

June 2023



Brass Notes

www.veterancarclub.org.au

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



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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 this month comes from Chester McKaige and features a very early Morris. I have to confess this was one of my favourite cars when I was attending rallies “still in short pants”. I do remember it fondly with its green livery and big brass bullnose radiator. It was a fairly regular attendee during this period at our rallies. There was something pretty special about this particular car, but my memory fails me on what that actually was. Can we please have some feedback on who owned the Morris during that time (late 60s or early 70s) and who may have been subsequent owners and also where it may reside now? Any relevant history on this Morris would also be very much appreciated. Please write to the Editor with your knowledge on this lovely little Morris.

Unfortunately we had no response to last month's Flashback column which is very disappointing. It featured an International High Wheeler, and I am positive someone must have some information on this vehicle. As is always the case, if someone can help out with any relevant details on this International please contact the editor as it is never too late to provide your information to the readers.



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 VVC INSTRUMENTS

Coming Events

13 June 2023	Natter Night - 8pm Clubrooms and Zoom SPECIAL GENERAL MEETING
25 June 2023	Lane Auto Museum 1st Bday 88 Lewis Road Wantirna, Victoria
8 July 2023	Coffee & Chats 10:00am VDC Clubrooms - Unit 8, 41 Norcal Road, Nunawading
11 July 2023	Natter Night - 8pm Clubrooms and Zoom

Major Events

14 - 16 July 2023	RACV Midwinter Rally, Maryborough Rally Directors: Ben Alcock & Scott Emmerson
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

20 - 25 August 2023	National Veteran Motorcycle Rally Contact: Ross veteranmcrallybundy23@gmail.com
2 - 8 October 2023	2023 National Veteran Vehicle Tour - Griffith NSW Contact: Roger Gottlob 0493 266 643 or https://griffith2023.vvccaact.org.au
22 - 28 October 2023	High Wheeler Rally - Gunnedah NSW Rally Director: Rob Duffy 0401 136 182
17 - 23 March 2024	2024 National Veteran 1&2 Cylinder Tour - Albany WA Contact: Deidre and Harry Pyle 0407999290 or https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally

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Front Cover:

Our Front Cover features a 1908 IHC Highwheeler that was purchased and owned by Mr. E. J. Eagle on the property "Wandearah" near Pt Pirie, South Australia.

Find out the complete story of this IHC throughout its interesting life on page 6.

President's Message

By Ben Alcock

At the end of May I participated in the Pre WWII-Motoring weekend in Bendigo, with over 80 pre-1940 vehicles (8 Veterans). It was a great weekend socialising and driving with cars and people that we don't normally get to rally with. It was evident to me at this event that our hobby is full of enthusiastic and like-minded people that all enjoy our cars as much as the socialising that comes with it. It was nice to see such a wide range of ages of cars and participants over the weekend. I'm sure there will be another event like this and I would encourage you all to join in.

The focus now is on the RACV Midwinter Rally. Due to the cost of accommodation in Creswick we made the decision to be fair and equitable to all members and move our base to Maryborough. Maryborough offers a great range of accommodation and meals so there is something for everyone. See page 33 for all the information if you haven't already booked and entered.

We are always on the look-out for rally directors and would be more than happy to be inundated with options to fill 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.

As advised in May Brass Notes we have our Special General Meeting this June Natter Night to discuss membership fees. The motions being put forward are outlined in the May Edition of Brass Notes and proxy forms can be sought from the Secretary, Darren Savory. If you can't attend the meeting either online or in person but would still like to cast a vote please get in touch. The treasurer and I will outline the reasons as to these increases at the meeting.

Stay safe and well,

*Ben Alcock,
President – VCCA (Vic)*

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Editorial

By Greg Smith

As Editor of Brass Notes, I am at the mercy of what is contributed by our readers throughout the month to compile a hopefully interesting and meaningful group of articles to form the basis of the magazine for us all to enjoy. Thankfully, and importantly, we tend to hit this objective with contributions from many who take the time to contribute whether occasionally or more frequently. As a result we are very lucky to get a very nice cross section of differing and varied ideas, writing styles and topics.

I am constantly indebted to the people who do take the time to put together these articles and pictures to enlighten others on these varied writings. What has been most pleasing, and also entertaining, is the informative writings from our more senior members.

We are certainly blessed to have the experience, knowledge and memories of these senior folk, so the more junior members can learn and benefit from some of this wisdom. In the last few months I was so pleased to receive these offerings from people such as Russell Beach, Barry Gomm, Trish McMillan, Mal Grant and others, whom I will deem to be in the more senior category. Without their devotion in taking the time to write we would have not have been able to ascertain some details of certain cars and topics that we have attempted to cover.

We also have a number of members who are what I would term “specialists” in certain areas and fields, or even on certain makes of vehicles. We are always most indebted when these people are able to help us

out in details us “ordinary” people do not know about. Just last month I was able to lean on Brian Scudds to help identify certain features which make up the De Dion Bouton models from certain years. If we have a cyclecar query I can rely on Graeme Jarrett’s years of experience and expertise in this field. Where steam-car questions need to be explored we have several go to experts. The Holbrook’s are our usual people to help us out in the High Wheeler field (although to date I have not heard from them regarding the last Flashback column International buggy we featured!). If there is a certain marque of vehicle, in many, many cases it usually is an owner of the particular marque who has the knowledge to educate those of us who don’t have their expertise.

I recall many years ago we had two amazing members that I was fortunate enough to know. Jim and Len Harris were veritable fountains of knowledge. I leant so much from those two and would purposely sit next to them at rallies to both enjoy their company, and to expand my knowledge of vehicles origins and their subsequent owners. They both had amazing memories and were always very entertaining in their delivery and how they portrayed their stories.

I constantly say, that within our club, we have the most amazing resource of knowledge. The key is getting that resource to be shared. Brass Notes is a perfect conduit for this to pass along, so please take the time to let others get the enjoyment of shared resources.

T Ford Time– Response To May Offering

By Graeme Jarrett

Oh dear, this is very interesting!

I received mail from an interstate reader on this photograph – interestingly the car was registered in Tasmania.

We now know the man in the driving seat was Mr JM McDonough of Ulverstone, Tasmania. It was thought that he owned the car but records from Tasmanian registration data prove otherwise. This car was registered to Mr Thomas Wilson, Ulverstone, Tasmania. He was from a sawmilling family and a great friend of JM McDonough. This has come as interesting news to the McDonough family and merits an amendment to the family history file.

Seated in the rear seats are Mrs Wilson (behind the driver) and Nellie the driver’s wife.



