

April 2023



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback

By Greg Smith



Our photo for this month comes from our member Graeme Anderson (1912 Adams owner). This image is a part of the collection of Tom Anderson (late), Graeme's father, and was taken on an early rally c1960s.

The car featured is an extremely rare and desirable 1913 Aquila-Italiana, and owned at the time by Frank and Jean Shields. This car was a very regular attendee on our rallies during these early and later times. Please help us out with your knowledge of this car and any appropriate history that you may have.

Does anyone know where this car is now?

Please help us out with relevant history, as we would love to hear from you.

Once again we thank Graeme for his contribution for this column, and if others would like to know the possible history or owner of a particular vehicle send a photograph to the editor for possible publication, as our "hit rate" for information on most vehicles have been particularly amazing.



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



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VVC INSTRUMENTS

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Andrea Holden of Mudgee with a 1915 Cadillac Racer.
- Tom Killingback of Cremorne with a 1917 Monroe Runabout.

Coming Events

7 April 2023	Hot Cross Bun Run - Good Friday Braeside Park from 9am
11 April 2023	Natter Night - 8pm Clubrooms and Zoom
28 - 30 April 2023	Florence Thomson Tour - Wangaratta https://www.aomc.asn.au/florence-thomson-tour
19 - 21 May 2023	Pre WWII Motoring Weekend, Bendigo Information and online entries: https://veterancarclub.org.au/?page_id=6771

Major Events

22 - 25 April 2023	RACV Four & More Rally, Mansfield Rally Directors: Ben Alcock and Steve Hobbins
14 - 16 July 2023	RACV Midwinter Rally, Creswick Rally Directors: TBC
8 - 10 September 2023	Pre-1905 Pioneers Run - Forbes, NSW Rally Directors: Chris & Russell Holden
17 - 19 November 2023	RACV Veteran Car Club Annual Rally
14 - 17 March 2024	RACV 1 & 2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan

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://veterancarclubofwesternaustrialia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally

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Front Cover:

c1910 Minerva & c1910 Tipo 1 FIAT pictured in front of the Commercial Hotel in Plenty Rd, South Morang.

Photo refer to page 8 for full article.

President's Message

By Ben Alcock

The RACV 1&2 Cylinder Rally was held in Cobram and I heard a lot of positive comments from those attending. The room on the final dinner was full of conversation as we celebrated a successful rally with nine first time outs, twelve lady drivers and over 60 cars participating, a great achievement that shows the 1&2 Cylinder cars are going strong. Next year's event is being held in Echuca and should be another fantastic rally.

In March, we mourned the passing of Betty Ward, aged 98 (Valē page 7). Betty was a stalwart of the Club and that was evident by the numbers in attendance at her remembrance service. It was a timely reminder of the importance that our previous members and office bearers have played in our Club's past and the direction we are heading in. As we continue to enjoy our hobby and keep up with the current challenges we face (electric cars, carbon emissions, etc.) it's important to remember what we are about. The importance of this club is not only in the preservation of Veteran vehicles but also in the community we provide and social connections we make with other like minded people.

The club is currently ticking over nicely with our committee working behind the scenes to keep the cogs oiled. One thing we are working through is the 2024

Calendar of events. Now is the time to put your hand up and run a rally, day run or help someone else. The mix of events we have means that there is an event for everyone and it's great to have an individual flavour to these events. We have plenty of assistance provided to rally directors by the committee and I would encourage you all to think about helping, showcase your local area or your favourite location.

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 like minded clubs for this event to showcase our hobby, early motoring history and preservation will be a great step forward. I hope to see as many of you as possible at this rally. Entries are now open on our website.

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*

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Editorial

By Greg Smith

2025 will mark the 70th birthday of the Veteran Car Club of Victoria. I am sure we will have several events and special rallies to mark this major milestone.

In my mind, the club has evolved and developed over these almost seven decades, and there is much to be proud of. Our rallies are unparalleled events across the nation and they provide opportunities for every club member and every club vehicle to participate with enjoyment, ease and camaraderie. This is a testament to the planning, organisation and commitment of the club members who give freely of their time and expertise to create these events. The participation of the numbers of interstate vehicles in these events demonstrates the esteem the VCCA (Victoria) events are held in, in many other clubs. The club's commitment to inform and communicate with members, to record and celebrate events and members, to share knowledge and to keep pace with the legal and ethical expectations of a club in the 21st century are an essential component of the club's core values. Brass Notes has continued to be the keystone of the club's communication with members and is acknowledged as one of the pre-eminent club newsletters in the country.

To achieve this success, we have been blessed with some great leaders and wonderful committee members that have, and continue to, direct, maintain and improve our club over the many decades as dedicated volunteers committed to our club and the future of veteran motoring.

One area that deserves a special mention is the club's quest to maintain our vehicles to a high safe standard. It is paramount that our vehicles are kept in safe drivable condition and that our driving remains courteous and respectful to other road users. We are slower than the normal vehicles and as such, getting off the road to let others pass and keep the traffic flowing is a significant contribution to safer driving. Tender vehicles and accompanying vehicles keeping a significant distance behind our cars, pulling over and enabling other vehicles to pass recognises the importance of safe road use for all. We are in a privileged position with the red plate scheme and as time goes on, most modern car drivers have no sense of veteran motoring and the limitations of our vehicles. I do believe that our club currently has a very good reputation in regard to road safety. Our reputation has taken decades to achieve and is of vital importance if we are to continue with the privileges we currently enjoy. It is important that these high standards are considered and maintained. It will not take much to ruin this reputation and destroy it in an instant when a small percentage of our membership disregard and decide to not abide by the standards held by our club.

Much of our recent justifiable high standards have been driven by the efforts of our Safety Team headed up by Brian Hussey and Bob Ballinger. These two, along with their team, have been vigilant in setting, maintaining,

and improving our safety standards. They have made significant improvements in getting this information out to members and in keeping us all informed of shifts and changes. Road safety and veteran car safety standards have never been more important than now. We currently exist in an environment where we now face many political and environmental groups, which would prefer we only use electric cars. There is a significant push to rid the roads of the "old crocks" and "clunkers". We must be even more vigilant and diligent in doing the correct and right thing on the road.

I believe that this is an important issue and has more recently been brought home to me. I have unfortunately witnessed some of our members putting our reputation at risk and potentially risking the safety of themselves and others. We cannot afford to blemish a long built up reputation of decades of hard work and dedication to uphold our safety standards. It will only take the very poor decisions of a very few to seriously put at risk our excellent record.

Please, do not be the one to make that poor decision to drive a vehicle that is not safe or to drive without due consideration of other road uses – both other veteran vehicles and regular road users. Use the services that the safety committee offers to regularly maintain and check your vehicle. Please remember the privileges fought hard for by members past present that we enjoy. Think of how each of us represents our club, our hobby, our interest and our sport. Please do not put any of this at risk. Drive well, drive safe and respect the heritage and history that we are privileged to own and use on our streets and roads.

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Brass Notes March Flashback

By Alan Meredith

The FIAT featured in the March Flashback is a Tipo 53 (or Model 3 as they were known in Australia). The engine capacity is 4398cc with a bore size of 100mm and stroke of 140mm. The horsepower rating is 30.

The car in question is believed to have been imported by the Shell Oil Company and was initially used by them for executive transport. Later it became the Company hack at which point the body was removed and replaced with a flat tray. It saw service delivering drums of oil in this form through to 1928. The next owner was a cartage contractor on the Mornington Peninsula who made daily trips carrying produce to the Melbourne markets for some twenty years. The FIAT was subsequently stored in a shed at a quarry until it was acquired and restored in the early 1950s by a former VCCA President Tom McManamny. Replica tourer bodywork was fitted and the FIAT was used to good effect in many early Club events. In 1968 ownership transferred to Ted Price who took part in many Club events with it during the seventies and early eighties. The car fell into disuse after that period and was eventually sold to an antique dealer at Castlemaine who re-commissioned and registered it. Incidentally Ted Price died just recently.

In 2004 the car was purchased by VCCA member and New Zealand resident Sesyll England. Ses bought the car with the primary intention of using it on long distance touring events. After obtaining the necessary export clearance the car was shipped to Nelson, New Zealand where Ses resided. The FIAT was duly presented at the local vehicle testing station for registration and warrant of fitness purposes. At this point life started to become difficult for Ses

with the arrival on the scene of an over-zealous inspection officer who was unsympathetic towards, and inexperienced with, older vehicles. His view that the car should meet the post 1992 Japanese import standards was the cause of some needless delays, heartache and modifications (high stop lights etc). The floorboards were clearly not the originals and the need for engineer's calculations and certification was contemplated! Some compromises were made and eventually common sense prevailed.

The FIAT saw little use in New Zealand, especially as Ses aged. Last September he passed away at the age of 86. The car was put up for sale at a little publicised Nelson auction only two months ago but it failed to attract a buyer. To the best of my knowledge it is still available.



The Fiat pictured in 1982 visiting the Parker auction.

