled) the membership of a member.

The applicant had provided less than accurate documentation in an application for a dating consideration. You might say the information was “made up”. That party will, as a result, be unable to participate in any of that club’s activities.

So remember, if you provide made up stuff you will be potentially be dispensed. Fraud is a serious matter.

# Haynes Apperson: Part 3 – 1903 Model I

By Russell Holden

While searching the internet for information, I came across an unknown (in Haynes-Apperson circles) 1903 Runabout, Model I, sold new by the Brooklyn Automobile Company, West 43rd St, New York. In 1903 New Jersey was the first state in the US to insist owners register their vehicles for road use. This Model I was the 506th vehicle to be issued a registration number in America. It was sold to Doctor Miehle, who used it weekly to travel between Morristown, New Jersey, and Atlantic City (138 miles). The good doctor used the runabout until it was retired to a barn in 1918, where it sat for 20 years until a young Ruth Connon purchased it from the doctor's estate in 1938. Ruth and her father used the Haynes on AACA events up until the 1980s, and it was even part of a movie set in Washington, DC. Ruth died late 2021 at the age of 101 years. After another 40 years of slumber, the Haynes-Apperson surfaced again to settle Ruth's estate. We purchased the car with its original leather number plate, 1904 gas receipts, and a portfolio of information from Ruth's sons, Chris and I are only the third owners of this fantastic vehicle.



1903 Haynes Apperson

As the Haynes had sat for nearly 40 years without any motion the tyres were in pretty bad shape and limited its ability to roll easily, so the first port of call was new tyres tubes and flaps. Not generally my first thing to do however, as the car would be (in my mind) operational within six months, an appropriate step. Once this was completed the Haynes rolled easily. Otherwise the car

apart from some damage to the petrol tank and overflow pipe under the seat appeared to be in fantastic original condition.

The petrol tank could not be removed, but once the seat was unscrewed repairs on this were quickly undertaken by cleaning, and then removal of the soldered ends to reveal the inside of the tank. The offending dents were panel beaten and the overflow pipe straightened before the inside was thoroughly cleaned then the ends were re-soldered into place and the tank was pressure tested. I decided to place a sealant in the tank which would guarantee that I would never need to think about it again in my lifetime. The tank was then returned back under the seat and secured into place.

So, with limited opportunities between other commitments, the front end seemed the quickest and most logical place to do next. Remarkably there was minimal play in the steering and front-end, however a full disassembly was undertaken. The "king-pins" are a unique setup not dissimilar to that of our Black Motor Buggy but with a little more finesse. The Black are just 2 simple  $\frac{3}{4}$  inch bolts sitting in a neat fit top and bottom of the stub axle brackets. The Haynes has two  $\frac{1}{2}$  inch bolts with tapered ends, a lock nut and a keeper to doubly ensure that any adjustment cannot move. These tapered bolts sit in corresponding tapered ends of the bracket that forms part of the stub axle so that any play can be removed simply by threading the bolts deeper into the brackets. Thankfully the drag link & steering arm ends whilst bronze, clamps over steel ball ends. These were in good condition so a simple clean and grease and reassembly were the only things required. The wheel bearing are advertised as tapered rollers and these were correct and original. They are very different to the modern style tapered bearing, again these were in good condition so a good clean and grease was all that was needed there.

We had little room to place the Haynes on the hoist, but my impatience to keep the re-commissioning moving along, Chris and I decided that by lifting the body 4 inches with some blocks of wood, then we could both access the water pump bolts that are attached to the chassis, and also remove the radiator which is also bolted to the chassis and drop them both down. Good thinking, so we thought, but that ended up not practical as the radiator needed to come up and out as the steering and chassis brackets prevented it from dropping down, so the decision was made to make room at the hoist and lift the body and get stuck into everything.

Working backwards down the chassis the steering box was next thing to receive attention. It is simple enough, and is provided with an operational system for tilting the column to allow the driver better access to and from the vehicle. This occurs by means of the entire box swivelling on the chassis cross member and a pin lock

mechanism mounted on the floor allowing for a very forward position to provide greater room for entering and departing the car. It also has three other positions of the column depending on your preferred position for driving. Otherwise the box is a standard worm and sector style with bronze bushes that are eccentric to allow for play between the worm and sector to be removed and a jamb nut for taking out upward play in the worm and column. Interestingly the box is stamped I 47 Model 1, and presumably the 47th box produced.

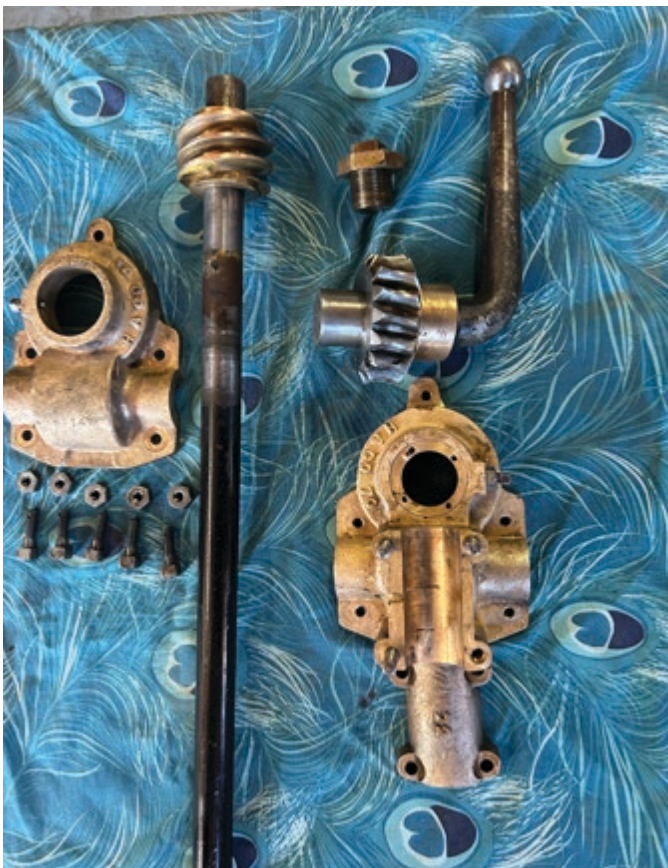


*Aerial view of chassis*

The full elliptic spring are mounted to the chassis via a bracket that is riveted in place. Unfortunately the driver's front side spring moved side to side suggesting a broken rivet? Something that was easily resolved once the body was removed.

The timer is probably the only thing I have found that is not correct and original to the car. It is a modified 4 cylinder type that has a spring ball that is grounded against a cam on the revolution of the motor. Generally speaking, the post 1900 Haynes Apperson's used either Haynes designed internal make and brake ignition, or offered as an alternative "Jump Spark" and coil box, generally utilizing a Zimmerman timer. Regardless, without a correct timer I needed this one to work so I machined up a new cam to replace the severely worn one that was there, repaired the centre thread where a bolt had been broken off in the cam shaft, I think that was the most likely the reason, and the timer was changed out and replaced. In the meantime a search for a correct timer is underway.

The transmission is a uniquely Haynes Apperson design with three forward speeds and reverse. The crankshaft extends from the motor through to a outrigger bearing on the opposite side of the chassis and carries four gears that are constantly in rotation with the revolution of the motor. These are in turn constantly engaged with the transmission which hangs on a central shaft mounted under the motor with again an outrigger bearing on the chassis. So everything is constantly in moving in time with the motor, therefore the engagement of each gear for motion to occur is via bands in the same way a planetary transmission band engagement occurs.



*Haynes Apperson Steering box dismantled*



*Haynes Apperson transmission*

However the bands are engaged via an internal sliding four finger system with each finger located at 90 degrees to the other and each band having an engagement arm located at the corresponding 90 degrees, so as the fingers are moved inward or outwards they pick up the operating arm of each band, closing it around the gear and therefore engaging it. The fingers are governed by a sliding collar on the transmission shaft and the collar is operated by a system of rods and a bell crank that is married up to the gear lever located at the driver's left hand. This results in a progressive transmission with reverse activated by pulling backwards on the gear lever. The neutral position is next, by moving the gear lever forward, and continuing to move it forward engages 1st, 2nd and finally top gear. To get back to neutral you need to go back through 2nd and 1st.