The Tasmanian registrations records show that JM McDonough owned a Studebaker which appears to carry registration number 2571.

Thank you to Rick McDonough and Dr Mitchell for input to this conundrum – now solved.

The Vinnall IHC

By Peter Fagan

The 1908 IHC Motor Buggy was purchased in 1909 by E.J. Eagle, a farmer and lay preacher of Wandearah East, near Pt Pirie, South Australia. This was the first motor vehicle in the local district. It was registered in 1910 and issued the South Australian registration number 977.

The buggy was used by Edwin & Bertha Eagle on their property "Wandearah". As well as being used as their private vehicle, the buggy also served as their wedding car in its early years. After its useful life the buggy remained on the property stored in the barn to become home to the local chooks, rats, and insects.



The IHC pictured in 1910 on the property Wandearah

In 1934 the Veteran Car Club of South Australia (later to be re-named the Sporting Car Club of SA and not to be confused with the present VCCSA) held its first Veteran rally. Subsequent rallies were held in 1935, '36 and '39 and by this time Laurie Vinnall was a very active member of the newly formed Sporting Car Club and had acquired the IHC Motor Buggy from Edwin Eagle.

Laurie's oral records and handwriting on the back of one of his photographs of the buggy indicate he purchased the buggy in 1936 as a 21 year old. However recent research uncovered newspaper articles related to the 1939 Veteran rally in "The Advertiser" that appear to contradict this (There were no "Old Crocks Runs" in 1937 & 1938)

The club was actively seeking Veteran cars around the state for club members to use in the 1939 rally and the following appeared in the Motoring notes of The Advertiser

Advertiser, Tuesday 14 February 1939, page 9

"Mr. J. Eagle of Wandearah East reports that he has an International Harvester buggy available for the run, or for permanent use of any veteran car enthusiast. The vehicle, which is a 1906 (sic) model, is complete but for a carburettor and magneto. These can easily be obtained for this class of vehicle. The IHC buggy is one of the most interesting of veteran cars, being built

exactly after the model of a large four-wheel buggy, with two rows of seats. It is powered by an 18 h.p. horizontally opposed twin cylinder engine, with two gear ratios and a chain drive. The engine is air-cooled and the general appearance of the machine is similar to a horse buggy, without shafts. One of these vehicles carried the mail between two far northern towns until 1920. They are particularly good in mud and sand, where the large wheels are of great value. They were widely used for many years in the country districts of this State, and the appearance of one of them in the run will be of great interest".



IHC pictured in 1939 on the Old Crocks Run. Note the number indicates it as 1906

Then one week later:

Advertiser, Tuesday 21 February 1939, page 13
"Mr J Eagles International Harvester buggy has been purchased by Mr L E Vinnall who has also entered a single cylinder 7 h.p. Swift."



1909 Swift on the left and the 1908 IHC with front windscreen on the right. Note the 977 number plate still visible



1909 Swift with makeshift seat and the IHC in full wet weather mode. Note car on the right, as this photo was taken in 1939

These articles do pose a quandary, given the current accepted knowledge that Laurie had purchased the IHC in 1936. Is it possible they were just a planted story to generate interest for the 1939 rally, showing how it was still possible to find these old cars in working order?

Or is the accepted year of 1936 somehow incorrect? I don't believe that Laurie would get the year of purchasing his buggy wrong, especially as a 21 year old. I guess we will never know for sure but I do believe these 2 notes in the Advertiser were planted to generate interest and show that cars were out there and available.

When Laurie purchased the buggy the seat squabs were beyond repair having made a wonderful nesting home for the hens. The buggy was so infested with insects an ingenious solution to remove them was sought. A tent was built over the buggy so that it could be completely gassed with pesticide. Job done!

Apart from the seat squabs that the chooks had ruined, the buggy must have been in good condition, as it went on to tie for first place for "the car in the best condition" in its first veteran rally in April, 1939.

In subsequent years Edwin Eagle and his wife would call in on Laurie & Kath Vinnall whenever they were in Adelaide to share memories of the Motor Buggy for which they still had a strong attachment.

**BIG CROWDS WATCH
VETERAN CARS
Fastest Time By Woman;
25 Out Of 29 Finish**

The veteran car rally on Saturday, sponsored by the Sporting Car Club, attracted 29 cars. Twenty-five finished the course, and all but three negotiated Tapley's Hill. Last year only 12 cars finished.

Miss Alma Jaensen, of Milang, in her three-wheel 1908 Phoenix Louis, accomplished the fastest time by 12 seconds, and she was followed by Mr. W. J. Jaensch, of Springton, in his 1912 Panhard Levasseur. A trophy for having travelled the greatest distance to participate in the event was awarded to Mr. J. McInerney, of Jamestown, who travelled in a 1911 Talbot, and a special trophy was awarded Miss Alma Jaensen, of Milang.

The Brighton Hotel trophy, for the car in the best condition, went to Mr. F. Wien Smith (1904 De Dion), who tied with Mr. L. Vinnall (1906 IHC buggy). About 3,000 people saw the finish at Glenelg, and at the start at Hindmarsh square there was a large crowd of sightseers, while the whole route was thronged.

The judges, Messrs. G. L. Morris (secretary of the Sporting Car Club), and G. H. Howard, were well pleased with the exhibition, and another rally will be staged next year. Mr. Morris said that the club was anxious to obtain possession of any car, more than 25 years old, and a museum would be set up for the purpose.

Taken from the Adelaide Advertiser, Monday 3 April 1939 Page 16

Laurie would often take them on a nostalgic drive around the back streets of Dover Gardens.

Laurie used the buggy as often as he could and the car remained in its original condition, both cosmetically and mechanically, until the mid-1950s when it received an engine overhaul, new coat of paint and a new hood. In the 1960s Laurie added the upgraded 1909 braking system which included the second brake pedal and brake band on the differential housing. This is the primary distinguishing feature between the 1908 and 1909 models.



Mr Crisp on a step ladder assembling a new hood. Looks like he has a tack in his mouth and hammer ready to go. Why is it tradesmen these days don't dress appropriately with a tie?



Mr Crisp still working on the hood. Note the newly painted body with its shine. Photo taken in 1955

Laurie was a driving force in the IHC buggy movement and was instrumental in recovering several buggies and assisting others to get them on the road again. Laurie's IHC was a "go to" reference for many restorers of IHCs due its original (and reliable) condition. Without Laurie's passion the high wheeler movement would not have the number of vehicles it has today.