VCCA (Vic) Club Permit Procedures

By Michael Holding

Renewal Of Existing Permit:

Option 1:

Post your VicRoads Renewal Notice to our Registrar:
Michael Holding

16 Willowtree Drive, Werribee 3030 (please include a stamped, self addressed envelope).

Option 2:

Your renewal form can be signed off on any Natter Night at the clubrooms

NEW PERMIT APPLICATIONS AND TRANSFERS OF EXISTING PERMITS:

To initiate a new Club Permit, contact our Chief Scrutineer, Brian Hussey. Brian will advise you of the VicRoads requirements and arrange a local Safety

Scrutineer to examine your vehicle. We have 15 volunteer Safety Scrutineers spread across the Victoria.

Subject to specific conditions, Club Permit plates may be transferred with vehicles between members. Brian can advise if this is possible if you purchase a vehicle from another club member.

CONTACT DETAILS:

Registrar

Michael Holding 0407 008 895
registrar@veterancarclub.org.au

Chief Scrutineer

Brian Hussey 0418 561 910

Valē – Betty Ward

By Graeme Jarrett



Betty on board the Austin with Cliff.

Betty Ward has passed away quietly, aged ninety eight years and eight months. She lived a long and very active life that embraced everything the world offered. Betty, along with husband Cliff, was a great participant in our club for a very long time, and they have the 60 year membership awards to show for it.

Betty became a member in 1960. The Austin was put on the road in 1969 - that was the real beginning of her veteran car rally adventures.

Betty was the ever present member who remained loyal to the hobby and was always out on the road in a veteran car, not often missing an opportunity to participate. That is whether it was in the Dodge, the Austin or any other early vehicle in the family fleet.



Betty in the Renault out on the road with daughter, Robyn driving.

A willing worker for the club, Betty was always available to help in our activities, a member of the committee, on the executive, as Secretary. A great worker on all those tasks to keep the club functioning.

Many years ago, while I was editor, Betty was a great help to me in doing all of the typing for Brass Notes. Behind the scenes both Betty and Cliff were the reliable and ever present newsletter folders, staplers and envelopers of the newsletter – never missing, apart from holidaying away.

Betty was a really great club person and a fine ambassador who was welcoming and genial to all.

Betty is survived by her son, Andrew and daughter, Robyn, and two grandchildren, Grant and Adam.



Betty in a dress up event.

The 1 and 2 Cylinder Rally was another club attraction that saw her out in the Renault and other vehicles such as the Phanomobile and BSA motorcycle.

Front Cover Photo

by Greg Smith

Our front cover photo is a beauty, and was generously supplied by Andrew Winter. He is a member of a Minerva group on Facebook, being an owner of such a make. He found this photo on the Facebook site and followed up on who posted the picture. Interestingly it was posted from a fellow in the U.S. and how he got the photo is a bit of a mystery. It features a Minerva and FIAT photographed outside the Commercial Hotel in South Morang in Victoria. I have entrusted the identification of the two cars models and possible year to Andrew and Callum Walsh to give a far more accurate guide as to their specific details. Their responses will follow further through the article.

As to why the photograph was taken is also a bit of a mystery, but from the patriot flying of a Union Jack on the Minerva radiator and the Union Jack symbol on the Dietz sidelight also on the Minerva, I have taken a guess that the occasion could have been in celebration of "Empire Day". Not being a complete aficionado of Empire Day, I enlisted Graeme Jarrett to give his views on Empire Day, which he quickly announced that he knew it as "Flag Day". His response is as follows.

This is a great shot and most worthy of the front cover.

I recall **Empire Day** as a very distant memory - only **Flag Day** was its better known name in later years, in my opinion.

The celebration of Queen Victoria's birthday on May 24 was renamed Empire Day in 1903 after her death in 1901. It was celebrated throughout the British Empire culminating in fireworks and bonfires in the evening. The last celebration of Empire Day in Australia took place in 1958.

I believe the photograph was most likely taken on Flag Day, May 24th.

Empire Day was observed in state schools from 1905 with a program of addresses, pageants and patriotic songs, with children swearing allegiance to King and Empire with a loyal declaration. Also known as Flag Day, Empire Day saw the city decorated with flags on principal buildings and cable trams.

Why did we stop celebrating Empire Day?



Empire Day was first celebrated in Canada in 1899. From there it spread to Britain, Australia, and most other parts of the empire. By the 1950s, however, the empire had started to fall apart, and Empire Day lost its importance. Many of the colonies and territories that were ruled by Britain began to gain independence.

The following is Andrew Winter's opinion on the date and model of the Minerva pictured.

Minerva's of this era can be a bit tricky to date accurately from photos such as this, as the company produced 3 to 4 different models each year with little difference in outward appearances between years and models. The use of bespoke coachwork on these cars means that body details are generally not much use. That said, one thing the car of interest does have is a particular type of wheel and hubcap (type pictured below) which helps narrow it down. In around 1911, the company moved away from the artillery style wooden spoked wheels to Rudge-Whitworth wire wheels with a locking wheel centre. The radiator style is the typical pre WW1 style that they adopted in 1908. Therefore, I'm fairly sure that dates our car of interest to 1909 or 1910. It looks like a larger model so I'd guess it is either a 1909 Type N (25 hp) 1910 Type S (26 hp) or 1910 Type V (38 hp). This means it is most likely powered by a Knight sleeve valve engine.

Callum Walsh's thoughts on the FIAT, is as follows. I believe it to be a Tipo 1 from c1909/10. It's a lovely landaulette body, and it's likely to be a taxi/hire or chauffeur vehicle - lots were.



The Minerva is also fantastic, great image!

So what have we discovered? We now believe both vehicles are from the 1909 or 1910 period, and when the actual photograph was taken is still unknown but, possibly on May 24th (Empire Day) in front of the A.C. Baldwin's Commercial Hotel South Morang. Built in 1890, the Hotel still exists and is still called the Commercial Hotel. See image below. As to the Minerva and the FIAT, if they exist then that would be a great end to this amazing photograph.

I again thank Andrew for supplying this quality image, and hope others will follow his example and also send us quality photographs to share for our front covers and throughout the magazine.



Front Cover Photograph – Feedback on March Front Cover

by Graeme Jarrett

OOPS – I was wrong. The photograph that appeared on the front cover of Brass Notes for March this year was not an Oakland, at all. It is now been confirmed by one of our readers as a Detroit. This appears to be 1915 model – probably a ‘C-5’ of 20hp (really 19.6). Sorry for the error.



The photograph above shows in more detail last month's front cover shot.



Above this is a similar vehicle registered in South Australia.

The Detroit was an American car current from 1912 to 1916. By 1917, the marque had departed the scene.

Thank you to our reader (anonymous) who alerted me to my error.

In using this work, we acknowledge the work's creator and title (where known), and State Library of South Australia as the source of the work. We thank them for generous spirit in providing digital images.

Cyclecar Corner – Baby C.I.D.

by Graeme Jarrett

Cyclecar Corner – Baby C.I.D. – Feedback from March Article

I received some interesting feedback from a reader of Brass Notes in NSW.

I am fairly sure this “De Dion Bouton” was sold at the auction of Frank Illich’s car collection in the late 1960s.

I attended the auction. I was working for George Green at the time and he had sent me out to record the prices.

The “De Dion” had Model T Ford running gear and a De Dion motor. Obviously not a De Dion so the sale was going poorly but finally sold.

I remember it well as at the time my wife was working at a Wallpaper shop in Hurstville and her assistant’s boyfriend whose name was Ray bought it.

He thought he had a bargain but I happened to be in the shop after the auction and when he arrived to tell his girlfriend of his find!!!

I mentioned it was a “bitser” and he stormed off to get a second opinion. What happened after that I never found out?



The car photographed on the cover of “IN PRAISE OF Veteran & Vintage Cars IN AUSTRALIA” is not exactly what it seems.

From the Archives - Redheads & Veteran Cars

By Daryl Meek

The pastime of collecting matchbox labels, covers and booklets is known as Phillumeny. “What’s that got to do with Veteran Motoring” I hear you ask? Read on.

Bryant and May was a British company created in 1843 specifically to make matches. In 1909 the company established a large industrial complex, designed by William Pitt, in Church Street, Richmond. The company was well known for providing workers with excellent working conditions and amenities including a dining hall and sports facilities. The factory closed in 1987 and was converted into offices in 1989.

1964 Redheads Veteran Car Matchbox Labels

In 1947, Bryant and May adopted the brand name Redheads, a name reflective of the red phosphorous tipped safety match that had to be struck against the specifically created edge of the matchbox to ignite. Redhead went on to adorn the matchbox label, changing her image and hairstyle according to the fashions of the time.

Occasionally, the company would also produce other decorative matchbox labels. In 1964 Brymay, as it was referred to, released a set of 64 labels featuring Veteran Cars (actually, 61 Veteran and 3 Vintage). Whilst this wasn’t done in collaboration with the Veteran Car Club, cars from the club featured heavily in the designs. Our own 1913 Fafnir features on label 31.

However, not everyone was enamoured with the outcome. In the Club newsletter of July 1964, Club President, Norm Strack, wrote that the President of the RACV had donated a set to the club showing 29 club cars. Norm made the observation that, “It can safely be said that these are the poorest examples of the print craft we have ever seen, and the crudity of the drawings is no cause for pride”.

Personally, I quite like them. What do you think?

Here is a selection of 43 of the 64 matchbox labels.



1913 Balmain Precision

By Russell Nicholson



Now in the care of Greg Dawson

1913 Balmain Precision

The following article came to me from Andrew Winter, who thought I may be interested, from a local newsletter. We acknowledge and thank Russell Nicholson who is the author of the article contained in the newsletter "New England Wheels" which is the official newsletter of the Armidale Classic & Specialist Car Club.