The earlier version of the Haynes transmission, were fully exposed. In c1902 the transmission was enclosed in a removable casing or "box". This was probably one of the earliest U.S. versions of a gearbox? This casing allows for some grease to be retained around the gearing, with the additional benefit of minimizing road dirt, preventing wear on the gears.

<https://www.facebook.com/theveterangarage/videos/673333611151828>

<https://www.facebook.com/theveterangarage/videos/493163039630117>

<https://www.facebook.com/theveterangarage/videos/695656938725710>

<https://www.facebook.com/theveterangarage/videos/867680937787676>

<https://www.facebook.com/theveterangarage/videos/880662652973549>

## Standard Motor Cars – A Follow Up - In Queensland

By Rick McDonough

The article on Standard cars in the February 2023 issue of Brass Notes caught my attention and I wish to offer the following notes

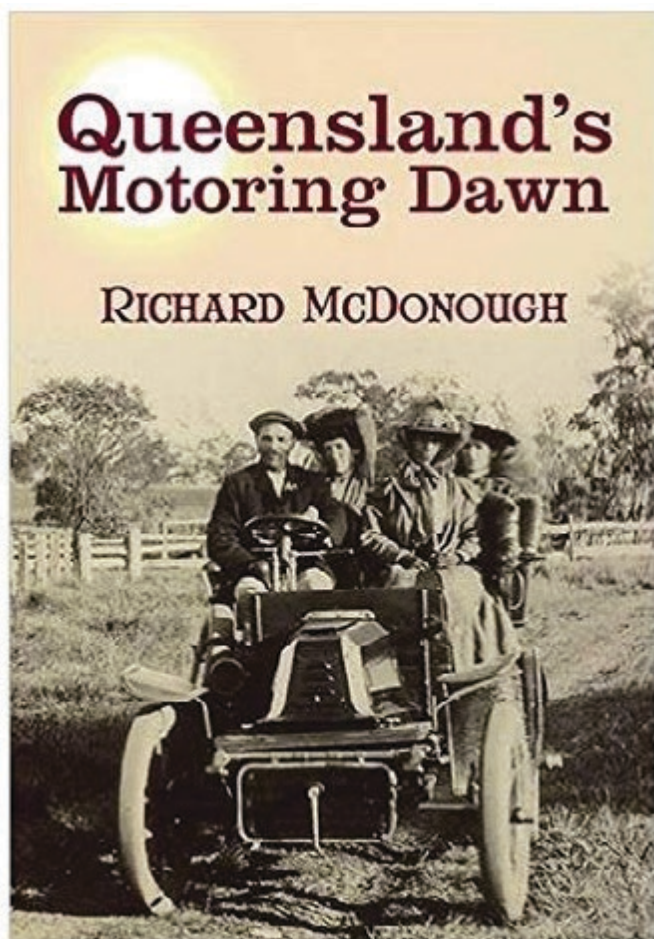
I have studied the early motoring history in Queensland and documented my findings in a book – **"Queensland's Motoring Dawn"**.

The Standard motor car also did arrive early in Queensland – this is a sample of the early years.

*"January 1908 - Also of significance to CCM was the visitation in Brisbane of Messrs Richards & Miles, English representatives of the **Standard** car. They stayed in the capital for a couple of weeks before heading south in mid-February. Their sample car, the **first six-cylinder car to be seen in Queensland**, was garaged by CCM during their stay."*

I would imagine these representatives would also have visited other States seeking agents willing to carry the marque.

*"January 1909 - In Brisbane CCM announced they were expecting stocks of the latest-model Humber, Talbot and long-awaited Renault vehicles by early February. After some negotiation they had also secured the agency for Standard cars and had a sample car on view at their Creek Street garage. Fitted with Hempshall non-skid tyres and rated at 20hp, it was the first six-cylinder car offered for sale in Queensland. CCM management gave in to temptation and gave the car a 'squirt' on a good stretch of road, away from officialdom's eyes, some miles from Brisbane. They managed to get an impressive 90km/h out of it and claimed that it was capable of even more! "*



My book also contained the picture above. "An early Standard in Brisbane". My guess would be 1909 or 1910 – a four cylinder model.

# “T” Ford Time – 1910 Cars

By Graeme Jarrett

The FORD model T came to Australia in quite large numbers. They were good workhorses according to this advertisement.

The Motor in Australia. 1 Dec., 1910. The Motor in Australia.



**‘FORD’  
CARS**

are the  
**GREATEST  
MONEY MAKERS**

of all.

**“Cookie” and his well-known FORD Taxi, 151.**  
It has covered nearly 53,000 miles and has earned for its owner nearly £1400.  
**FORD Cars** pay for themselves in half the time other makes take.

**FORD Taxi of the Touring Car Type.**  
**FORD Cars** earn the same money per mile as any other make but only cost about one-third to run, besides being **much** cheaper in first cost.



**FORD Taxi Cabs.**

For particulars write to  
**DAVIES & FEHON LTD.,** MOTOR DEPARTMENT,  
135-137 CASTLEREAGH ST., SYDNEY.

Above, this is a display of 1910 (believed) model T Fords – advertising by Davies & Fehon Ltd (Sydney). There are large number of Landalet bodied cars shown which came as a surprise to me. I could not have imaged there were so many of these here so early. Accreditation, The Motor in Australia, 1st Dec 1910.



Left, this again is a 1910 model T, I believe. Details of owner and location are unknown – probably NSW. (Accreditation, Bob Hamilton)

# Comings, Goings and Restorations

By Greg Smith

In the January edition of Brass Notes in this column I mentioned that the “silly season” was upon us. I can say that not much else has changed, as again we see a vast number of vehicles, again, changing hands.

The 1912 Napier that was originally restored by Russell Stapleton in the 1960s and then owned for a long period by David Holden was advertised for sale way back in the March 2021 edition of Brass Notes. It failed to sell at that stage and was then displayed at the museum in Shepparton. Well, I can now inform you it has been purchased by a Ballarat collector and should be seen out and about on a rally this year.



*Photo above – Napier now destined for Ballarat.*

Not just happy to purchase the Napier, this collector has also bought the extremely interesting 1913 Cottin & Desgouttes that has been owned for many years by another Ballarat person, Graham Edward. I have never seen this vehicle in the flesh, but it is very rare, to say the least.



*Photo above – This Cottin & Desgouttes will remain Ballarat with a new owner.*

Another very happy person is Barry Smith. He seems to be in the right place at the right time, and has purchased the ex-Neil Ferguson 1910 Delage single cylinder car off Betty. Right now he is getting it ready for the upcoming 1&2 cylinder rally to be held at Cobram. Some new tyres, new French sidelights and a starter motor fitted, has it ready, and Barry and Ros are looking forward to having a great first up run. This will probably mean the pretty little 1913 De Dion Bouton twin may well be on the market.



*Photo above – Delage at home with a new owner, Barry Smith.*

It is not often we get to report the changing of ownership of a Highwheeler. The 1909 McIntyre of Joan Forryan, which was recently used by Deane and Pam Hill on the last Highwheeler rally has now been purchased by Fiona Lane. The timing is great as they will be able to use it on the up-coming Highwheeler rally to be held later this year in NSW.



*Photo above – McIntyre, now sold to Fiona Lane.*

On the restoration front, Noel Holbrook has re-made the muffler on the 1899 Peugeot that blew to pieces prior to the last Pre-1905 Pioneers Run at Ballarat. Here we see Noel re-riveting the ends of the muffler. It will soon be installed on the car ready for testing.