Laurie had recovered a very sturdy Dunlop horizontal tyre machine to fit the solid rubber tyres to the buggies and in the late 70s arranged for a large batch of rubber tyre extrusion to be manufactured. Many local and interstate buggy wheels were sent to Laurie's for new tyres to be fitted over the following years and a lot of IHCs in Australia are still running on these tyres.



Laurie Vinall and Ron Sambell fitting a tyre using the Dunlop horizontal tyre machine

The buggy was used continuously in Veteran rallies around South Australia throughout its 50 years in Laurie & Kath Vinall's hands. It was often driven by their son John and in later years by family friend Phillip Levi and was a regular feature at the annual Barossa and Victor Harbor rallies. The IHC featured in the Second James Flood Book of Early Motoring.



John Vinall driving The IHC on one of the Barossa Run in 1964



The IHC featured in the James Flood book of Early Motoring

Laurie passed away in 1985, but Kath and son David kindly allowed Kevin & Anna Fagan, who had helped Laurie maintain the buggy for many years and occasionally drive it on veteran rallies when Laurie had entered one of his many other veterans, to continue to drive the buggy in local and interstate veteran rallies for the next 13 years.

In 2003 Kevin was about to complete a deal to purchase the Rainsford buggy (now in the hands of Andrew and Francis McDougall). When Kath and David Vinall heard about this potential deal, they offered to sell the buggy to Kevin for the same price that he was negotiating on the Rainsford buggy. Kevin quickly informed the Rainsford's that he was backing out of their negotiations.



Kevin Fagan loading the IHC ready for a run in 2003

For the next 7 years Kevin and Anna continued to use the buggy regularly on local veteran runs, 1&2 cylinder rallies and the occasional bi-annual High Wheeler events. Kevin always commented that the Victorian 1&2 was one of his favourite rallies.

In 2004 the IHC was taken back to Wandearah for a Jubilee celebration in the district. Gwendolyn, a granddaughter of Edwin and Bertha Eagle, was present and was delighted to be taken for a ride in her grandparents first car. During the day she shared memories with us of playing in the back of the buggy where it was laid up in the barn of her grandparent's property during the 1920s & 30s.

By 2011 Kevin's health had deteriorated and he attended what would be his last High Wheeler rally with Anna, chauffeured by Peter and Deb for the Warrnambool event. Kevin passed away in December 2011 and with Peter and Deb overseas the buggy lay idle for another 7 years. In May of 2018, Peter readied the IHC for rallying once again. It had its first outing after its hiatus at the Veteran Car Club of Victoria's 2018 Mid-Winter rally in Creswick. In 2019 David Vinall and Phillip Levi accompanied Peter and Deb in the buggy for the High Wheeler rally in Maryborough and enjoyed it so much they remarked that maybe they should buy it back and return it to Vinall ownership! David Vinall sadly passed away in 2022 and the buggy remains in the Fagan family, making it just 3 families of ownership in 114 years.



David Vinall and Phillip Levi in the car on the Maryborough High Wheeler Rally as guests of Peter and Deb Fagan

Additional Response To Shield Family Aquila Italiana Car

By Mal Grant and Graeme Jarrett

There is likely more to tell on this interesting car. It is believed to have been found in Pascoe Vale – in a kindergarten playground (as mentioned by Greg Smith).

Interestingly, there were more than a few of these that came to Australia, Victoria in particular. Various adverts from Melbourne newspapers attest to that.

The agent in Melbourne, The Motor Company, 529 Elizabeth Street imported a range of different models including a 12hp model the same as the Shield family vehicle.

The advertisement below from July 1916 shows what was probably the car later restored by Frank Shield. It seems to accurately describe the car



S TUTZ, KRIT, AQUILA.—The Motor Company, (Alan Irwin), 529 Elizabeth st.
S TURDY STUTZ, self-starter, 5 wire wheels, electric equipment; also searchlight; America's champion car.
S —AQUILA, Italy's best Car, 12-15, 15-20, 20-30 models in stock; chassis, or complete cars. Inspect.

Above, this advert dates from March 1915 by the then agent The Motor Co.

...miles, car complete.
E ATON'S GARAGE, Armadale.—Aquila, 15/20 h.p., double seat, wire wheels, car nearly new; £550.
E ATON'S GARAGE, Armadale.—Aquila, 12 h.p., single seat, wire wheels, latest model; bargain. Phone Mal. 324.

4th National Brush Rally: Cowra

By Frances & Andrew McDougall

April 2023

Notionally, the Brush owners hold a National Rally every two years, in different locations around Australia. Recently the 4th National Rally was held in Cowra, central west New South Wales. On this occasion only 9 Brush cars participated, with 3 from Victoria, 2 from South Australia, and 1 each from NSW, Qld & W.A. Also attending but without vehicles were Francis Ransley, Bob Lamond & our newest member Glen Campbell. It was a very successful event, run in perfect Autumn weather, across very picturesque countryside, with runs up to 160km in length and at times up and down some significant hills. The little cars, as we have come to expect, acquitted themselves very well over some very pot holed roads.

We visited a number of small towns in the area, as well as places of interest in Cowra - the Japanese Gardens, the site of the breakout of Japanese POW's and the fabulous Rose Garden.

It was great to meet up again with our fellow Brush Owners. A big thanks go to Alan Miller for organising the Rally and to Christine & Jim Hatton – locals who went out of their way to help in providing a couple of dinners at their place and our lunches & morning teas.

Now a little bit of information about the great little Brush cars that were manufactured in America, by Alanson P Brush, from 1907 to 1912. They were small, lightly made, runabout cars, but incorporated many novel ideas, including: a single cylinder counter rotating internal combustion engine, beautifully made 2 speed transmission, suspension by four coil springs and friction dampers, self-energising rear brakes in both forward and reverse direction, variable ratio steering, wooden chassis rails and hickory wooden axles. They were strong, very successful, reliable and easy to drive cars.

The first car to cross Australia from west to east (Perth to Sydney) in March 1912 was a Brush carrying two men (Sid Ferguson and Francis Birtles), a bicycle, dog and lots of provisions. The trip was successfully accomplished in 28 days, even though there were very few roads and with the need to traverse salt lakes, use a railway formation prior to rails being laid and driving along tracks and through bush.

All told there are around 40 Brush cars currently in Australia, with in excess of 25 being in operating condition.

A number of owners have taken their Brush cars on epic journeys in Australia, most recently Graham Donges in his Brush on the Brisbane to Broome trip and in the past Bob Lamond on a trip around Australia, as well as the 5 Brush cars that participated in the re-enactment of the first crossing of Australia, in 2012. It just goes to show how good are these little cars!