I found the piece of writing very interesting and relevant for several reasons. Firstly, it features an Australian made motorcycle from the veteran era. Secondly, it was restored and campaigned by one of our early members – Gerry Trethewey. Gerry will be remembered by many of our "older early" members. I believe he was a member of the wedding party for Barry and Joan Forryan's marital nuptials. Joan will correct me, if that is not correct.

We often ask the question in Brass Notes. Where are they now? Well, in this case we are reversing the process and providing the answer first. – Ed.

Specifications

- Engine – 4 1/4 hp 4 stroke, 3 1/2 bore x 3 1/2 stroke Precision square finned single (Engine No. 14043)
- Magneto - Bosch single with advance-retard lever on handle bar.
- Gearbox - 3 speed Sturmey Archer direct hand lever.

- Tyres - 26" x 2 1/2" – 2 1/4" 40-601b psi beaded edge.
- Lighting - P&H acetylene gas front and rear. Water and carbide container on handlebar
- Springing - Peerless front forks utilising twin springs, rear nil.
- Brakes - Foot operated to rear inner belt rim.
- Oiling - Hand operated total loss oil feed from tank to crankcase (1/4 mile forgetfulness = expensive noise).
- Commencer - Kickstart, with either the valve lifter from handlebars or decompressor valve on top of engine.
- Drive - Chain to gearbox, then rubber belt to 18" diameter rear wheel pulley.

Vintage Motorcycle Club of Victoria and Veteran Car Club of Victoria member, Gerry Trethewey's history of this machine (edited somewhat, with additional information included by Russell Nicholson) was published in Exhaust Notes, The Journal of the Vintage Motorcycle Club of Victoria No. 131 December 1975. This is Gerry's article following:

One morning in 1959, I went to inspect a soon to be auctioned, Footscray house and found the executor of the estate in the backyard contemplating "Dad's old bike". It was all there with rubbers perished and cables hanging, but in those days anything with a kick starter was not Veteran and therefore of only passing interest. I'd half contemplate buying it for the £15.00

suggested, but the presentation of the original receipt dated 19th December 1913 eliminated my distain and the questioning began.

The story goes back to 1912, when Mr. Vickers gave up his job at the Triumph factory in England and decided to seek his fortune in Australia. His idea was to set up a motorcycle factory here, and so he brought with him what he considered to be the best components available - a 4 1/4 hp side valve Precision engine, a Bosch magneto and a Sturmey Archer 3 speed gearbox. Settled in Melbourne, he commissioned Mr. J. Perryman of Church Street Richmond to build a motorcycle to his specification around these components. The finished product, named the Balmain Precision, was delivered on Dec 19th, 1913, at a cost of £68/10/0. The machine was built in time to compete in the 1914 Bathurst to Melbourne Reliability Trial. Had it won, the publicity might have enabled Mr. Vickers to achieve his dream and the name Balmain might even now be a household word among motorcyclists, but a wandering sheep near Euroa ended the Balmain's chances by demolishing the front wheel. Competitors in those days did not give up easily, and so the local blacksmith was called from his bed and repairs were affected allowing Mr Vickers to press on.

Such was Mr Vickers' lead that he was still able to finish second, the winner being a 1,000cc V-twin JAP powered monster with single gear belt drive. This machine had to be push started with the rider already in the saddle, for once it fired it was off and running, with or without the rider. It was still in existence some years ago in Fitzroy, but has probably, along with its rider, disappeared underground by now.

Mr. Vickers never tried again, for the trials ceased due to the '14-'18 war, and it was little used until Vickers Jnr. resurrected the old "Balmain" during the '39-'42 petrol (rationing) troubles. Mrs Vickers says she was courted on the old bike and has an indelible impression (so she assures me) of the "steel pillion seat".

Deregistered in 1942, it sat in Mum's garage - Dad having died - until Mum died and it was at that time when Vickers Jnr. was contemplating his wife's edict - "I'm not having that bone shaker in my nice Strathmore garage" that I happened upon the scene.

After stripping the "Balmain", repainting and renewing all bolts, rubbers, etc it was entered in the Veteran Car Club of Vic's Sorrento Rally of 1960, where we won the observed sections prize. Club runs to Moe, Yan Yean, Heathcote, etc. proved the old bike and it was trailered to Adelaide in Nov '62, loping along on the 3 day Barossa Valley run with Norm McCubbin as relief rider.

No speedo was fitted and I'll never forget the S.A. motorcycle police escort grinning alongside me on the long road between Elizabeth and Clare, asking interestedly if I knew my speed. When he shouted that we were doing 78 mph, it gave me traumas, as the only

ceasing mechanism is a foot operated brake which drags a lump of rubber onto the inside of the belt rim on the back wheel, until one either stops or the rubber catches fire, or both.

On the 1963 V.C.C.V. run to Sorrento, it won the "Best Restoration Award" and also gained the coveted "Award of Merit for 98% Originality". Many more club runs followed with the V.C.C.V. and then the Motor Cycle Collectors Club, of which I have the honour of being Foundation Vice President (perhaps because the first three meetings were held in my home), until 1972 when my own fuel lines were renewed in un-original plastic.

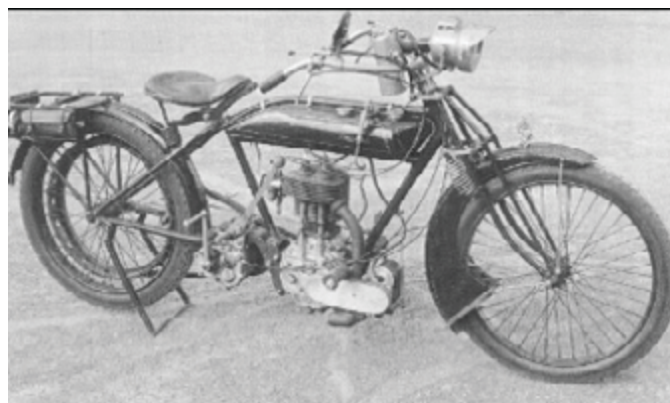
So my riding days are over, but my three sons have all laid claim to the Balmain, and the old bike is sure to continue on the occasional run for many years yet.

G. Trethewey

To sketch in the intervening years ... Greg acquired the Balmain earlier this year from fellow motorcycle enthusiast and Vincent owner, Graham Sinclair. The Balmain is particularly special in that only two were ever built, with Greg's being the sole survivor. Graham had owned the Balmain for many years and had maintained it in as close as possible to its original condition, with just two exceptions. A new petrol tank was made in the recent past, although Greg has the original tank, which is identical and looks to be repairable ... and as a comparison of the two photographs will show, the Balmain has also acquired a front brake ... very sensible given the change in traffic conditions during the intervening 119 years! As well as the original front wheel (sans brake), a spare gearbox came with the bike, both now safely stored for use if, or when, required. As a unique, Australian made motorcycle, the Balmain is a museum piece, presented as it should be, with plenty of levers and pumps to keep the rider entertained. It is not over restored and is ready to be used whenever the occasion arises.

Russell Nicholson

Post Script: The Balmain is also a film star having appeared in the 1976 Australian movie 'Break of Day'



G.W.K. Light Car – Chassis Discovery

By Graeme Jarrett



This chassis (above) was discovered by Michael Sheehan of Mt Barker, South Australia. It was found in area close to the South Australia/Victoria border. This is all that was currently discovered of the car



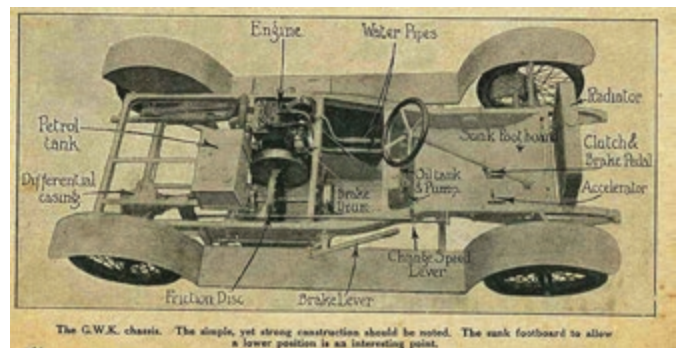
Above, the crank handle is clearly visible protruding from the side of the chassis in both photographs

I received a description of a chassis that he had located and was at a loss to identify the marque. This is often the case – particularly with me. He said the crank handle came out of the side of the chassis instead of the front. That is not really that weird, particularly in the world offbeat light cars. There are a few cars with crank handles that protrude from the side, notably Morgan, GN and GWK amongst others. This chassis is clearly not either of the former. Therefore it must be a GWK, and so it is.

The GWK was nominally called a Cyclecar but was, in reality, a Light Car.



Above, the area under the seat showing the transmission brake (part complete).



Above, the GWK chassis layout.

Michael would really love to hear from anyone who might be able to assist with any GWK parts for it, particularly axles and radiator.

He can be contacted on (08) 8391 1627 or Email sheehanshardware@bigpond.com



Above, an early GWK showing the crank handle and the elegant lines of this cute little car.

Hi Greg,

Forwarded with permission to publish in Brass Notes if you wish. My inspiration to pursue the history of this car was born of short articles in Brass Notes in the 1990s, on this originally delivered Victorian-based car, and the mysteries that ensued.