*Photo above - Noel Holbrook repairing the Peugeot muffler.*

Russell and Chris Holden have a new acquisition. It is a 1912 Russell, an original Australian delivered car with a James Flood body. Needs a complete restoration, as pictured, but could well have been this car that was pictured at Mt Gambier. (See end of this article for the Russell pictured at Mt Gambier) This car is a great discovery.



*Photo above - Russell Holden's Russell acquisition.*

I also discovered recently that the 1914 12/16hp Sunbeam of members Alex Brown and Simon Bayley is up for sale in the Just Cars magazine. Alex and Simon very kindly did a write up on the purchase and restoration progress of this Sunbeam in the March 2021 edition of Brass Notes. This is a very complete veteran project and a very desirable car.



*Photo above - 1914 Sunbeam (12/16 hp)*

I also heard of a fine Ford Model T that was coming up for sale. The owner now wishes to remain anonymous as he had the advert all written out and emailed to me, and was just doing the brass polishing to take the photos when his wife decided it was not for sale, and if room was needed, perhaps another vehicle could be sold such as an Austin Ruby. This car was located somewhere north of Antarctica, so that narrows it down somewhat!

On the Auction front, a very early Quadrant of 1903 was sold at an auction by Bonhams in Paris, France. This Quadrant was a 3hp Forecar and previously owned by Graeme Jarrett and used by him in a London to Brighton Run in 1995. That run for him and the machine was without incident. It sold at the auction for 29,900 Euro including premium.



*Photo above - 1903 Quadrant (3hp) recently sold - ex Graeme Jarrett from 1995.*

At Shannons' most recent online auction, a lovely very original 1916 BSA Model K motorcycle was for sale. This was virtually in untouched condition, and I knew the last three owners of this BSA. Until the sale it was housed just a couple of kilometres from me. We will hopefully give you the result of the online auction in a subsequent edition.

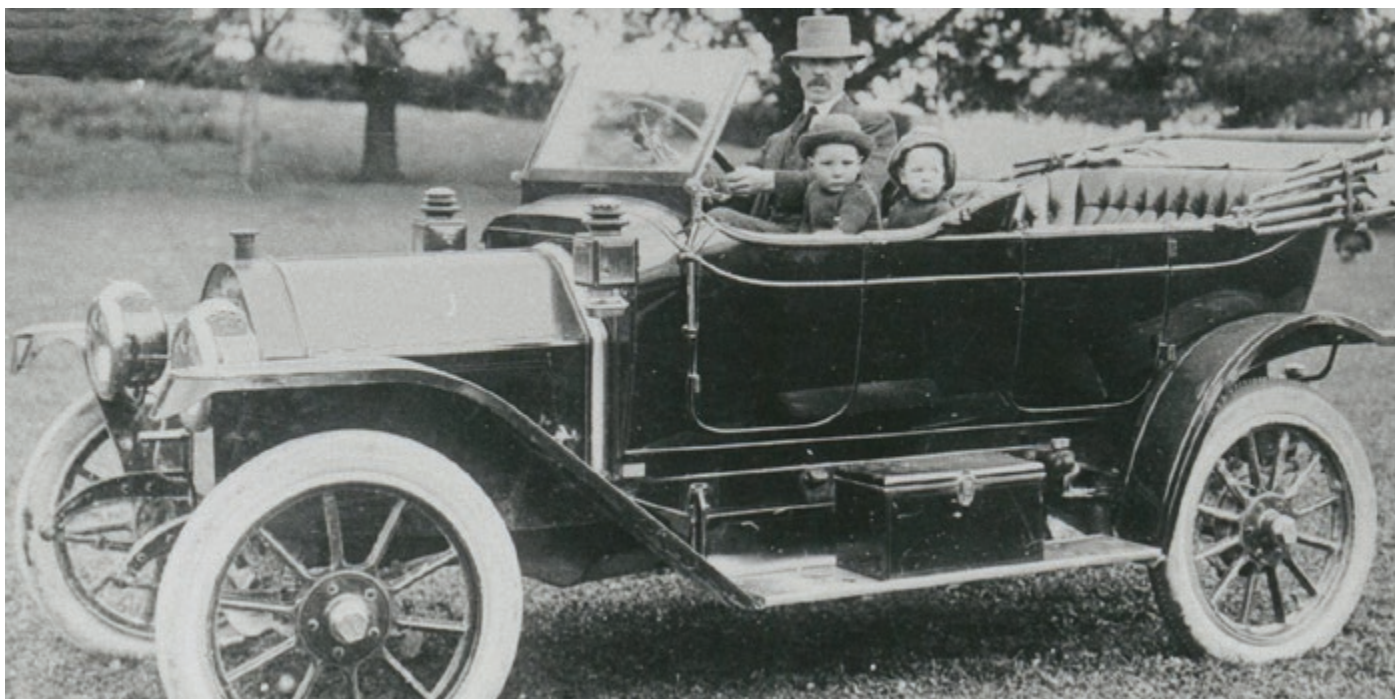


*Photo above – BSA at Shannons*

In the January edition of Brass Notes I mentioned how you never know what is available just around the corner from you. This again came to being for the some of our Geelong members. Advertised on Facebook (The new age method of selling things) was a number of Veteran cars all in unrestored condition at a property very close to Geelong. There is/was an Overland or two, veteran Hudson, Cadillac, Model N Hupmobile, and Buick. Hopefully we will be able to give further detail in a following edition as a number of our members are well in the hunt for this great stuff.



*Photo above of Overland near Geelong – sale of early vehicles and parts on Facebook.*



*Above Photo of Russell in Mt Gambier with Flood Body. Perhaps similar to the recent Russell Holden acquisition (above – earlier in this column).*



# Findings, Feedback and Follow-up

by Terry Parker

## Terry Parker Veteran Car Club South Australia

Hi Greg,

Thanks for another first class edition of Brass Notes, and the story on Standard hitting a chord with me. I knew the 6 cylinder Standard tobacco farm story from George Brooks who became highly animated (right eyebrow definitely twitched) when recounting the visiting brass taking it back to UK. There was one here in the 1934 rally driven by J Sanders, probably the same car driven in the 1936 rally by Steve Tillett, later

to achieve fame as an MGTC racer. There is a poor quality shot of the 1934 entrant taken from 8mm movie unearthed by Kevin Field. The others images are from my book. From the George Brooks registration records there were 4 or 5 examples of the 6 cylinder Standards registered here, the 1934 entrant no doubt one of them. None of this is relevant to the Victorian story but you might like to slip it in the file.

Thanks for your contribution Terry. I was not aware that so many 6 cylinder Standard cars existed here in Australia. -Ed

Early Motoring in South Australia



A group of parliamentarians about to leave Victoria Square in a Government Standard 6. The Government appears to have owned several, as they are often seen in official photographs.



Another Parliamentary visit. The car with erected hood is a Standard, as will be seen on the following page. The Argyle A28 to the right, is also seen again. The photo was taken in 1909 or 1910, the only two years in which A28 was allowed to an Argyle. The motorcycle just shown to the left is a Lewis.

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Early Motoring in South Australia



F A Hubner was licensee of the Dublin Hotel from 1908 to 1912. Left is an Argyle, then a Standard 6, plate 540, a Government car, allocated to the Survey Department shown again below, where the occupants are surveying the wheat crop. Behind is another Standard with an 'A' prefix, indicating a taxi car. Next is an Argyle A28, and behind it are two more Argyles. The car appears to be an official one, which topped more than once for radiofanatics. Dublin and Two Wells are 22km apart.



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Early Motoring in South Australia



Standard were a high quality car, and this one shows that they were capable of hard work. Owned by Ted Pilgrimage of Salt Creek near Coonalunga, this 1910 2-seater model shows the scars of bush life. Standard cars constructed by Regional Manufacturing in 1963, successfully produced a range of models, and was an early proponent of six cylinder motors. The company supplied chassis to the Swallow coachbuilders, which later



The year of this one is more likely 1913, with electric lighting and Stanley steel wheels. The family is said to be Road, at Mt Lady. With no registration number, the owner can't be confirmed, but the location can, with the base of the steeple in the background. The length of the bonnet suggests a six cylinder motor, a number of which were on the road in SA.