On the road near Cowra



Morning tea stop



Japanese Gardens in Cowra



The 9 Brush cars on the Rally



The McDougall Brush in front of Silo Art in Grenfell



Andrew McDougall coming through the ford.



The VCCA (Victoria) Brush cars L to R: Simon & Tess Anderson, John Washbourne & Judy Lewis, Andrew & Frances McDougall



In front of the Woodstock Hotel

The Daimler Motor Ambulance, The Philanthropist and The Cockatoo

By David Neely

We are grateful for David Neely for this interesting and informative article. David is an historical consultant to the Sir Henry Royce Foundation.

NOTE: Aboriginal and Torres Strait Islander viewers are advised that the following article has references to deceased persons.



This ambulance was built by the Daimler Company, which built and delivered one thousand ambulances by September 1915. Mrs Bon arranged for it to be purchased in Britain. [Australian War Memorial H18558]

“Presented to the Queen of Belgium by Mrs Bon of Victoria Australia” was inscribed on the side of the Daimler motor ambulance pictured above. Called motor ambulances at the time to distinguish them from horse-drawn ones, which were still very much in service during World War I. Mrs Bon may have chosen Belgium because it was considered a major victim of the war and its plight aroused enormous public sympathy. Belgian relief funds were generously subscribed and no doubt Mrs Bon supported those as well. Who was Mrs Bon? I was intrigued to find out more about her and Daimler ambulances in the war.

Mrs Bon donated the Daimler ambulance to the Belgian Army in 1915. A patriotic gesture but not unique. However, Mrs Bon’s most novel contribution was the loan in 1917 of her pet sulphur-crested cockatoo, ‘Cocky’, to cheer up returned servicemen recovering from their injuries. Encouraged by the men Cocky expanded his polite repertoire and became a cheeky celebrity.



Anne Fraser Bon a Scottish-born Australian pastoralist, philanthropist and advocate for Aboriginal people. This portrait taken in 1904. [Australian War Memorial P11660.001]



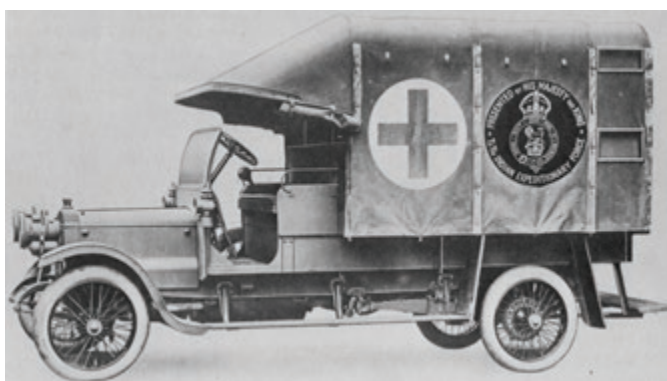
Cocky (1878-1925) “Show your pass” on duty as a mascot at No. 1 Rest Home in Melbourne. [Australian War Memorial H04150]

Motor ambulances had never been used in war. While civilian motor ambulances were in service in London and Sydney for a few years before the war, military authorities in Britain and Australia had no plans to deploy them as they started to equip their armies after the outbreak of World War I in August 1914. The British initially rejected their use despite repeated appeals from Sir Alfred Keough, Director-General of the Army Medical Services. The Australians included just two motor ambulances in the October 1914 departures as an afterthought.

It soon became distressingly obvious that the horse-drawn ambulances were unable to deal quickly with the huge number of casualties produced by the intensity of modern warfare. The urgent need for motor ambulances led to an avalanche of public support. Mrs Bon was among many individuals and patriotic organisations across Australia who responded with donations of motor ambulances. After the war Mrs Bon donated £20 each Christmas to every blinded soldier in Victoria. She was honoured in 1921 by King Leopold of Belgium for her support of his people during the war.

Mrs Bon’s choice of a Daimler ambulance provides an opportunity to include here other Daimler ambulances donated during World War I. King George V headed the list presenting an ambulance – a Daimler of course

in line with the Royal family's staunch patronage of the company – to the Indian Army. The first Indian Expeditionary Force landed at Marseilles on 26 October 1914 and served on the Western Front until the end of 1915. Queen Mary and the Dowager Empress of Russia also presented Daimler ambulances. These ambulances were at the Royal Mews by mid-October 1914.



A Daimler ambulance presented by King George V in 1914. The inscription reads, "Presented by His Majesty the King To The Indian Expeditionary Force." A Royal Mews note dated 14th October 1914 mentions with regard to the ambulances, "Wheelbase 10 feet 11 inches ... body, chassis and upholstery khaki, wheels black; Acetylene headlamps, oil side and tail lamps. Four stretchers with pillows and carriers: £450 each." [Brian E Smith, 'Royal Daimlers']

Anne Fraser Dougall (1838-1936) was born in Dunning, Perthshire, Scotland. She married John Bon a Perthshire man who was visiting his homeplace. They travelled on the 'Arcadia' and arrived in Melbourne on 14 May 1858. Anne was 21 and John 48. John Bon was already a wealthy pastoralist having bought Wappan Station on the Delatite River near Mansfield Victoria in 1845. He built Wappan Homestead circa 1853. John Bon died in 1868 and Anne Bon was determined to raise her four children and continue to run Wappan Station. Singlehanded and single-minded by all accounts she became a successful pastoralist and acquired the very considerable wealth that would fund her diverse philanthropic work. She bought a house in Kew, Melbourne, and would regularly catch the train from Bonnie Doon Station to Melbourne to attend to business matters. Her home would later provide a refuge for the sick and needy.



An engraving depicting Wappan Station and the homestead circa 1887. [Antique Print & Map Room]

Anne Bon was a fiery advocate and formidable adversary in championing the interest of Aborigines. She was the only woman on the board appointed by the Victorian government in 1882 to enquire into the conditions and management of the Coranderrk Aboriginal Station, established in 1863 near the Victorian town of Healesville. The board met twelve times and examined 69 witnesses, of whom 48 were white and 21 black. The report and the verbatim evidence from the witnesses is available online from the State Library of Victoria – a fascinating read. One witness was William Barak (1824-1903), who was the last chief of the Yarra Yarra tribe. He belonged to the Wurundjeri people. Their country lay along the Yarra and Plenty Rivers. He is now recognized as an important indigenous leader of the 19th century. He lived on the Coranderrk Aboriginal Station and with others made representations to the 1882 enquiry seeking a new management with which they were convinced they could make the Station self-sufficient.



A general view of the Aboriginal Mission Station Coranderrk in 1880 at the time of William Barak and Anne Bon. [Fred Kruger, photographer, State Library of Victoria.]