The attached article is under copyright, and may only be published with the express permission of the author.

Cheers, Ian

FEATURE  1907 ROLLS-ROYCE 20HP 40532

THE CASE OF THE BLENDED ROLLS-ROYCE

>> IAN IRWIN OAM (ACT)

A 1920 court case sheds new light on the disputed story of the second Rolls-Royce that ever came to Australia, 1907 chassis 40532

Australia received its second delivery of a Rolls-Royce with the arrival of the early-1907 model four-cylinder Light Twenty chassis 40532. The story of this car has been fraught with a serious lack of period information and subsequent confusion for 115 years. Documentation has at times been tinged with misinformation that appears to have relied on the failing memories of aged folk, long after the car had ceased to exist.

The origins of 40532's sister car, Archibald Black's Light Twenty chassis 40509, are not in doubt. I have documented the history of 40509 in recent times¹. 40532 too, started life as a standard Roi-des-Belges tourer, even down to the green coachwork and upholstery, and would have been visually identical to chassis 40509 in every almost respect, but sadly, no original period photo has yet been found of 40532. The descendants of its first Australian owner cannot help with any images.

From factory records we learn that 40532 was first sold to GH Palmer of Laycock, Wiltshire on 23 February 1907, only to be repurchased by Rolls-Royce Ltd shortly afterwards. Three weeks later it was sold to Tozer, Kemsley and Fisher of Melbourne and London. This firm had for some years been the established shipping agents for Charles Kellow and his Kellow Motor Company, importers to Melbourne of Talbot, Humber and Napier cars. Kellow's later became the sole appointed agent for Rolls-Royce cars in Australia.

Strangely, there is no factory record which assigns the subsequent sale of 40532 to its first Australian owner, but we are on rock solid ground in believing it was Alan Currie of Mt Elephant Station, Derrinallum, Victoria.

Charles B Kellow had become known to Charles Rolls very early in the 20th Century and we can reasonably assume Currie's order for a 20hp Rolls-Royce was effected through Kellow Motor Company, rather than by placing an order directly with Rolls-Royce Ltd. This would account for there being no appropriate factory record of Currie's name on the sales cards.

ALEX SUTHERLAND

Sutherland family archives contain only one photo of what Alex Sutherland maintained in his lifetime was his four-cylinder Rolls-Royce between 1913 and 1919. In correspondence with me in 1998, his grandson Mark Sutherland stated that Alex "bought the Rolls-Royce second-hand, we think, while in Warrnambool East. My aunt Patricia (b.1910) ... can remember driving in it to Geelong when the family moved there in 1916." Alex had owned a home in Aphrasia St, Geelong, since 1912².

This strongly accords with the early years of 40532, as Warrnambool is less than 90km from the Currie property at Derrinallum. The subsequent relocation to Geelong, where Alex was a land valuer for the state government and also from 1916 a real estate agent, also fits the pattern of the subsequent adventures of 40532, as we shall see.

With startling new evidence to hand from my recent research, there can be no doubt that there is more than a shred of truth in what has been recorded about 40532 in the past 35 years, following the information provided by Mark Sutherland. I've long believed some of that record had a basis in fact, but the problem lay in disentangling fact from later mythology.



Bogged down by the facts? Alex Sutherland claimed this was his Rolls-Royce when he owned it circa 1913-19. Historians rejected the claim. New evidence suggests it was a Star chassis containing some of 40532's essential components

Being one of only two imported four-cylinder Rolls-Royce 20hp cars, it is important to shed new light on established facts, fill some of the gaps, and correct the errors recorded in the car's history.

We have media coverage³ of the Automobile Club of Victoria Sealed Bonnet Reliability Trial of December 1907, which covered a 375-mile route from Melbourne to Camperdown, Ballarat and return. One media report contained a list of 22 cars that completed the event without any points lost. Alan Currie's 20hp Rolls-Royce was one of them, earning a 'three guinea Gold Medal'. In the two-mile flying start, Currie's was among the fastest, clocking 41.0mph, a highly creditable performance. Notably, in the 1906 International Tourist Trophy Race on the Isle of Man, Charles Rolls attained an average speed of 39.43mph driving a similar car, chassis 26350B.

For me, the first acquaintance with some of the car's early Australian history appeared in the September 1990 edition of *Brass Notes*, the monthly journal of the Veteran Car Club of Victoria. The editor of the day, Ian Smith of Ballarat, had been engaged by Mark Sutherland (then living nearby Narmbool Station) who told him that his grandfather had owned a four-cylinder Rolls-Royce in the period c1913 to c1919.

In a later conversation, Mark advised Smith that the family had the car while resident in Aphrasia Street, Geelong. Mark's father, Ian, then provided Smith with a copy of the family's only photo of the car. Smith, upon observing the detail of what was said then to be chassis 40532, was puzzled, to put it politely, by what he saw as it did not conform to any of the essential characteristics of a 1907 20hp four-cylinder Rolls-Royce.

My initial contact with Mark was in late March 1998. Soon

after, we discussed the puzzling image. Mark and his father were adamant that the car was a Rolls-Royce 20hp. It was baffling why the son and grandson of former owner Alex were so convinced of the identity of the car. It seemed to me that there was more to this story than any of us knew at the time.

A BLENDED CAR?

It crossed my mind that it may have been a 'blended' car. It would not have been the only one in those early years.

Although others had seen this image, none except me accepted it as possibly showing a 40532 in modified form, but that is not at all surprising. My first major volume, published in 1999⁴, was the only publication in Australian Rolls-Royce circles that has published this photo with a caption stating it was 40532. I am the first to admit it was included in an enormous leap of faith, and not without fear of contradiction. Curiously, only one reader has ever taken issue with it.

Since then, highly credible documented evidence has come to light that establishes beyond doubt that the recollections of Alex Sutherland and his father are understandable and plausible.

Researchers of this car accept that Alex Sutherland was the accredited owner of 40532 between 1913 and 1919. Precisely when he purchased it is uncertain, and from whom remains unknown. As noted above, Alex's descendants in the 1990s believed that he had acquired the car when resident in Warrnambool, which as we know is just 90km south-west of Currie's property, Mt Elephant Station, the car's first home in Australia.

In the context of the revelations shortly to be presented, it is



Already second-hand, 40532 was purchased in England from Rolls-Royce by the shipping agents used by Kellow Motors. Although documentation doesn't prove it, we are certain Kellows sold it to its first Australian owner, Alan Currie

similarly relevant that the major port of Geelong lies on the same coastline, just 194km east of Warrnambool.

Later still, brief mention of the property Narmbool at Scottsburn near Ballarat, purchased by Alex Sutherland in 1923, will be made. These interruptions to the present historical dialogue will shortly justify their inclusion.

A CENTURY OF SECRETS

While researching media articles in early 2022, I unearthed some extraordinarily valuable 'new' and revealing information that can only relate to 40532.

In November 1920, the *Melbourne Age* reported on a legal case before the city's County Court⁵ about a dispute arising from the sale in November 1919 of what was alleged to be a Rolls-Royce motor car. Frederick Luke sold it to Richard Danne, described as a part-proprietor of Melbourne car dealership Latrobe Motors.

Evidence was given that the car's engine, gearbox and radiator all clearly bore the Rolls-Royce brand. That is not surprising as on these early four-cylinder cars these components clearly proclaimed their manufacturer's origins. (From 1906 such detail was absent from Rolls-Royce cars, except on the radiator.)

Frederick Luke's Geelong business, Luke Motors, was located at 246-250 Moorabool St, on the corner of Little Myers St.

A similar media report appeared on 30 November 1920 in the Melbourne *Argus*⁶ with the only additional information that the wheel caps on the car also carried the Rolls-Royce brand name. This latter information indeed confounds the issue, for the wheels of the car in dispute bear no resemblance to any fitted to Rolls-Royce cars of the era.

Apart from these four areas, we are not enlightened as to whether any other parts of 40532 may have been used in the hybrid car. That is highly possible, as few other components of the original car bore the distinctive Rolls-Royce brand, and no one present in the court would have been qualified to recognise any such technical detail.

Evidence was tendered by the plaintiff advising that he was told (by whom we are not advised) at the time of purchase that the car was a Rolls-Royce, but that he was later informed (again, we don't

“Evidence was given that the car in question had engine, gearbox and radiator all clearly bearing the Rolls-Royce brand”

learn by whom) that this was not the case. The plaintiff told the court that “it was an old Rolls-Royce that had been renovated and brought up to date”. The defendant denied there was any breach of warranty or misrepresentation.⁵

Evidence was given by the plaintiff's counsel, that “when Danne saw the chassis the words ROLLS-ROYCE were branded on the engine, gearbox and radiator [but later] a skilled mechanic who had an intimate knowledge of Rolls-Royce cars had informed Danne, that the chassis was not entirely a Rolls-Royce.”⁵

The Argus also reported the “wheel caps bore the Rolls-Royce brand, but the wheels were of another make”.

On that first day of proceedings, no mention was made in either



John and Rae Kennedy's 1905 Light 20 26350 gives us an impression of the coachwork once fitted to 40532, both in style and finish. 26350 was fastidiously restored by Stanley Sears with replica coachwork [Photo: John Kennedy Collection]

press report of who manufactured the car's chassis frame, its other mechanical components, or its body.