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Early Motoring in South Australia



The Government Standard, carrying the Prime Minister, Andrew Fisher (rear, behind driver) and SA Chief Secretary John Bruce, from the Adelaide Rail Station on 31 August 1912. Muttie Day was 1 September, perhaps the reason for the visit, and the wattle decoration.



Standard was a prominent German make, but rare in SA. D J Pigworth of Mt Gambier registered this one, a 11,266, No. 70-A, in 1916. About half of the Standards registered in SA were in the South East, suggesting there was a good agent in the region.

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# Flashback Response

By Barry Gomm

*Before we hear from Barry on his response to the Flashback column, there is a bit of a background story. I was contacted firstly by David Smallcombe who wrote "Once again congratulations on a superb edition of the newsletter. I know little of the history of the two Standards, and don't know how much Bob Morrow had to do with it, but I always was of the belief that the car was found and owned by Barry Gomm's father. If Barry has not contacted you, you may wish to talk to him. Cheers, David". This was a fantastic lead, and once again it was through David's vast knowledge, I was able to contact Barry and get some great stories on the two Standard cars that were a part of our Club's early history.-Ed*



Hi Greg,

Your article on the two Standard cars last month interested me greatly and aroused many memories. Bob Morrow, an early member of the VCCA (Vic), owned the small sedan but I am not sure whether he ever owned the 1906 6-cylinder car at any stage. It is possible he bought it sometime during 1957/58 and sold it to the Standard Motor Company in Melbourne soon afterwards but it is most likely he was simply instrumental in its purchase by Standard from a tobacco farm near Wangaratta.

Bob was the Personnel Manager at Standard Motor Company, and I had the good fortune to meet him while we were both driving to work one day around 1956. My vehicle was a 1931 Morris which had patiently withstood the driving habits of this 20 year-old for a couple of years and I would have been in the usual hurry to avoid being late for work at Fisherman's Bend. The Morris had been 'warmed up' a little with a straight through exhaust sounding somewhat 'throaty' and a coat of bright red paint to add that extra 5 miles per hour. In High Street Ashburton, and less than 5 minutes from home I heard a much more throaty noise with a deep beat to it coming from behind whereupon this huge 'chassis' on four wheels shot past with the driver sitting on a box amongst the remains of the vehicle's bodywork. The railway gates at Glen Iris were closed

(does nothing change, these nuisances are still there!) giving me the good fortune of pulling up beside Bob Morrow driving one of (yes, ONE OF) his Hispano Suiza Alphonso Xllls to work. In a shouting performance of a few minutes we exchanged names and addresses only to find we lived within a 10 minute walk from each other. To this day I wonder just how the Standard Motor Company felt with their Personnel Manager turning up for work in such a vehicle.

Over the years we became good friends during which time Standards bought and restored the 1906 6-cylinder car at the company's works and Bob restored the little sedan at home. Memory is a bit vague here, there was something with an American air about the little sedan; after our talk Greg I now have the feeling the style of the body may have had an American sounding name such as that of a state or city in the U.S. Seeing the car within days of its arrival at Bob's home I am certain that no more than, say, 50% of the body remained so it's not possible to say whether the restored product is a true reproduction or not. However, Bob did have a 'catalogue', type of name for it, so it could be presumed he had at least some picture on which to model a reasonably faithful reproduction.

After what seemed a short restoration period two last items were needed to get the car on the road, one being a ring-type interior door handle and the other a fuel problem – the car had only one door which was on the passenger's side (for a time some locally built car bodies had no road side doors because it was unlawful to enter or exit on that side when on the road anyway).

I helped in the search for such a handle but to no avail. Finally, late one night Bob, equipped with some tools, took a ride on the single carriage 'red rattler' train nicknamed The Ashydasher that ran a shuttle service on the Ashburton line in off-peak times, and he returned with a ring-type handle. It also worked rather well as a lock; there was no actual lock in the door but putting the handle in the horizontal position jammed it against the door post thus retaining the door, putting it in the vertical position allowed entry and exit.

The final item or feature was to find a way of getting petrol from the rear fuel tank to the carburetor. The solution was to mount an electric pump where it would not be in the way of feet but it had to be out of view and accessible. This was accomplished by mounting a box over it that carried wording such as 'FIRST AID'; the necessary battery must have been secreted under a seat somewhere.

The first Annual Rally in which the little sedan ran was an 'invitation rally' where it was Victoria's turn to host interstate entries (remember them days?) and the Standard Motor Company supplied secure garaging if required. We also had judging at the time and the judges were given daytime access by Standard. It was one of Bob's favourite anecdotes that he entered the place where the cars were garaged just in time to hear

'tick...tick...tick...tick' come from the little sedan. A judge's face with a puzzled expression on it appeared up from the depths, peered around in a manner similar to a submarine's periscope and disappeared again, he must have accidentally touched whatever made the electrical connection for the pump.

I do hope the little sedan can be located with perhaps the possibility of seeing it again.

Barry Gomm.

*We are extremely fortunate to get this account from one of our earliest club members, and in next month's edition of Brass Notes we will be publishing further information on the 1906 Standard as it does turn out that David Smallcombe was correct in saying that Barry Gomm's father was the owner of the special 1906 Standard, but, back in the 20s. Barry will relay some history of how it was purchased, and a couple of amusing anecdotes of his father experiences in using the 1906 Standard. - Ed*



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# Brass Lamps Auction – A Success

By Graeme Jarrett

The auction sale will long be remembered for its success.

It was a great event on our calendar and this is largely due to the enormous amount of work in planning and excellent logistics of Michael and Claudia Holding. They were outstanding in their commitment to making this the best it could be, and it was. There were many others on the day and prior who lent support and made a real difference to the outcome. Well done to you all. I played a relatively minor part in the event and am pleased to be a part of it.

*In talking to the President and Treasurer, the total sales of \$30,000 is a fantastic result, and a credit to all bidders and successful buyers on the day. If you weren't there you really missed a great day - Ed*

Lot No	Make And Model	Sell Price
Lot 1	Herm Riemann Headlight	\$50
Lot 2	Lucas Side lights (Triple)	\$240
Lot 3	Bleriot RD423912 Headlight	\$450
Lot 4	Herm Riemann Headlights (Self generating) (Pair)	\$75
Lot 5	Auburn Carriage Co Sidelight	\$20
Lot 6	Howes and Burley Sidelight	\$60
Lot 7	Dietz Majestic Headlights (Pair)	\$550
Lot 8	Rushmore Headlights Style C (Pair)	\$2,300
Lot 9	CAV Tail light	\$500
Lot 10	Lucas No 400 Side light	\$160
Lot 11	E&J Side lights (Pair)	\$200
Lot 12	Goldenlyte Headlights (Pair)	\$400
Lot 13	20th Century MFC Co La Belle Headlight (Self generating)	\$1,200
Lot 14	BRC 1211 Headlight (Self generating)	\$70
Lot 15	Castle Side lights (Pair)	\$200
Lot 16	CAV Side lights (Pair)	\$400
Lot 17	Mendius clock	\$50
Lot 18	Willocq-Bottin Headlight S539	\$250
Lot 19	Herm Riemann Headlights (Self generating) Pair + parts	\$125
Lot 20	Phare Ducellier Headlight (Self generating)	\$1,300