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The following documents were handed in to the Board:—

" Sir, " Coranderrk Station, November 16th 1881.
 " We want the Board and the Inspector, Captain Page, to be no longer over us. We want only one man here, and that is Mr. John Green, and the station to be under the Chief Secretary; then we will show the country that the station could self-support itself.
 " These are the names of those that wish this to be done.

" Wm. Barak, X	Alek Campbell, X	Ellon Richard, X	Edith Brangy,
Thos. Mickle, X	Thos. Dunolly, X	Harriett, X	Mary Ann McCleusa,
Thos. Richard, X	Alfred Davis, X	Anna Hamilton, X	Bella Lee,
Thos. Avoca, X	Willie Parker, X	Mary, X	Alton Grant,
Thos. Ginnas, X	Willie Hamilton, X	Jessie Dunolly, X	Thomas Dick,
Johnny Terrick, X	Johnny Charles,	Louisa Hunter, X	William Edmond
Leskey, X	Jemima Wandon,	Dinah Hunter,	Alexander Briggs,
Spider, X	Emma Campbell, X	Caroline Morgan, X	Abel Terrick,
M. Simpson,	Jenny Campbell,	Maggie Harmony,	Finnimore Jackson,
H. Haraway,	Lizzie Charles, X	Lizzie Davis,	Joseph Hunter,
Alfred Morgan,	Eliak Mickle, X	Mertill Simpson, X	John Patterson."
Robert Wandon,	Roy, X		

A submission presented by William Barak and residents of Coranderrk Station to the 1882 Board of Enquiry. [State Library of Victoria]

Anne Bon's friendship with Barak spanned 40 years. They shared the grief of having lost a child. She donated the headstone on Barak's grave. Wappan Station gave sanctuary to members of the Taumgerong tribe from the middle of the nineteenth century when large numbers were welcomed by the Bons to gather and take part in traditional ceremonies. At times 500 would be camped on the property. Later they were always welcome at Anne Bon's home in Kew when they needed to be in the city.

After the enquiry she wrote in a letter to the Chief Secretary of Victoria to plead that the residents of Coranderrk be allowed to remain as it was proposed that they be removed much further away, saying “We have robbed them of their beautiful colony, deprived them of their hunting grounds and fishing grounds and given them in return our vices and diseases which are rapidly doing their work. They are neither paupers, lunatics, nor criminals – then why treat them as such? They possess far more intellect than they get credit for and the greatest crime of which they have been guilty is having been the original owners of the soil.” She signed her letters to newspapers, “Annie F Bon”.



William Barak’s grave includes the inscription, “This stone is the gift of Anne Fraser Bon”.

Anne Bon’s philanthropic activity went beyond her practical advocacy for the Indigenous community and support for the war effort. She made donations to the Austin Hospital where she served on the ladies’ committee. A devout Presbyterian, she gave substantial donations to the Presbyterian churches in Mansfield and Bonnie Doon as well as the Salvation Army. She established a school for Chinese children in Melbourne. She hosted patients from state mental institutions at Wappan Station so they could enjoy the comforts of family life. An altogether amazing person. Her Cocky though was amazing in his own right.

Cocky was hatched at Wappan Station in 1878. He was a great favourite with the staff and patients at No. 1 Rest Home, Melbourne. The bird was a good talker, “Show your pass” and “Go on, you’re a German” were obviously taught to it by digger comrades. Anne Bon lent him to the home in late 1917. Cocky added to his polite vocabulary when coached by the soldiers with more picturesque phrases as well as some German words. Whenever nurses were asked about the phrases he mimicked they refused outright to repeat them! He was there for one or two years before one of the soldiers trained him to sit on his shoulder while he went for long walks. Fearing the bird might fly off, Anne Bon took him back. Cocky died in 1925 aged 47 but that was not the end of his story. He was promptly dispatched in a blue velvet-lined case to a taxidermist at the Museum of Victoria and Anne Bon then donated him to the Australian War Memorial. Cocky remains in the Memorial’s collection.



Cocky is now in the Australian War Memorial’s collection and is currently in storage [April 2023]. [Australian War Memorial]

Finally, there was one other donation that Anne Bon made relating to World War I. It was a German heavy trench mortar presented to Anne Bon by the British Government at the request of Lord Novar, a fellow Scot and Governor-General of Australia from 1914 to 1920. In turn Anne Bon presented the mortar to the residents of Bonnie Doon in May 1922.



The German heavy trench mortar donated by Anne Bon and the inscription. [Waymarking.com]

Originally the German heavy trench mortar was placed in front of the unveiled War Memorial. It was moved to where it stands today in 1955 when Sugarloaf Reservoir was enlarged to become Lake Eildon, and the town moved to avoid being submerged.

Wappan Station was compulsorily acquired in the 1920s pending the building of Sugarloaf Dam. Anne Bon spent the last six of her 99 years residing at the Windsor Hotel in Melbourne. Her estate was valued at £68,547 – back in the days of World War I it would have bought close to 150 ambulances! Her philanthropic work continued in her will. Subject to a life interest, Anne Bon's estate was bequeathed to the Austin Hospital, the Royal Victorian Eye and Ear Hospital and St Andrew's Presbyterian Hospital.



An Australian body was built for this Daimler ambulance presented by the Woman's Christian Temperance Union of New South Wales. The motor body builder is not identified but probably a firm in Sydney where the photograph was taken. The construction is the same as an ambulance body built by the Adelaide firm of Duncan & Fraser. It is likely both were constructed to the requirements specified by the military authorities. This image is from the State Library of South Australia [B56727] but appears to be reproduced from a photograph by Crown Studios, Sydney, held in the Sydney Powerhouse Collection of the Museum of Applied Arts & Sciences.