The Luke Motor Company in Moorabool Street was surprisingly close to the Sutherland family home in Aphrasia Street. Achalen Holmes (RROCA Victoria) is a Geelong resident and says the distance between the premises would be "a 16-minute walk or a three-minute drive".

It's quite likely Alex Sutherland used the services of Frederick Luke's garage to maintain his car between 1916 and the Sutherland family's move to Scottsdale in 1919.

With 40509 intact and authentic to the present day, and 40532 the only other four-cylinder Rolls-Royce ever to come to Australia, Sutherland's car clearly had to be the vehicle that was the object of the Victorian court's 1919 legal investigation. The Judge requested the car be brought to the court for his inspection, saying, "I am anxious to show that I know something about cars!"⁶

At the close of the first day of proceedings, Judge Moule inspected the car outside the court.⁵

From synthesis of the media reports, it is apparent that the ducks were lining up and that the Sutherland family's long-held belief about the family car contained a strong element of fact. It is likely that Alex Sutherland was blissfully unaware during his ownership that his car was a hybrid blend comprising some significant Rolls-Royce mechanical components. How would Frederick Luke or Alex Sutherland and subsequent generations of his family have known otherwise if they had never seen the only other almost identical car in Australia, chassis 40509? 40509 had left the area by 1912.

On Tuesday, 1 December 1920, the hearing was resumed. Little

new evidence was reported in either Melbourne newspaper. It was submitted however, that Luke, the defendant, had told Danne that "it was a Star chassis, but that did not refer to the whole machine, but meant everything except the parts marked Rolls-Royce. To a man with engineering knowledge that was the right description. The 'RR' [sic] wheel caps were put on by his foreman, and not by witness's authority."⁷

Justice Moule said that he "did not think there was dishonesty on either side, although he was puzzled as to the Rolls-Royce wheel caps being affixed to the chassis"⁷.

The Argus recorded Judge Moule's finding thus: "the onus lay on the plaintiff to prove that there had been fraud or breach of condition or warranty. There were inaccuracies in the evidence of the plaintiff company and he would accept the defendant's account."⁵ He found for the defendant, with costs. A stay of proceedings for 14 days was granted.⁸

With no subsequent media comments on the case, we may presume that the judge's determination remained unchallenged.

LESSONS

We have established that some of the essential components of 40532 were concealed beneath the external hardware of Alex Sutherland's car. We have learned too, that human memory has its failings with time. We can also use our experience to show once again that we cannot trust the spoken word, nor perhaps the written word depending upon time and place. Primary sources are the only totally reliable and secure sources of facts.

The expression 'don't judge a book by its cover' brings forth strong resonance here. The Sutherland family's only image of the



The engine of 26350 is instantly recognisable as a Rolls-Royce, as 40532's would have been [Photo: John Kennedy Collection]

car, which they were sure was Rolls-Royce 40532, has turned out to hold a secret half-truth that no doubt deluded not only Alex Sutherland but also Justice Moule of the County Court.

This ill-informed drama carried out in the court was just one of a chain of events relating to this car that have caused confusion for more than a century.

While the radiator badge makes its own blatant statement, the gearbox inspection plate bearing the maker's name is concealed beneath the floor, but the engine of a 20hp Rolls-Royce boldly displays its maker's name on both sides. These distinctive plates are unique to all Rolls-Royce cars manufactured prior to the 40/50hp Silver Ghosts. The 40/50hp cars did not have any distinctive Rolls-Royce identification on the engines at all with the exception of a minor stamping on the welsh plugs.

My recent contact with Tom Clarke has established that some information provided to him from South Australia in the late 1990s was certainly wide of the mark. 40532 never went to SA ownership. Nor did it ever leave Victoria, as had been suggested, with this car being almost certainly confused with the 1905 six-cylinder 30hp Rolls-Royce chassis 26355.⁹

During the preparation of this article, I contacted my friend John Kennedy seeking images of the near and off-sides of the engine of his 1905 20hp car, chassis 26350. Upon lifting the bonnet, any rank amateur in the pre-Great War years, court judge or otherwise, would have been convinced by the sight of the water-jacket plates boldly proclaiming their Rolls-Royce heritage.

There are many things we may never know about chassis 40532. The mystery of when, where, why and by whose hand 40532 lost its authenticity, integrity and character remains unresolved. It is unlikely to ever be established because of the passage of at least eleven decades since the modifications were made. In Rolls-Royce historical research, we have probably never seen a more significant example of trust in the frailty of human memory and hearsay that distorts the course of history.

We must be enormously thankful for the National Library of Australia's Trove resource for providing ready access to media from so long ago, to enable us to turn back the clock.

Just what the rest of the hybrid creation comprised is anybody's guess. As one who has spent considerable time on this theme, I am inclined to believe that the integrity of the car had already been compromised when Alex Sutherland bought it, despite it being close to its Australian roots. Perhaps it had experienced a major trauma from an accident, mechanical failure, fire or similar that

justified its adopting another persona. Or maybe changes were effected out of an altruistic desire to enhance the performance of the alleged Star chassis, at a time when the Rolls-Royce components were available and deemed appropriate.

Regardless of what the motivation was, it is hard to imagine that Sutherland could have made the changes. He was not a mechanic; his career had been as a property valuer and real estate agent.

So I am now of the opinion that the old 40532 had been reincarnated, for want of a better descriptor, at some time prior to the purchase by Alex. It is unlikely that we will ever know more than we do now.

If we accept the modifications were made prior to the Sutherland ownership which commenced 1913, we can understand the family's generational belief that their car was a genuine Rolls-Royce.

We do not know what other original components of 40532, which were not carrying the Rolls-Royce imprint, may also have been fitted to the revamped car. It is possible that many small components were adapted to the reincarnation of 40532. For instance, it is possible that the aluminium rear axle housing was used, for this too was unmarked (unlike the first Silver Ghosts manufactured from late 1906, where the rear axle gearbox casing had Rolls-Royce cast in large block letters). If the rear axle assembly of 40532 had been with the hybrid car, it would likely not have been identified as an item from the original car in 1920 by the inexperienced mechanics, nor the otherwise learned judge.

Despite the revelation and insight into the somewhat extraordinary transformation of 40532, we have only advanced the history of this four-cylinder car ever so marginally. Not a thing is known of the car from the closure of the court case in early December 1920, so the mystery of 40532 continues to challenge us.

There remains a further task ahead for someone to establish what finally happened to the sadly cobbled car. ■

“Maybe changes were effected to enhance the performance of the alleged Star chassis”

Footnotes

1. 'The 1906 Heavy 20,' *Praeclarum* 5-18, pp7461-7465.
2. Ian Smith, *Brass Notes*, Veteran Car Club of Victoria, October 1990.
3. *Launceston Examiner*, 12 December 1907, p2; and *Table Talk* (Melbourne) 12 December 1907, pp8 & 50
4. Ian Irwin, *Silver Ghosts of Australia and New Zealand, Cameo Histories of the pre-Armistice Cars*, privately published, 1999, p12.
5. 'Motor Chassis Purchase. Rolls-Royce or Otherwise?' *The Age*, Melbourne, 30 November 1920, p10.
6. 'Dispute About Motor Chassis,' *The Argus*, Melbourne, 30 November 1920, p4.
7. 'Motor Chassis Purchase. Alleged Misrepresentation,' *The Age*, Melbourne, 1 December 1920, p10
8. 'Sale of Motor Chassis. No Misrepresentation,' *The Argus*, 1 December 1920, p5.
9. See author's account of this car, 'Last of the 37,' *Praeclarum*, 3-17, p7176.

T Ford Time– British Bodies

By Graeme Jarrett

England did enjoy providing locally made bodies that were suited to that market. The results were interesting, sometimes very adventurous and sometimes bland. Here are two that satisfy both descriptions.



This variation on a theme is quite avant garde for the British. That bonnet/scuttle combination is dramatic, in a stylish way. I cannot remember seeing a radiator of that style on a model T previously. The body builder is unknown. The chassis is probably 1914 (perhaps 1915).

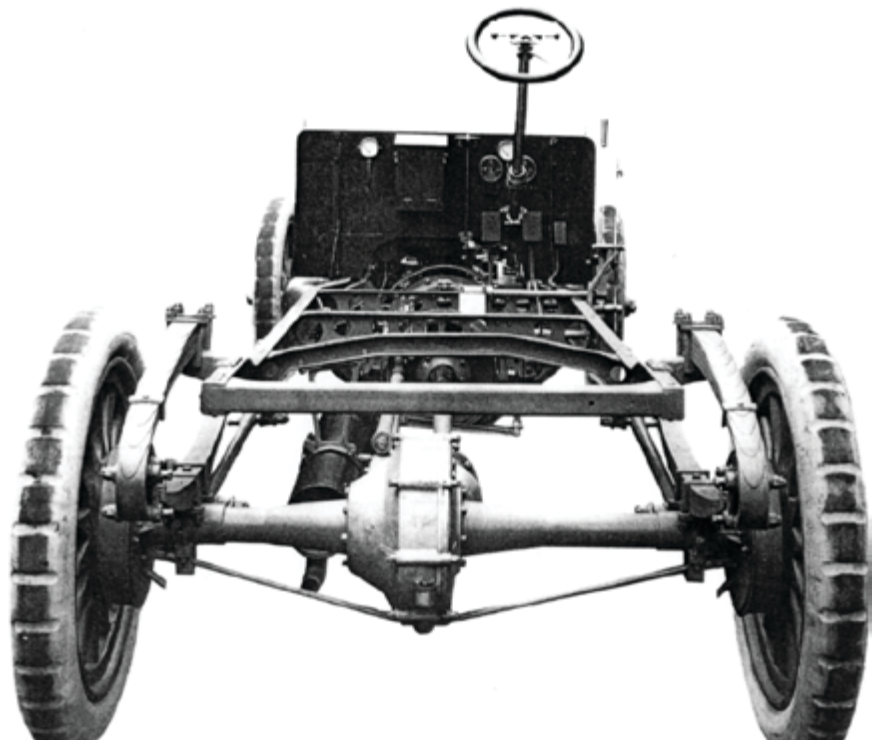


This rather staid little single seater would also be well at home in the UK. I have seen a number of English T Fords with this exact same scuttle shape – apparently popular there. The body builder is unknown. The chassis is probably 1914.