Lot No	Make And Model	Sell Price
Lot 21	US Gauge Co. N.Y. Pressure gauge	\$160
Lot 22	Worsnop and Co Side lights (Pair)	P/I
Lot 23	Mendius clock	\$270
Lot 24	Unbranded Horn	\$260
Lot 25	Lucas King of the Road Headlights 514 (Pair)	\$280
Lot 26	Powell & Hanmer (P&H) sidelight	\$320
Lot 27	C. A. Vandervell & Co. Side light	\$130
Lot 28	Marchal Headlights (Pair)	\$500
Lot 29	King of the Road Horn - Number 38	\$160
Lot 30	King of the Road - Horn Number 38	\$220
Lot 30A	Lucidus Side lights (Pair)	\$350
Lot 31	Lucas Autolite Headlight 594L (Self generating)	\$420
Lot 32	Unbranded Tail light	\$30
Lot 33	Brooke Speedo	\$120
Lot 34	Adlake Side light	\$50
Lot 35	Ciccaphone Horn	\$30
Lot 36	JNO. Browns 2 Side lights & Tail light	\$400
Lot 37	Lucas Landalite T56 Headlight (Self generating)	\$450
Lot 38	H&B Side light	\$50
Lot 39	Willocq-Bottin Side light	\$90
Lot 40	Rushmore Headlight Style C	\$310
Lot 41	Peters and Sons Triple Candle (Pair)	\$1,200
Lot 42	H & B 1130 Headlight	\$180
Lot 43	Unbranded Horn (Similar to Cicca)	\$180
Lot 44	H&B Side light	\$50
Lot 45	Gray and Davis Headlights (Pair)	\$150
Lot 46	Rotax Roadlight 265heHeadlight (Self generating)	\$700

Lot No	Make And Model	Sell Price
Lot 47	Rushmore Headlights Style Q (Pair)	\$600
Lot 48	Stepney Wheel	\$1,350
Lot 49	Smiths Speedo	\$120
Lot 50	Dietz Ideal Side light (Self generating)	\$50
Lot 51	A.T Speedometer Co. UK	\$600
Lot 52	Unbranded Horn	\$190
Lot 53	L'autovox Horn	\$210
Lot 54	Powell Hanmer (P&H) Headlight	\$50
Lot 55	H & B Projector 902A Headlight	\$110
Lot 56	Ducellier Side light	\$160
Lot 57	Lucas Side light	\$150
Lot 58	Smiths Tacho	\$190
Lot 59	BRC Headlight	\$580
Lot 60	Payne and Griffiths Pressure gauge	\$110
Lot 61	Watford clock	\$375
Lot 62	Lucas Mirror	\$420
Lot 63	J&R Oldfield Ltd. Tail light	\$60
Lot 64	Bleriot S812 Headlight (Self generating)	\$2,550
Lot 65	Unbranded Side light	\$50
Lot 66	Bleriot D370 Headlight (Self Generating)	\$600
Lot 67	J & R Oldfield Ltd. Dependence 977 Headlight	\$225
Lot 68	Rotax Clarionette Horn	\$180
Lot 69	Unbranded Taillight	\$40
Lot 70	AVC Speedo	\$225
Lot 71	Lucas Side light	\$220
Lot 72	BRC 134 Headlights (Self generating)	\$1,250
Lot 73	Dietz Centinal Tail light	\$440
Lot 74	S&B Pressure gauge	\$140
Lot 75	Talbot badge	\$160
Lot 76	Crown Brand Side light	\$50
Lot 77	Lucas King of the Road Headlight	\$70

Lot No	Make And Model	Sell Price
Lot 78	Hofacker Headlight	\$30
Lot 79	Schmitt Original Headlight (Self generating)	\$440
Lot 80	Corcoran Side light	\$60
Lot 81	H&B Side light	\$40
Lot 82	ATM Torino gauge	\$210
Lot 83	Unbranded Tail light	\$20
Lot 84	Auster Passenger windscreen	\$580
Lot 85	Smiths clock	\$110
Lot 86	Clasco Side light	\$10
Lot 87	CAV or Rorax Headlight	\$210
Lot 88	Unbranded Headlight	\$50
Lot 89	Dietz Dainty Side light	\$140
Lot 90	Schafler & Budenberg	\$40
Lot 91	Edmunds and James Side light	\$30
Lot 92	Metallwerke Schmitt Germmanheim Headlight	\$270
Lot 93	Eureka pressure gauge	\$130
Lot 94	Scharlach 3142 Headlight	\$80
Lot 95	Dietz Style 6 Generator	\$320
Lot 96	Lucas Side light	\$50
Lot 97	Stewart Speedo	\$200
Lot 98	Salsbury Flare RB468209 Headlight	\$200
Lot 99	Edmunds and James Side light	\$30
Lot 100	Magondeaux-BRC Headlight	\$160
Lot 101	Waltham Speedo	\$30
Lot 102	Klaxon Horn - incomplete	\$80
Lot 103	Joseph Lucas Pressure gauge	\$250
Lot 104	BRC No. 10 Headlight (Self generating)	\$620
Lot 105	Smith Speedo	\$50
Lot 106	Unbranded Tail light	\$20
Lot 107	Unbranded Side light	\$30

# George Hobbs – Early Victorian Motorist

by Daryl Meek and Fiona Lane

In the September edition of Brass Notes, Graeme Jarrett published a short article on the 1904 Mercedes Simplex owned by George Hobbs of Stawell. At the conclusion of the article Graeme indicates that, despite best efforts, he was not able to discover much more about George or the motor car.

By coincidence, Fiona and I had been independently following-up the George Hobbs story, mainly in connection with the early motor cars in the area (we have a home and garages in Stawell).

Those of you who have read our previous contributions will be aware that our research often focuses on the people concerned, not only the vehicles they owned or drove. Whilst an early vehicle may have been impressive or significant, it doesn't necessarily follow that the owner or driver deserves to be held in such esteem.



*George Hobbs  
Image from Gartlan Family Tree*

George was born in Pleasant Creek (current day Stawell) in 1873 to parents William and Mary Ellen Hobbs. He was the youngest of ten children.

William Hobbs invested successfully in mining and mining practices and, at the time of his early and unexpected death in 1881, left his widow and eight surviving children an estate valued at approximately £37,500 (more than \$10 million today) .

George's Mother was also a shrewd investor and following her husband's death purchased the Magdala-cum-Moonlight mine in partnership with Mr Thomas Kinsella.

In 1900 George married Eugenie Rose Simmons, daughter of another prominent Stawell family, and resided in Lower Main Street following their marriage. Their wedding photos were taken in the grounds of "Oban", the Simmons' family home.



*George and Eugenie Hobbs' wedding in front of "Oban". The building still exists and serves today as the Stawell RSL.*

By 1901, George's mother, Mary Hobbs, was being described in newspapers as "the woman who pays the largest income tax in Victoria" and upon her death the following year left George and his seven siblings a share in more than £157,000 (more than \$43 million today).

The income bequeathed to George from his mother's estate allowed him to participate in the beginnings of motoring in Australia. In 1903 he purchased a Locomobile, "with detachable seats fixed at the back, so as to resemble the style of a dog cart". Unfortunately, Hobbs was just edged out by W B Wilkinson for the honour of owning Stawell's first motor vehicle. Wilkinson arrived in Stawell in his Covert, on 26 September, 3 days prior to Hobbs' Locomobile.



*W B Wilkinson (driving) and W A Whitehead.  
Image of the Covert taken in February 1904 at Sister Rocks, Stawell*

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By 1905 George was established as the general manager of the Magdala Mine. In mid-1905 George travelled to Melbourne with the intention of purchasing an Argyll motor car from the Tarrant Motor Company in Exhibition Street. Unfortunately, at the time, no Argyll was available. Tarrant's offered George a different vehicle that was still being unpacked and was "not put together yet". "I'll wait", was his reply and upon viewing the car and enquiring of the price (£1500), he purchased a "28-30hp Flying Mercedes".

Within weeks of taking possession of his new car, George was off on a circuitous motor tour of Victoria and southern NSW. Tarrant employee, Cecil de Fraga, was his chauffeur and his brother Albert Hobbs and friend A G Gough were passengers. They left Stawell on Saturday 12 August, travelling via Shepparton, Germanton (Holbrook), Queanbeyan, Cooma, Bombala, Bairnsdale, Morwell, Melbourne, and Ballarat before arriving back in Stawell on 22 August.