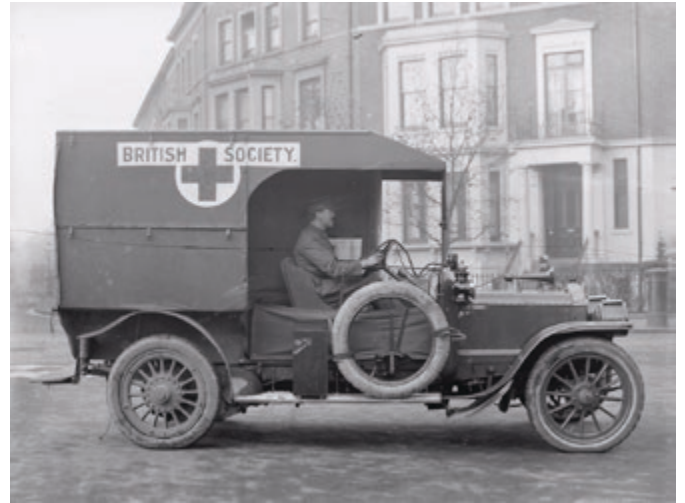


Two views of The Woman's Christian Temperance Union of New South Wales Daimler ambulance from the Powerhouse Collection. [2008/231/1-20 and 2008/231/1-21]

Left: This Daimler ambulance was presented to the War Office by the engineering firm of G & C Hoskins Limited of Sydney and Lithgow. Pictured is the son of George John Hoskins (1847-1926), Edgar James Hoskins (b 1894), who was in charge of the car. The photograph was taken on the eve of his departure for the Flanders front around October 1915. It is similar to the Daimler ambulance donated by Anne Bon and others so probably it is one of those built by the Daimler Company. [The Daily Telegraph, 23 December 1915]



A Daimler ambulance built by the Daimler Company and purchased by the Agent General in London for the War Office. The inscription reads, "Gascoyne Ambulance Presented by the People of the Gascoyne Electorate Western Australia." [Northern Times (Carnarvon WA) 5 August 1916]



A British Red Cross Daimler ambulance. [Imperial War Museums Q 70484]



A 1910 15 h.p. Daimler ambulance of the Australian Army Medical Corps with possibly a body built in Australia. [Australian War Memorial PO2869.003]



A British Red Cross convoy of Daimler ambulances. [Imperial War Museums Q 33435]



A Daimler ambulance in the background with two stretcher bearers carrying a badly wounded Australian soldier, his left leg in plaster. Stretcher bearers were nicknamed "body snatchers" by their digger mates! [Australian War Memorial EZ0065]



A damaged Daimler ambulance in 1917. [Imperial War Museums Q 29525]

Flashback Response

By Greg Smith

I was wrong – yet again. In my last month’s Flashback response I made the “huge” statement that I believed the 1913 Aquila Italiana to be the sole surviving example, and was happy to be proven wrong. Well, a smart member spoke to me and suggested I look up on a “new” thing called GOOGLE. He said I think you will find at least two examples that can be found in Italian museums.



Alex Gow from his extensive collections of photographs also provided an original image.



As an excuse to the smart member who corrected me, I really meant to say the Aquila was the sole surviving example in Australia, not the world, so it must have been a “typo”!!

The Lady Driver

By Irene Hill



Most early cars were open to the weather, and ladies who elected to go for a spin were forced to sacrifice elegance to comfort. There were only 3 things to consider - keeping warm, dry, and how to breathe through choking dust. Headwear was always a problem for the female motoriste. At first great hoods with two round lenses or a mica rectangle cut into them for vision enveloped women’s heads. Later fashion houses competed to provide something with a little more panache. Voluminous veils protected delicate faces of women passengers. Lady drivers found peaked caps or turbans of fur were most comfortable and suitable, secured with long hatpins.

Women were advised not to wear silk or woolen gloves as these allowed no grip on steering wheels, and to dispense with rings and bracelets as the stones were loosened by the vibrations. A hand mirror was also recommended as a lady’s accessory. It was advised to have it handy in a pocket or on a ribbon – to occasionally hold up to see what was behind. So - women were the force behind the “ rear view “ mirror! The courageous young lady who would dare venture out unaccompanied in an automobile was advised to carry a small revolver. The Ladies’ Automobile Club was formed in Britain in 1904.

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new member:

- Frances Hall of Cambridge Tasmania
- Jocelyn Formby of Warragul.
- John Bennett of Kinglake West

Auto Carriers Limited

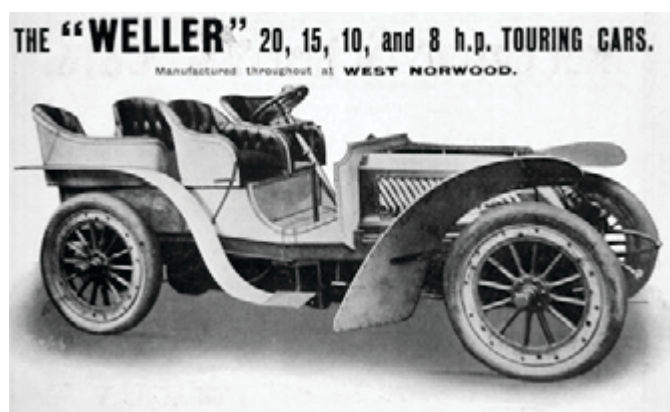
by Stephen Dynes

Auto Carriers Limited: A brief look into one of England's oldest car companies.

Almost every book I look at on the history of AC starts with a picture of an Auto Carrier or an AC Sociable, and a paragraph or two on the first few years and not much else. The author then gets started on all of the later models and within a few pages I find myself looking at photos of AC Cobras. So this article is focused on Veteran AC three wheelers.

The early history of AC starts back in 1899 when Weller Brothers was formed by John Weller and three of his brothers. They sold petrol, repaired cars and built the Weller motorcycle.

In 1902 the company was reformed as Weller Brothers limited. With John Weller as managing director and John Portwine, a successful London businessman and investor who ran and owned a chain of London butchers shops, as one of the directors. It was during this time they continued to produce motor cycles and develop plans to manufacture a range of cars under the Weller name.



The Weller car of 1903

By 1903 at the Crystal Palace motor show they were able to display 9 motorcycles and 2 cars, one a 10hp twin and the other a 20hp four. It is not known what happened to the unfinished 10hp but the 20hp was finished to a high standard, and was even looked at by Charles Rolls while he was looking for a quality English car to sell.

Unfortunately, plans to produce a car came to nothing, as lack of finance to manufacture several models was not to be found. It was John Portwine who suggested that a small commercial motorized delivery vehicle would be something that may sell, as at that time there were thousands of peddled light delivery bikes being used throughout the cities of England, mostly with two large front wheels with a large wicker basket between them and a single chain driven rear wheel.

So in 1904 yet another company was formed, 'Autocars and Accessories Ltd'. This company set out to produce a motorized delivery vehicle to be called an Auto Carrier. John Weller set to work on the design. What he developed was a single cylinder T head motor of 636cc with two very heavy flywheels, one each side of the engine. This was air cooled by two high speed fans, one each side of the engine block, that were friction driven off the two flywheels, that were themselves cast with fan blades as their spokes. The flywheels also had the engine balance weights cast into them providing a smooth low speed running engine. Ignition was provided by a magneto chain driven off one flywheel leaving the other flywheel to chain drive the rear wheel. This motor developed 5.5 bhp at 1200 revs per minute.