What Is It?

Our, what is it image this month is from a factory photo taken in 1907. The angle of the photograph makes it a little tougher to identify, but I am sure we will have some informed comments and responses to help us identify this impressive marque.

What I do know, is that it is, or was a very important part of history being the first of its type imported into Australia. Please send your thoughts to the editor so we can all find out what this vehicle is.



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RACV 1 & 2 Cylinder Weekend Cobram

By Frances McDougall



Group at Blowhole

16 – 19 MARCH, 2023

This year's 1 & 2 Cylinder Rally was the 31st running of this event and the 7th held at RACV Cobram. As always, Cobram proved again to be a great location – flat roads, great company and everyone staying in the same place. Also, the roads in the RACV resort proved to be ideal for driving around while getting to know your vehicle, as well as taking others for a spin.



Sizaire et Naudin - a view from the passenger seat

There was a wide variety of cars and motorcycles with AX Renaults being the most popular make followed closely by Maxwell, Motorcycles, De Dion, Brush and Sizaire et Naudin. It was wonderful to see such a great array of vehicles. The highlight this year was the 13 lady drivers and riders.

Thursday afternoon was a chance to shake the cobwebs out of your vehicle with a short a run over the border into NSW and the small town of Barooga followed by lots of chatter. Friday saw us heading over the border again for a drive to Tocumwal via some back roads through farmland and a visit to the Tocumwal Blowhole – the outcrop of granite rocks has a deep depression and fills with water in times of drought and when the Murray River is low. It provided an important source of water for the local Aboriginal tribes.

After lunch at the Golf Club there was a very interesting visit to the Tocumwal Aviation Museum that showcases the history of Tocumwal as a RAAF airfield & training area during World War 2. The museum has been upgraded over the last few years and the café was

great. We were also treated to a display by the local formation flyers, as they flew over the museum and did a couple of barrel rolls.

Saturday was predicted to be hot with strong north winds and that was certainly the case in the afternoon. The first stop was at Byramine Homestead that was built in 1842 by Hamilton Hume for his sister-in-law. It has a unique design that features octagonal rooms. The central room, known as the fortress room allowed a clear view from all angles in case of attack from bushrangers or natives. A beautiful garden was established around the homestead and the Elm trees planted by Elizabeth are the oldest in Victoria. We enjoyed our morning tea sitting under one of these elm trees. Then it was off to Tungamah and lunch in the park. Here there was a photo taken of 11 of the 13 lady drivers & riders by their vehicles – it was fantastic to see so many ladies enjoying their vehicles. The drive back to Cobram was a test for the vehicles & their drivers & passengers, with a strong headwind and very warm conditions but veteran owners are made of tough stuff and all with a couple of exceptions (due to a mechanical failure) made it back to Cobram, where the pool was well patronised.

Saturday night dinner was back at Tocumwal Golf Club and it was a great night with a number of first time out awards made and David Inglis, who has attended every 1 & 2 Cylinder weekends, was awarded the Ron Hobbs Trophy.

Sunday saw a few entrants drive & ride to Shepparton and a visit to MOVE Museum – a fascinating collection of vehicles, motorbikes, trucks, Paul Farren's Bicycle Collection, Loel Thomson' Costume Collection, radios, telephones and gramophones as well as the Furphy Museum. You could spend hours looking at all the exhibits. Then it was up to the Peppermill Inn for a final lunch before saying farewell and our hope to see you all again next year.

We would like to thank Fiona & Daryl and their helpers for organising another great event.



Aviation Museum



Group entering Byramine Homestead - Left to Right: Alan Miller 1908 Schacht, Rob Anderson 1908 Cadillac, Jerri Lee Phillips 1909 De Dion Bouton, John Washbourne 1910 Brush

Findings, Feedback & Follow-Up

by Barry Gomm & Ian Irwin

Recollections of a 1906 Standard

The recent article in Brass Notes on the 1906 six cylinder Standard which ran in our rallies in the late 1950s has aroused fond memories. Being brought up on a steady diet of stories of adventures my father and his brother had in the 1920s when they ran a chauffeured and hire car service in the Melbourne suburb of Brighton, ensured my being an 'old car nut' for life.

Writing this article has led me off on tangents in recalling their stories, many of them about farming life in England, but one is relevant perhaps. Father's first job as a 12-year-old boy was to stay on a bed of hay in a neighbour's barn overnight in Winter where his task was to make sure a kerosene lamp remained alight near the engine of a single cylinder car. This was to prevent the freezing of the cooling system with the consequent bursting of the radiator and engine block. I am thankful the neglect of providing any further bedding did not lead to the lad's demise and that the episode led to his interest in cars.

The two brothers came to Australia six months apart in 1921. My father's name was Herbert and his brother's Albert; here again there are stories about the confusion arising from their not really looking alike but both having shortened names of Bert with the uncommon but nevertheless common surname of Gomm. They had no real purpose in coming to Australia except that they were orphans by that time; they dallied on their way to Australia but decided to stay here. They could not find employment but the broad difference between pre-war and post-war cars gave the brothers an idea. Many pre-war cars had gas lighting and only crank-handle 'start' whereas all post-war cars had electric lights and starters; consequently many pre-war cars with gas lighting had low value.

They bought several pre-war gas-lit cars and fitted them with electric lights with the intention of selling them to people who wouldn't mind using crank handles but wanted to drive at night as long as they would be happy with having to charge batteries during the day. One such car was a certain six cylinder Standard, the side-lamps of which they managed to fit with electric bulbs but did not work on the gas headlamps. Needless to say that venture proved somewhat fruitless. With savings depleted the brothers were left with a mouth-watering collection of vehicles by today's standards in the front yard of a boarding house in Brighton where they stayed which had an increasingly impatient lady proprietor.

Memory fails regarding how and where the brothers found cover for the cars, not to mention any rent money, but they did and they offered cars for anyone to drive or to hire them with a chauffeured service. This venture proved successful, especially with clients wanting to be driven in a magnificent vehicle which, even by that time, had become something of

a novelty, viz. the 1906 Standard. It's probably worth remembering that certain aspects of motoring at the time were vastly different to those of today: few people had driver's licenses, most suburban properties had no facilities to accommodate cars, telephones were rare for seeking help and many suburban roads had just bare crushed rock, bluestone blocks or were unmade entirely, etc.



The brothers eventually had a viable business. Unfortunately I have forgotten many of the stories about it, especially those told by my uncle who also had many artifacts such as lamps left over from the kerosene/gas to electricity conversions. The tail-light on my veteran Aries was donated by him in 1958 and remains in its unrestored condition as a survivor of the brothers' enterprise.

The Standard eventually became the backbone of the brothers' business and was used extensively for private use as well. For some forgotten reason father was always the chauffeur with his brother being on duty to provide backup when it was needed which was often to bring replacements for damaged tyres via motorbike and sidecar. When time permits I will put effort into trying to recall the stories of how he was even advised of breakdowns or how he coped when the motorbike itself had tyre damage or broke down on the way to a breakdown. One vaguely recalled episode covered his making an all night trek on foot from somewhere between Ferntree Gully and Brighton to get another tyre for the bike, I think the stranded Standard was near Belgrave enroute to a guest house at the time. As aforesaid, times were different.

The many yarns about the car business and the Standard usually began with father rubbing a troublesome callus on the side of his right-hand, or was it his left-hand, middle finger? This had been used over countless hours of driving the car to retain a small knurled wheel at the end of the decelerator lever in the centre of the steering wheel. The lever had to be set at idle by means of a screw while the Standard was crank started and then released by the driver with the small wheel held against the side of a finger for the entire time the engine was running to prevent its springing to 'flat out'.

As the years went by and time grew closer for me to get a car and a driver's licence the stories themselves mostly gave way to helpful advice gleaned from father's great experiences from owning and driving veterans. These roughly centered on advice to 'never buy a car with a cone clutch, they can damage differentials, and never one with gate gears, they stick, especially when there is need to change gear hurriedly while going down a hill'. Well, I have never owned a car with a cone clutch but the 25 plates in the Aries clutch ring like a clarion call to church when disengaged hurriedly but stick together when trying to engage first gear. It also has gate gears to which I took like a duck to water in a test drive before purchasing the car in 1958 and driving it home. But the advice was well meant!