In September 1905, George drove his new Mercedes to the Horsham show with the intention of providing a demonstration. However, due to concern that this might cause a stampede of the horses, the demonstration was abandoned, and the party returned to Stawell.

Between 14-18 November 1905, George and the Mercedes participated in the second Dunlop Reliability Trial with De Fraga again as chauffeur. The Mercedes was one of five cars that could not be separated after running from Melbourne to Sydney, so an extra run from Sydney to Medlow Bath in the Blue Mountains was imposed. Still unable to determine an outright winner, a further run back to Melbourne was required! As George had no points deducted over the three sections, he was awarded the Dunlop Blue Ribbon and a special gold medal.

The Dunlop Cup was handed over to the Automobile Club of Victoria on the understanding that if any of the five tied competitors from the race won again in 1906, they would be awarded the Cup in perpetuity. As it turned out, none of these five gentlemen won in 1906 and the trophy remained in the ACV's keeping as no-one won the contest twice.



*De Fraga and Hobbs in the Mercedes-Simplex at Lapstone Hill, Penrith. 21 November 1905*

In January 1906 George travelled from Stawell to run the Mercedes in both a "Handicap" and "Scratch" race at J R Crooke's Aspendale race track. Cecil de Fraga again drove the Mercedes (as well as competing in other events on his NSU motorcycle). However, George was unimpressed with the organisation of the event, indicating his displeasure in having come all the way from Stawell only to have the intended scratch race handicapped. He felt he had been denied a win! He said that he would not compete again.

It appears that he kept his word. Following the racing at Aspendale, George had the Mercedes stored upstairs at the new Tarrant Company premises, on the corner of Russell and Little Collins Street.

De Fraga went on to spend quite some time in Stawell with George, as he had a motoring accident there in 1906, coming off his motorcycle and ending up unconscious in the gutter. George had planned to enter the 1906 Dunlop Reliability Trial, even placing an order for a larger 42hp Mercedes. Whilst he didn't enter the event, it is not known whether he ever took delivery of the new vehicle. He likely didn't. In the trial Cecil De Fraga, instead, drove W H Lewis' 15hp De Dion Bouton.

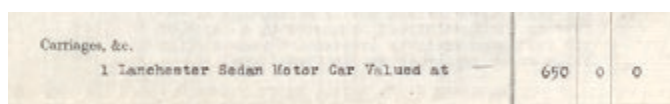
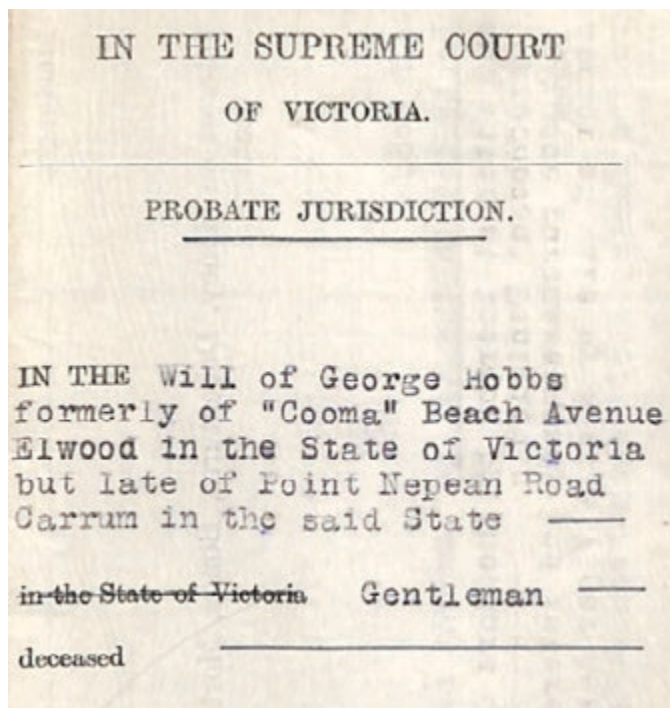
In March 1907, life changed dramatically for George. His wife of seven years filed for a judicial separation citing cruelty and requesting alimony of an unspecified amount. Although George disputed her claims, the separation was granted in August, and George Hobbs was ordered to pay Eugenie Hobbs £300 per year.

Eugenie Hobbs detailed her treatment at the hands of George, where she often feared for her life and either hid in her maid's room or ran to her parent's house. She claimed that George was often affected by too much drink. The scandal remained out of the newspapers. A judicial separation did not end a marriage but allowed the parties to live separately and most importantly for the wife, gave her an income to support herself and any children.

At the end of May 1907, George resigned his position as Manager of the Magdala Mine and in June he sold Yarram Park, his property in Willaura. George left Stawell following his separation and Eugenie returned to Oban to live with her parents. He established himself in Melbourne, with census records indicating his occupation as "Gentleman".

In 1916 George enlisted in the AIF. He was approaching forty three years of age and listed his occupation as Mine Manager. Consequently, George was assigned to Number 5 Tunnelling Company but after just three months he was discharged on the grounds of being permanently unfit. Suffering from numerous medical issues, the military deemed that "he will never make an efficient soldier with all of these troubles at his age". Troubles, they felt, were a result of "cold and exposure and possibly also alcohol".

By 1919 George was living with widow, Laura Moore, in Elwood, Melbourne. Laura was listed as his next of kin when he enlisted in 1916. She died in 1922. George was the executor of her estate, which was left to her only child.



George Hobbs died in 1936, at 63 years of age, following a heart attack. There was no death or funeral notice in the newspapers and no one to reminisce about George and his “Flying Mercedes”. He was buried two days after he died at the New Cheltenham cemetery, without a Minister present and after specifying in his will that a minimum of money and fuss were to be spent or made.

George left an estate just under £60,000 in value. He gifted £15,000 among four major Melbourne hospitals. At the time of his death, he owned a Lanchester sedan that was valued at £650.



*George Hobbs' Mercedes car when new.*

## From the Archives - The Towaway Zone

by Daryl Meek

I occasionally have cause to revisit the older editions of some of the magazines in my personal library. In recent times I stumbled across a contribution by E J Needham titled “Fifty Years of Motoring (1901-1950)”. Mr Needham was involved in the motoring trade from its very earliest of days, spending much of his time as a sales representative for a number of well known manufacturers and motor traders in England. This particular event occurred whilst he was sourcing vehicles for L C Rawlence who, in the immediate post-WW1 period, had taken over the Berliet concession in London.

Whilst the article is from Veteran and Vintage magazine dated 1957, the story was part of a series that, if the date and vehicle were updated, could have just as easily be published today.

The Motor Trade in 1919 was in a similar state to that which existed during the 1945-1950 period, namely practically no new cars and anything on four wheels fetching astronomical prices. Between £4,000 and £5,000 was the standard figure for practically any 40/50 Rolls-Royce, and a few fetched more.

Naturally, with the shortage of cars, there was an epidemic of car stealing. One of the best efforts happened to one of Rawlence's clients to whom we had just sold an “Alpine” Rolls for £5,000. Two days later he took it to lunch at the Ritz. After about half-an-hour, a breakdown lorry, complete with crane and two mechanics in overalls, arrived and pulled up just in front of the Rolls in Piccadilly. Out jumped the mechanics, who proceeded to fasten the pulleys of the crane to the front axle and dumb irons of the Rolls, before hoisting up the front of the car. They then fastened the trade plate from the rear of their truck to the rear of the Rolls and drove away.



The hall-porter of the Ritz watched the whole performance, as did the policeman on point duty at the Piccadilly & Berkeley Street junction! But, of course, there was no excuse for either of them to interfere. The car was never heard of again, nor were the thieves traced!