This new vehicle was constructed of a tubular steel and timber chassis, and was provided with tiller steering and a two speed gearbox mounted on the rear wheel. When the engine is running the rear axle is turning but the wheel is not, but the gear box is spinning backwards. When the first gear pedal is pressed, a band contracts around the gear box and when it stops turning, drive is transferred at a reduced ratio to the rear wheel. This is low speed. When around 5 mph is reached the low speed pedal is released, and the small lever above the tiller steering is pulled back. This locks it in high speed by pulling the gearbox slightly sideways, pushing the multi plate clutch together which allows a claimed top speed of 40mph.

The Auto Carrier was designed for a box of 3 foot 10 inches long and 2 foot 10 inches wide. There seems to be such a range of different designs and sizes that I have found in my research, I wonder if the boxes were just made to order. They were also designed to carry a 6 cwt load (300kg). With such a load I am surprised the front end did not collapse. The English post office ordered two Auto Carriers with very large boxes to collect mail from mail boxes. They were over loaded with mail bags by so much that they were next to useless, and were withdrawn from service.

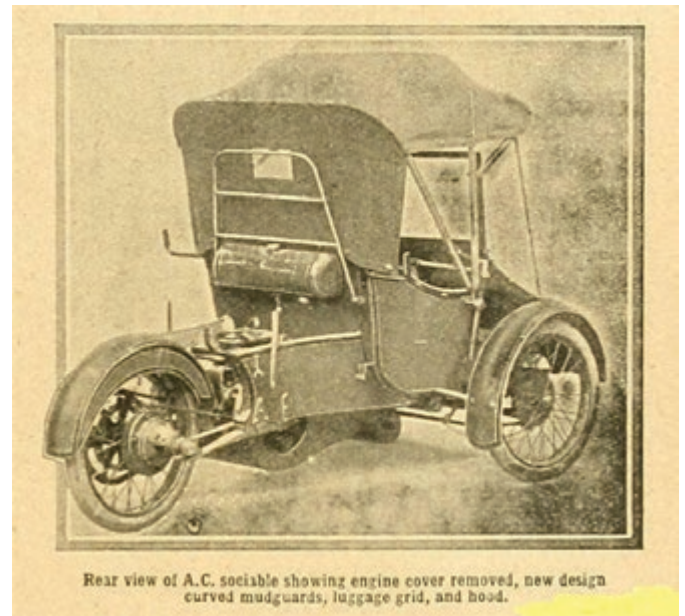


AC box Van

The Auto Carrier was a sales success from the start and hundreds were made and shipped all over the world. All AC three wheelers with a box fitted were called Auto Carriers until the end of production in 1916. The later ones had cycle type front mudguards and a wrap-around rear seat to protect the driver from mud and oil thrown from the rear wheel.

In 1907 the company was re-formed changing its name to Auto Carriers Limited. It was in 1907 that AC Sociable production was started, along with a passenger model tricar.

The Sociable and Tricar were the first models to be called an AC. The passenger model was basically an Auto Carrier with a single or double seat facing forward placed in front of the driver where the box would be. The sociable was driven from the front seat with a passenger able to sit next to the driver and no rear seat, hence the name sociable. Both of these models sold well.



AC sociable

AC did produce approximately 10 four wheel cycle cars in 1913 made from Sociable parts, and it was planned to be sold for 100 pounds. It had a very light body, a dummy "bullnose" type radiator and a Sociable engine, chain driven to one rear wheel. Many years later a past owner recalled his one as "So badly made that he thought someone had made it themselves". It had so little power he used to disconnect the dynamo belt just to gain some extra power. Just one of these cars survives, mostly complete and unrestored in a museum in Russian annexed Crimea, so I am unlikely to be viewing that anytime soon.

Also in 1913, for the first time, a 10hp light car was produced using a four cylinder French Fivet engine, with a three speed gearbox in unit with the rear axle. Only a few were produced up until the out-break of war.

In conclusion, a total of around 2300 three wheeled vehicles were produced. There are now around 33 both restored and un-restored that are known to have survived. It is not known how many of each type were produced.

Now, onto my 1908 AC tricar which was seen at the last, 1&2 cylinder rally in Cobram. It is the one used for many years by the late Bruce Lyon, but now with a seat up front instead of the box. Some of its known history is that it was first used by a geologist at Broken Hill and later at Seppelts winery in the Barossa Valley, South Australia. It was found by the late Charles Smythe and sold to Gilltrap's museum in Queensland who restored it. When the Gilltrap's assets were auctioned in 1997 Charles Smythe re-purchased it but sold it soon after to Bruce Lyon. I purchased it in 2017 and only started to re-restore it in early 2022, having it finished two weeks before the 1&2 Cylinder Rally.



AC Passenger model Tricar



The later 1909 Auto-Carrier with the passenger in front of the driver.

AC Three in a row

In 1912 a new motor was developed along existing lines. The new motor was still a single cylinder but was 740cc and developed 7hp. It had balance weights on the crank shaft, bigger and thinner flywheels and was only used in the Sociable. All rear controlled ACs still used the original 636cc motor. This was named the model B, but with the magneto now placed under the carburetor. When the carburetor was primed, any petrol that leaked landed on the magneto so when cranked the engine caught fire.

In 1913 the model C Sociable was introduced with the magneto now back under the exhaust valve. It was still 740cc but with larger, lighter and thinner flywheels. These continued in production until 1916 when the factory was turned over to war work.

I decided to change the box for a seat after finding a 1909 advertisement for an AC Pleasure Pattern Tricar. This looked like something I would be able to make, and would be a lot lighter than the box. So I pulled the AC apart down to the chassis and started. I ported and polished the inlet port of the motor so it matched the carburetor hoping this would make it run better and start quicker. Rear springs were not the originals and had sagged, so I started looking about for some others to replace them. The only old springs I had at home were from a Morris Minor that just happened to be the right thickness, width and correct pitch. I set about cutting them in half, putting a taper on them and turning them upside down so half elliptical springs became quarter elliptic ones.

When I came to drill a hole in them for the centre bolt, nothing would drill through them as they are hardened steel. Fortunately, a YouTube video showed me how it could be done. It was Youtube videos that helped me do everything myself. I did the diamond buttoning of the front seat to the original design. Also learnt to do "brushed" aluminium. Unbelievably, I also found an internet site that had a step by step guide on how to rebuild an AC three wheeler gear box.