Barry in the Aries with Miss Victoria- There is another story Barry!

A most vivid memory about the brothers using the Standard concerns their thoughts on getting rabbits to sell to help their business along. One fine day they set off in the Standard with the intention of spending a weekend staying at the Tooradin Hotel (is it still there?). The idea was to get rabbits for sale without having them full of shotgun pellets and in that regard my father's failure to convert the Standard's headlights to electric came in handy. Rock carbide to make acetylene for headlights was still readily available and the idea was to find a rabbit warren or two, fill all but two entrances with clods of earth, one brother to lob a lump of carbide from the car's generator into one open hole, pour water in after it then block that hole while the other brother stood with a sack over the remaining hole.

One warren was found near the hotel and all went well until my uncle stood back after throwing the water in. After apparently too hastily plugging that hole he stood back, relighting his pipe with a match which he dropped. The ensuing blast popped all the clods of earth out of the warren, blew the sack from my father's hands and singed my uncle's hair and eyebrows. No rabbits came out but the blast was clearly heard in the distant hotel with questions being asked over dinner.

At another time a group of men hired father and the Standard to drive them to Inverloch where one had a shack. The idea was to have a shooting weekend but a party on Saturday night took precedence. Being the chauffeur and conscious of it being a business weekend for him father had nothing to drink. Instead he watched the party getting more and more boisterous with the revelers at one stage enjoying mint soup made with mint fresh from a weedy garden. The 'mint' was revealed the next day as nettles which one of the group had picked in the dark without feeling any discomfort.

Thus it was a group of sore heads that took off in the Standard on Sunday morning to go rabbit hunting. Father was extremely worried because all had shotguns which they had loaded before leaving as each one displayed his gun and demonstrated prowess with it while still a tad tiddley. They headed off in the Standard with father almost in a panic until the car hit a deep rut in the unmade road. It jumped in the air, coming down with a hard bump whereupon a shotgun held between the knees of one of the morning-after sufferers discharged both barrels. Father stopped the car, demanded they all get out and give him their guns. He then emptied all cartridges out, gave the guns back and drove the men back to the shack and drove back home alone. He had no idea what happened after that, maybe not receiving an eventual complaint could mean the revelers are still there, bless their cotton socks.

A fond memory is of the last of the frequent trips my family took to Fernshaw from the late 1940s onwards. Father had mentioned the many times he had taken well-known business people to The Hermitage on Black's Spur in the Standard and on this particular day he took me to show the original road over Black's Spur - the photo in February's Brass Notes of a slightly later Standard outside the gate of that fabulous establishment is of great interest.

The original road ran through what was a small township but which is now a beautiful park. At the end of what is now the dead-end road through the park it went around a sharp elbow bend as it immediately headed uphill. Running over what is now the main road it continued up an almost impossibly steep climb and then slightly downhill again until it came to the gate of The Hermitage. Continuing past there it had an almost level gradient until it came to St. Ronan's well which is now still on the side of the main road. The actual place where it was to meet the new road is actually two or three hundred metres back up from the well.

Stop and have a look at the well if you drive over the Black's Spur, it is a kilometre or so after going over the peak as you head towards Narbethong. It was established there to supply water for the stalwart veteran cars which survived the arduous climb in clouds of steam from boiling radiators.



The superb 6 cylinder 1906 Standard at an early Annual Rally - oldest surviving example of the Standard motor car

I have no idea what happened to what was quite a selection of veteran cars owned by the brothers. Their business was abandoned circa 1928 as early aspects of The Depression came along with my only memory of the purchase or fate of the Standard about that time is that the brothers either bought it second-hand from Duckett's, a prominent Standard agent at the time or they sold it to them, perhaps they did both. Lyndon Duckett, the club's first president, informed me that he did not know of the Duckett Standard agency and that it would have had no association with his family's firm, Edward Duckett and Sons.

The business people transported by the Standard to The Hermitage on many occasions and the two brothers had become great friends. As the car business fell victim to The Depression they found excellent employment for the brothers who remained with those firms from circa 1928, to retirement in my father's case in 1973 and in the sad loss of my uncle in a motor accident in 1959.

As I met and made lifetime friends in the Veteran Car Club of Victoria, later the Veteran car Club of Australia (Vic.), I told many people about my father's exploits, especially to Bob Morrow who was the Personnel Manager of Standard Motor Co. Australia and who lived near my home. Bob called one fateful day to say a six cylinder veteran Standard had been found and asked my father whether it could be his old car. To everyone's

delight it still had the acetylene headlights safe but the sidelights had the electric bulbs which were installed all those years before. It also had the 'conversions' done by my father with barrel hoop iron to compensate for wear of the metal-to-metal brakes and several other unique small modifications. In the early 1960s father came to see the restored Standard on display with other veterans and rested his finger instinctively under the small decelerator wheel.

Barry Gomm.



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Further to your great coverage of Standard cars in the club etc, I have extracted and am offering this image from a full page colour advertisement depicting perhaps the height of fame of the Standard car of the Edwardian era. This has been extracted from a Standard Motor Company advertisement dated 30 April 1935, in *The Motor*, from the Supplement commemorating the 25th Anniversary of his accession to the throne, of King George V.

The occasion was at the Delhi Durbar in India in 1911. Rolls-Royce Ltd covered the event with six 40/50 HP Silver Ghost Landaulets and Limousines, from different coachbuilders, none of which played any part in the occasion, but the company did use the display to promote the marque. That was an unprecedented success, with sales to India in the ensuing years blossoming in the immediate Pre-Great War years.

Note the mascot. I'm not sure if this was fitted back in 1911.

Great magazine as ever!

Regards,

Ian Irwin



Comings, Goings and Restorations

by Greg Smith

Last month I reported the changing of hands of the rare Cottin Desgouttes in Ballarat. Well that has triggered a very good lead to find a nice radiator cap to suit such a car. Nick McNeil contacted me with a Cottin Desgouttes radiator cap he found on Ebay. This nice gesture by Nick was rewarded by the purchase of the cap from the UK by the new owner. These helpful leads are always a benefit among our members.



A Brush has left our state and gone to the ACT or Coffs Harbour (I am not sure which as I write this). The Brush is the ex- Forryan car that was originally restored by Bob Ballinger. We have been in contact with the new owner, Glenn Campbell, and he has been busy and has the car all mobile. He also has contacted Bob and written us a bit of a history of the Brush. The following is his account:

1911 BRUSH DRAFT HISTORY

Found by Bob Ballinger as a young person on a neighbouring property in Bayswater Vic.

The then owner was a World War 1 veteran by the name of Gilbert (Gil) Smith. He used the car to drive to the station where he caught a train to Melbourne where he worked as a master cabinet maker. The car was apparently sold new in Australia however the owners prior to Gil are unknown. When seen by Bob, it did not have an engine which had been sold to a farm in Northern Victoria where it was used to power a pump. The engine eventually turned up in the hands of a stationary engine collector and was then sold to another Brush owner in Victoria.

It seems to have passed through a few hands prior to finding its way back to Bob. He restored the car in the late 70's/early 80's. It was reportedly 'colonialized' when new with larger 30 x 3.5 wheels (same as a T Ford) and a magneto. The gearbox, running gear and suspension/steering are from the original car. The chassis and axles were rebuilt using an American timber called Rock Maple. This is the type of timber used on bowling alleys and the like for its tough/hard properties.

This car has a cast iron crankcase (this was a feature of the Liberty models made towards the end of the manufacturing run) which was acquired in a swap for an aluminium crankcase with a New Zealand Brush owner. The cast iron crankcase is stronger than the aluminium one not least because it has 2 reinforcing webs compared to the aluminium casting's one.

The cylinder block is a reproduction casting. The piston is a domed replica from a Daimler however recent measurements indicate that it is around the standard 4.5 to 1 compression. The counter weight has been removed as it was found to be ineffectual and actually increased vibrations. This is apparently a typical 'fix' for the Brush engine although it still vibrates a lot. The clutch linings and are from a modified automatic transmission.

The car was eventually sold to the late John Olson who may have carried out some modifications including the installation of a starter motor and a magneto.

Its next owners (before me) were Joan and the late Barry Forryan who appear to have done some painting and installed an electronic ignition system. It was last rallied in 2016.



The Brush featured in its new home, and now running



It is great to again see the 1908 Auto Carrier out and about. Formally owned by the late Bruce Lyons, this three-wheeler has been transformed by Steven Dynes. It no longer has the big delivery box out the front but now Steven has replaced that with a "suicide" seat.

There is much to be said about this restoration but I will leave it alone as Steven has promised to write an article on the restoration in a subsequent edition of Brass Notes. It was out at both the Kalorama run and the recent 1&2 cylinder weekend at Cobram. Well done Steven on this great result.



The 1908 Auto Carrier ready to tackle the run at Cobram

On my recent trip to Tasmania I was lucky enough to visit Chester and Sally McKaige and see the 45hp Napier progress. It is basically now finished and looking amazing. We did a swap of headlamps from the very unusual and special Salsbury Flare lamps to a more appropriate Bleriot pair of large lamps made for S.F. Edge Ltd London. S.F. Edge of course was the distributor of Napier and had much racing success with the marque. The new Bleriot lamps are even more impressive and right in keeping with the simply amazing looking Napier and it matches the Edge horn already fitted.