# From the Archives - A Rose by any Other Name

by Daryl Meek

Our club has been producing a newsletter since being established in 1955. The first editions were professionally produced and titled "Chronicle". In early 1956, the costs associated with producing a monthly newsletter dictated a more modest production and the first of the foolscap size "Newsletter" appeared. These continued until September 1973 when the monthly edition was reduced to A5 in size, a format that continued until 1978.

In 1979 the magazine underwent two changes. February's edition saw the A4 format introduced. More significantly, the title "Brass Notes" was adopted, a name conceived by then editor, Barry Gomm. In 1985

the yellow bordered cover was introduced, remaining in place until the club moved to the now familiar green cover in November 2014.

Whilst "Brass Notes" came about in 1979, the topic of the magazine having an official title was discussed long beforehand. The December 1965 edition of the "Newsletter" included a list of potential titles. In 1978, the topic raised its head once again and further suggestions were made. Whilst some of the suggestions were inspired, others were decidedly weird.

The 1965 and 1978 suggestions are as follows. Note that Brass Notes isn't in the list.

Automatic Advance	Inlet and Exhaust	The Brass Lamp	The Sprag
Brass Age	Instant Veterans	The Castellated Nut	The Steering Circle
Brass Radiator News	Jounce and Jark	The Column	The Tinkerers
Bull Dust	King Pin	The Creaky Hub	The Undertray
Buttons and Bows	Leaf Spring	The Differential	The Veteran Vehicle
Cars and Carbys	Make and Break	The Distributor	The Veteran Years
Chug and Chatter	Maximum Torque	The Dreaded Sideslip	The Veterans
Clutch Slip	Nuts and Nostalgia	The Frame	The Vulcanizer
Cons and Cranks	Old Brass	The Gasser	Tickle and Crank
Cranks and Cars	Old Cars and Nuts	The Gate Change	Toot Yer Horn Mister
Crown Wheel and Pinion	On the Boil	The Gate Change News	Top Brass
Dementia Prodest	Piston Slap	The Good Oil	Trembler Coil
Drip Feed	Pistons and Pumps	The Greaser	Under Our Bonnets
Free Wheel	Pneumatics & Rheumatics	The Honeycomb	Valve Bounce
Gas Generator	Rolling Chassis	The Horseless Carriage	Vapour Trail
Gauntlets and Goggles	Sacre Bleu	The Immaculated Veteran	Veteran Car News
Gleaming Brass	Side Lamp	The Ironmonger	Vic Vet Cars
Good Trusty Steeds	Shocking Shorts	The Magneto Distributor	Victorian Cars
Gravity and Grease	Slip Ring	The Quadrant	Wheels 'n' Things
Grinding Gears	Smoke Rings	The Rebound	Wheeze and Grind
Groaning Gears	Spokesman	The Restorers	Whining Gears
Hot and Cold	Sticking Valves	The Rumbling Record	Wooden Wheels
High Pressure	The Atomizer	The Security Bolt	Wottle She Do Mister
Hoods and Bonnets	The Backfire	The Shackle	Yesteryear Automobiles
Huff and Puff	The Beaded Edge	The Sludge Pump	

# Private Classifieds

## FOR SALE

Amazingly original 1914 Sunbeam 12/16 Tourer restoration project requiring completion. A well rallied car with known history. A significant amount of the hard and expensive work has been completed. Only for sale due to another opportunity.

\$75,000 ono.

**CONTACT: Simon**

**Ph: 0438 297 061**

**E: [smbayley@icloud.com](mailto:smbayley@icloud.com)**



## WANTED

**For Veteran Fiat**

- front hub
- gearbox universal brass cover
- rear spring or a pair
- an early fuel vacum tank

**CONTACT: Paul Fullard**

**Ph: 0417 390 027**

**E: [thetrady@outlook.com](mailto:thetrady@outlook.com)**



## AVAILABLE:

I have been given a wheel puller to find someone who can make use of it. Free to anyone who has a car that has inch and a half rear hubs and can make use of this wheel puller. See photos.

**CONTACT: David Boyd**

**Ph: 0421 064 689**



## FOR SALE

Large brass petrol tank, late veteran era, English or European good condition complete with pressure pump - \$5000

**CONTACT: Russell Holden**

**Ph: 0442 219 911**

**E: [Russell@veterangarage.com.au](mailto:Russell@veterangarage.com.au)**



## FOR SALE

One pair of windscreen posts with sidelamp mounts and various small brass fittings. This frame is the style where upper and lower frames both pivot. One upper and one lower frame end are there. There are 2 pivot caps (nickelled brass) stamped "FLOOD'S PATENT", so presumably these are from a James Flood body. Solid but will need the mounting studs replaced. \$160 the pair.

**CONTACT: Andrew Brand**

**Ph: 0414 219 250**



# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

**VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 14 February 2023 @ 8.00pm**

### 1. Opening

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

### 2. Attendance

There were 44 members present in the room and 11 online, a total of 55 who attended the meeting.

### 3. Apologies:

Jennifer Atherton, Stan & Maggie Bone, Fiona Lane, Alan & Margaret Lethborg, James Dunshea

### 4. Club news

Maggie Bone in hospital, Geoff Payne recovering, David Couper recovering.

### 5. New Members

Kean & Gillian Thompson of Toowoomba, 1910 Napier Roi-de-Belge, 1911 Talbot M Type, 1911 Michell Touring.

Gary & Lyn Edwards & of Bongaree, 1915 Buick

### 5. Treasurers Report

Claudia stated we have \$123k in funds.

\$86k+ in Term Deposit & \$36k+ in our Current Account as 31/1/23.

### 6. Raffle Tonight

Deb announced Roast Lamb and vegies, Apple Pie & cream + wine & Chocolate. Tickets still \$1. Won By Steve Hobbins.

### 7. Events

#### Past Events

AOMC Cruden Farm 29/1/23 - Mark Herbstreit had his T Ford there. 600 cars present!!

Brass Lamp Auction 12/2/23 - Very successful day, thanks to Micheal & Claudia Holding for all their work. A big thanks to Garry Dubois who donated the 100+ items

## Future Events

British & European AOMC 26/2 Caribbean Gardens

- RACV 1&2 Cobram 16-19/3/23 - 52 entries
- Aussie B40 Rally Hamilton 24-26/3
- Easter Hot Cross Bun Run 9/4/23
- RACV 4 & more Mansfield 22-25/4
- National Prewar Heritage Weekend 19-21/5
- Qld Rally mid May, hub rally out of McKay/Ayr & Innisvale.
- Douglas Rally in March Riversdale NSW
- Brush Rally in Cowra late April.
- Tasmania National Rally 2024

## 8. Library and Archives Report

Daryl has a USB stick from Dean and Pam Hill with technical details of the International Buggies from 1907-1911. From the AACA Library in the USA. Can be copied.

## 9. Wanted, For Sale or Swap

David Boyd has a 1 + 1/2" wheel puller available.

A 1915 T Model Ford Depot Hack for sale. Refer Nick Horn.

## 10. Items of General Business

Ben announced a new team is arranged for permits signing and car safety checks. A list will appear in Brass Notes.

Michael Holding is the Registrar whilst Ben and Darren can sign renewal permits at Natter nights if Michael not present.

Barry Smith has bought the Neil Ferguson 1910 Delage.

Fiona Lane has bought the 1909 McIntyre from Joan Forryan.

Rick Thege has bought the ex Holden 1912 Napier & a 1913 Cottin & Desgouttes.

Andrew McDougall spoke of the Greenfleet program. A voluntary member opt in program to offset carbon emissions from our hobby.