The Edge horn fitted to the 45hp Napier



The Bleriot lamp made for S.F. Edge Ltd London

The BSA motorcycle that was at Shannon's Auction last month was sold after the auction I believe for a very reasonable amount in my opinion, of \$20000. It was an amazing original example that was basically untouched condition.



The very original 1916 BSA Model K sold at Shannon's



The magnificent 1907 Napier with lamps fitted

Finally I stated last month that Facebook seems to be the new way to sell Veteran cars. Andrew Winter sent me a link to a Berliet that was for sale up his way by that means. I heard and it is only a rumour at this stage that it may have been purchased by someone in Victoria. I hope someone can confirm this rumour or give me the update on the Berliet.



Berliet that was recently for sale on Facebook



Private Classifieds

FOR SALE

P&H Brass Self Generating Lamp in excellent condition. It is all complete and could be fitted to a vehicle as is. It is hard to find these in this type of excellent original condition. It is the smaller type that is often seen on very early Morris vehicles. Price is \$850 firm.

Contact Chester McKaige

Ph: 0407 113 516



FOR SALE

Hood Iron Clamps. Made from brass and they are a pair.

Windscreen wind deflectors. Made from Brass and they are a pair. Attach to windscreen frame.

Contact Ian Smith

Ph: 0407 805 026



FOR SALE

Magnificent pair of Salsbury Flare headlamps.

These are in superb condition and ready to place on a vehicle.

Unique in many respects having the original lens that states Salsbury Compound Duplex

Unusual magnified central lens integral with the outside lens. I have never come across another with this design.

Last used on a 45hp Napier.

If you wish to have lights that are unique and so different to the usual Rushmore types then these are for you.

Would suit something from the UK or continental. Hard to describe how special these lamps are. 8 inch across the front rim.

Price \$2500 Firm

Contact Greg Smith

Ph: 0447 395233



SWAP

I would like to swap a Stepney Spare Wheel 815 x 105 for a 760 x 90 Stepney Spare Wheel.

Or buy a 760 x 90 BE Rim to transfer the brackets on to the rim

Contact Max Vormister

Ph: 0419 985 871

Email: maxv1@optusnet.com.au



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 14 March 2023 @ 8.13pm

Opening

The Club Vice President, Daryl Meek, welcomed all to our March Natter Night, also welcoming those online.

Attendance

There were 25 members present in the room and 16 online, a total of 41 who attended the meeting.

Apologies:

Ben Alcock, Michael & Claudia Holding, Jennifer Atherton, David Wright.

Club news

Francis Ransley has sold his car collection to Dale Elphinstone of Wynyard.

New Members

Andrea Holden of Mudgee with a 1915 Cadillac Racer.

Tom Killinback of Cremorne with a 1917 Monroe Runabout.

Raffle Tonight

Debbie announced Slow cooked Beef and vegies, Berry Pie & custard + Chocolates. Tickets still \$1.

Events

Past Events

Brass Lamp Auction 12/2/23 – Very Successful day. Thanks to Gary Dubois for his very generous donation

British & European AOMC 26/2. 3 veterans, 990 cars.

Kalorama 5/3. 4 veterans with the AC of Stephen Dynes.

Tasmania Rally. 11 days of great rallying.

Future Events

RACV 1&2 Cobram 16-19/3/23 - 67 entries

Aussie B40 Rally Hamilton 24-26/3

Easter Hot Cross Bun Run 7/4

RACV 4 & more Mansfield 21-25/4

Brush Rally in Cowra late April.

Pre WW11 Motoring Weekend 19-21/5

VCCA Annual Rally weekend query with Melbourne Cup day on 7/11.

Library and Archives Report

Nil

Wanted, For Sale or Swap

Nil

Items of General Business

Andrew McDougall spoke of AOMC who had a talk on side wall degradation of car tyres.

Carbon Offset scheme with Greenfleet has been a slow take up.

Federation are co-ordinating with AOMC.

Next Meeting: 8.00 pm on Tuesday, 11 April 2023 (DM)

Meeting Closure at 8.44pm

Events

RACV FOUR & MORE RALLY

This year's RACV Four & More Rally will be held in Mansfield, exploring Victoria's High Country from April 22 - 25.

The rally will start with a welcome lunch in Mansfield on Saturday before an afternoon drive to see the immediate surrounding areas. Sunday and Monday will be big touring days before a leisurely drive Tuesday for lunch and returning in time to pack up and head home.

Entries will only be open for 2 weeks, make sure you get your entry in now! Click on the link below.

ONLINE ENTRIES NOW OPEN

Accommodation is available to book. We have made a group booking at the motel below, however there are plenty of options for motel, hotel and caravan parks nearby, all are within easy walking distance to town. Transport will be available for those with motorhomes/ veteran cars only for the dinners.

Mansfield Valley Motor Inn – Mention you are part of the car rally, with Ben

Phone: (03) 5775 1300

Itinerary:

Saturday:

Registration from 12 noon at the Mansfield Hotel

Lunch: 12.30pm The Mansfield Hotel

Dinner: Make your own arrangements

Sunday:

Morning Tea PAYG

Lunch: The Hunt Club Hotel in Merrijig

Dinner: Catered for at the High Country Caravan Park, Mansfield

Monday:

Morning Tea: PAYG

Lunch: King River Brewing

Dinner: Delatite Hotel, Mansfield - 2 Course meal

Tuesday:

Lunch PAYG

When: April 22 – 25

Where: Mansfield

Contact: Ben Alcock or Steve Hobbins




Events (Cont.)

2023 FLINDERS MOTORING HERITAGE

**Winner of the Mornington Peninsula
Community Event of the Year in the
2022 Citizen of the Year Awards**

CNR COOK AND NORMAN ST
FLINDERS VIC 3929
EASTER SUNDAY 9TH APRIL 2023
10.00AM-2.00PM

A DISPLAY OF UNIQUE VINTAGE,
CLASSIC AND MODERN MOTOR CARS.
LOCAL FUNDRAISER EVENT MANAGED BY
FLINDERS DISTRICT LIONS CLUB
TO SUPPORT PENINSULA HEALTH



2023 FLINDERS MOTORING HERITAGE

A fun day out for you, the family and your precious car! Food trucks will be available for snacks or lunch so you can picnic in the park or near your car enjoying the company of other owners, or enjoy the shops, galleries and eateries in the historic village of Flinders.

HOW TO BOOK
Bookings are essential for all vehicles.
\$30 per vehicle and driver and passengers are free.
Go to <https://www.trybooking.com/CDRCH>
Full instructions and windscreen label will be emailed prior to the event. All vehicles must arrive at venue by 8.30am.
It will be a COVID-safe event and we request you follow all instructions from the Lions team on arrival.

All enquiries to E: fmh@flindersdistrictions.com.au
or M: 0435 568 009

www.flindersmotoringheritage.com.au

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Our Editor takes it easy over the Cobram Weekend. Greg Smith is seen pictured here getting an armchair ride in the side-car of Simon Anderson's 1916 Indian. It is rumoured that now Greg is looking for a sidecar to fit to his 1903 Romania or the 1904 Maldon. Apparently Greg is also now a convert and believes Indian motorcycles are worth every penny they are commanding on the open market. It really is a case of once you try something your horizons get opened up to see more is actually on offer.

RT Edgar MORNINGTON PENINSULA

2023 FLINDERS MOTORING HERITAGE

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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

Entries now open, please scan QR Code or visit the website:
https://veterancarclub.org.au/?page_id=6771



PROUDLY PRESENTED BY:





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



46th HISTORIC WINTON
27th and 28th May 2023



www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria






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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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Andrew McDougall

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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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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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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.

RACV 1&2 Cylinder Rally - Cobram

Photos supplied by Callum Walsh



Bill Bett's 1908 Renault, back on the road again after the accident of last year.



Bruce Feldtman's 1906 Star driven by Tim Harris. This restoration has been long, but well worth the time and effort.



Gordon Berg's 1910 Renault running nicely on the Cobram rally.



David Boyd's 1911 Renault, first time out and successfully running after the major engine disaster of last year.



On the RACV 1&2 cylinder rally at Cobram we had the unprecedented number of female riders and drivers. What a great sight and development to have so many involved. Most of the ladies are pictured here.

Left to right: Vivian Fullford and Robyn Blackwell (1909 Renault) sitting in the 1905 Cadillac, Tess Anderson 1910 Brush, Kelly and Kimberley Anderson 1910 Renault, Lillie Keogh 1913 GWK, Catrina Sargent 1915 Scott motorcycle, Frances Hall 1917 B&B motorcycle, Claudia Holding 1905 Cadillac, Lis Donald 1910 Renault, Fiona Lane (1909 McIntyre), Jerri Lee Phillips 1909 De Dion Bouton.

RACV 1&2 Cylinder Rally - Cobram

Photos supplied by Callum Walsh



Tess Anderson's 1910 Brush with Denise Smith as passenger.



Steven Dynes' 1908 Auto Carrier, first time out.



Paul Williams' 1906 De Dion Bouton with Kim enjoying the ride.



Adam Auditori's 1899 De Dion Bouton next to Kelly Anderson's 1910 Renault and Andrew McDougall's 1909 Sizaire et Naudin.



Peter Johnson's 1910 Brush, first time out. Formerly owned by the late Bruce Nelson, who commenced the restoration.