**11. Next Meeting: 8.00 pm on Tuesday, 14 Mar 2023 (BA)**

**12. Meeting Closure at 8.55pm**

# What Is It Response

by David Jones

Bonjour tout le monde. It is I, the owner of yet another fine product from France. Surely you all must have recognised the jaunty lines of another Vinot et Deguingand. This is the Model AO. Barry Forryan was always quick to remind me that it was the VD car. Thanks Barry. This image came from a photocopy image and so some of the detail has been lost, however there were (are) some enthusiasts in the UK, known as the Ward brothers and they were experts in the marque many years ago, but alas I think their collection was dispersed a few years ago for a few francs. Only a very minute portion of their collection was sold -Ed

Despite the picture not being dated, the Vinot et Deguingand is like my car, and has the 1914 radiator. Judging by the smirk on one of the soldiers faces, it must have been early on in the war as they obviously had no idea what horrors were before them. All I can say is that they were lucky to have such a fast getaway car featuring such innovations like a vertical H pattern gear shift (??!!). Apart from this French eccentricity, the balance of the car was pretty standard for the day - Motor being a monobloc 2600 cc output via a cone clutch to a jack shaft which drives the cylindrical shaped gearbox. A garden block universal drove a heavy differential and the wheels were all wire with the standard RAF locking system as found in many mid to high value vehicles of the day. The body(s) were made by many suppliers however I believe there were standard configurations/guidelines to construct to.

The car was made in Puteaux on the Seine (How French can you get?), near enough to some 2 franc operation called "De Dion Bouton" and I am sure that many of the Vinot et Deguingand inventions were stolen by DDB but I am still trying to prove it.

# Events

## 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.

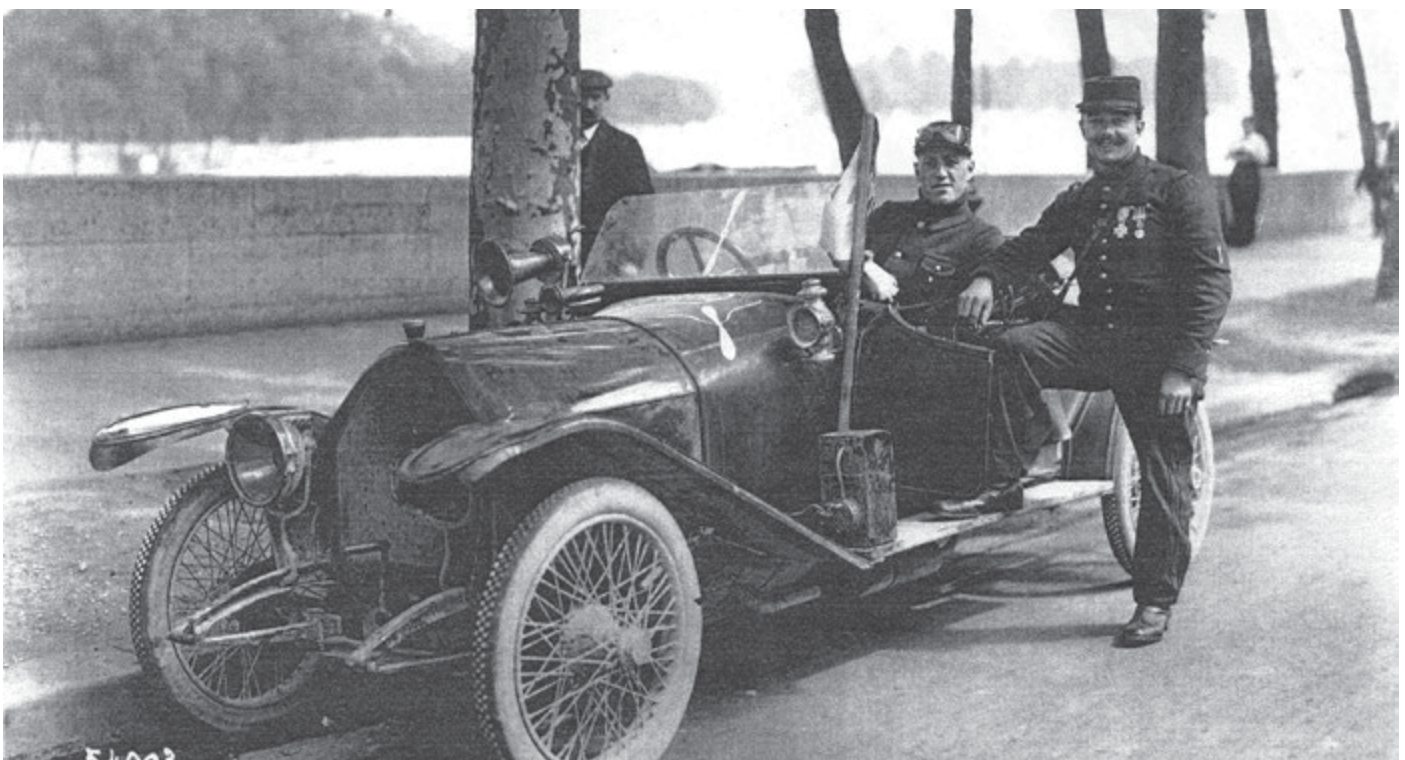
This year's rally entry is an all inclusive price covering meals and activities from Friday lunch through to Saturday night dinner in Tocumwal.

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.



# Events



## RACV Four & More Rally

April 22 - 25 2023  
**MANSFIELD**



Join us in Mansfield and uncover the high country. Soak up the stunning Alpine scenery and hear the grand ol' stories of Victoria's traditional cattlemen.

Rally Directors: Ben Alcock & Steve Hobbins  
Entry forms will be out shortly



## JOIN US AS WE CELEBRATE PRE-WAR MOTORING AT THE INAUGURAL

### Pre-WWII Motoring Weekend

Incorporating National Motoring Heritage Day

May 19 -21 2023  
**Bendigo**

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entry forms and information will be available soon

PROUDLY PRESENTED BY:





## 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](mailto:events@vdc.org.au) or scan the QR code  
below





## 46<sup>th</sup> HISTORIC WINTON

27th and 28th May 2023



[www.historicwinton.org](http://www.historicwinton.org)  
Winton Motor Raceway, Benalla, Victoria






Austin Seven Club Inc. A0003950N | Photos - C.Rosewarne and SDpics

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

**ABN:** 61 276 214 581

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

**CLUB MAILING ADDRESS**  
PO Box 2300,  
Mt Waverley, VIC 3149

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t 0404 917 366  
e president@veterancarclub.org.au

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Daryl Meek (Fiona)  
t 0407 881 288  
e vicepresident@veterancarclub.org.au

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t 0438 873 053  
e secretary@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**  
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e paul.daley@neo.com.au

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Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Craig Emmerson  
t 0410 663 292

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
t 0407 008 895

Callum Walsh (Francesca)  
t 0447 766 724

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

**LIBRARIAN AND ARCHIVIST**  
Daryl Meek  
e history@veterancarclub.org.au

## EVENTS SUBCOMMITTEE

The Events Subcommittee meets in February, May and October to plan the Club's forthcoming events, which are published annually in the Club Calendar with regular updates in *Brass Notes*.  
Chair – Ben Alcock

**SUBCOMMITTEE: CLUBROOMS MANAGEMENT**  
Ben Alcock and Jim McCaffrey

**REGISTRAR**  
Michael Holding  
e mholding@netspace.net.au  
Postal:  
16 Willowtree Dr Werribee VIC 3030

**CLUB PERMIT OFFICERS**  
Renewals and Permit Applications:  
Brian Hussey & Michael Holding

**SAFETY COMMITTEE / SCRUTINEERS**  
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Bob Ballinger (Helen)  
t 0439 488 386

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**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**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.

## EDITORIAL POLICY

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

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The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*. The decision to publish a letter in *Brass Notes* is the decision of the editorial team.

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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.

# Highwheeler Rally Mt Gambier

Photos supplied by Frances McDougall and Denise Smith



Alan Miller 1908 Schacht



Ivan and June Smith 1909 IHC



Max Boardman 1909 IHC



Rob Duffy 1905 Black



Noel and Sue Holbrook 1910 IHC



A line up of some of the Highwheeler vehicles at the rally

# Brass Lamps Auction

Photos supplied by Frances McDougall.