AC rear view angle



AC loaded in trailer



AC in Chassis form



AC getting assembled

The only holdup was the clutch that would not stop slipping in second gear. After 5 rebuilds and new clutch plates hand made by me, and only weeks to go until the rally, I contacted the only other veteran AC owner in Australia. He recalled he put a friction surface on the clutch plates by sand blasting them. So apart again with the gearbox, and out with the angle grinder fitted with a flap wheel. By that afternoon I was flying up the street locked in top gear and off to Cobram soon after.

The AC is happy at 40kmh and pulls well up hills in top. It now weighs only 220kg with the box removed and a seat fitted. As for the front passenger seat, I spent an hour giving people rides around the caravan park at Cobram on the very hot Saturday afternoon. No one fell out or jumped out or screamed, so it must not be too bad.



AC with Stephen looking over an issue



AC with Stephen driving on the Cobram Rally

Cyclecar Corner – Propeller Driven Machines

By Graeme Jarrett

There are any number of drive options for Cyclecars, and most or all were put to good use in the development of the perfect machine. Friction drive, belt drive, chain drive bevel drive and one wheel drive were all tried, most being more or less successful in their own way.

Drive by propeller was not a method of drive that was universally considered, however, the French seemed to warm to the idea, and a number of these did produce what appears to have been successful machines.



The most prominent of these was Marcel Leyat who produced at least one just prior to the Great War (WW1).



Above, the Leyat designed propeller driven Cyclecar.

A number of these rather unique machines are known to have survived worldwide.

The Americans dabbled briefly with the idea but did not go on with it in any real commercial way.



Above, an American machine of novel layout. The propeller at the rear was perhaps a formula to protect the interests of pedestrians.

Additional Response To Front Cover – April Edition

By Mal Grant and Graeme Jarrett

The front cover of April last has now been more thoroughly investigated. The Minerva was unlikely to be the Sol Green car, but now believed to be from the City Motor Service. They were located in 58 Collins Place, Melbourne. This was just around the corner from the Oriental Hotel. They were a prominent provider of taxi services – their fleet of vehicles were wine red in colour. In 1914 they operated a fleet of 38 FIAT taxicabs in the city and a further 10 in Toorak.



In 1919, at about the time the photograph was taken at South Morang, the City Motor Service was planning a large expansion that included new premises dedicated to the hire car (taxi) industry. This was planned to be located in Finders Lane, Melbourne. Refer newspaper item opposite.

As mentioned previously the FIAT in the background was likely also a part of the hire car fleet of the City Motor Service, Melbourne. Many of these were a major part of the fleet.

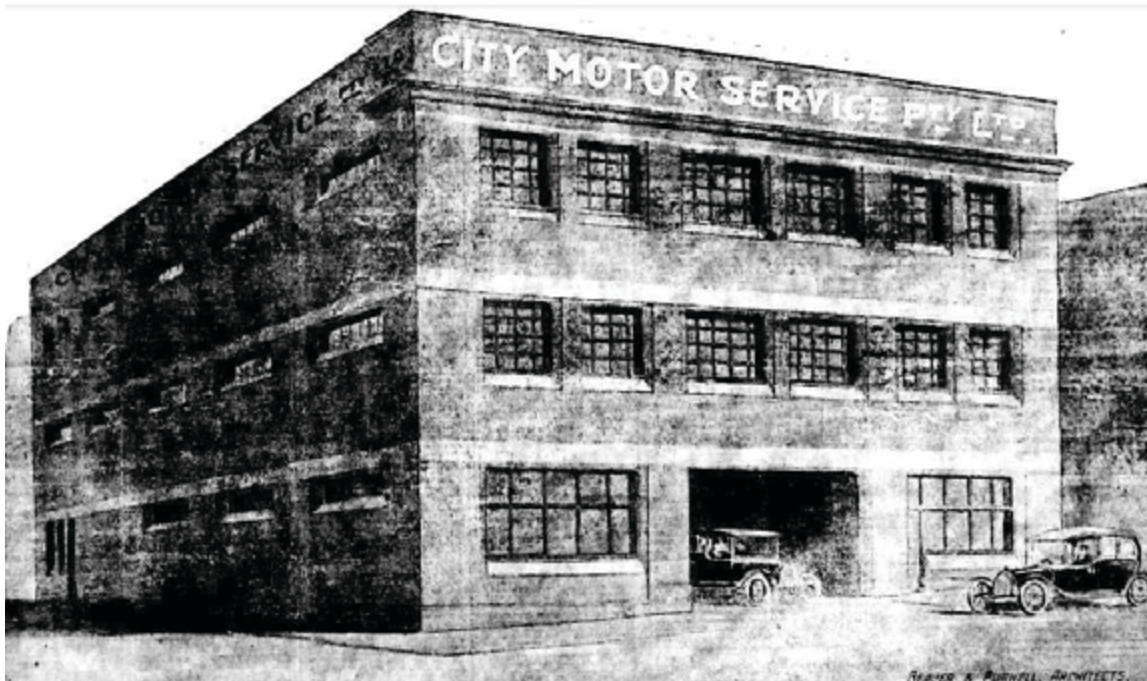
TAXI-CAB SERVICE GROWS

CITY COMPANY EXTENDING

After eight year' operations in Melbourne, the City Motor Service Pty. Ltd. is increasing its activities. The company was promoted originally by Messrs P. W. Tewksbury and W. H. Lewis. The dark red taxi-cabs of the company are well known in the city, and have frequently been admired by visitors from other countries. The Fiat chassis are imported, and the bodies are constructed in Melbourne.

New premises in Little Flinders street are now being erected at a total cost of about £18,000. Fifty new Fiat cars are on the water, and are expected to be in commission by the time the new premises are completed. The present garage will be used then as offices and repair shops. The lower floor will be reserved for private garaging. The company does all its own repairs with a full staff of mechanics under Mr W. Davies, a returned soldier, who served with the Flying Corps.

The company is aiming at a fleet of 100 cars, which will be the largest in the Southern Hemisphere. In the new premises special provision will be made for the comfort of drivers.



The proposed City Motor Service premises – an architectural view.

T Ford Time – Van Bodied Cars Of 1915 - UK

By Graeme Jarrett

These shots are of poor quality but the best available to me currently – unless better are offered.

1915 must have been a good year for the Ford motor company in England.



Above:- This 1915 butcher's van was most likely on a car chassis – rather than a truck. It was from a small village near Biggleswade (and Cambridge).



Left: - Nothing is known of this canvas sided light commercial

Hotchkiss Identity

By Ian Berg & Greg Smith

Here are a couple of photos from the past. We need help in trying to identify the Hotchkiss MFB Fire Appliance, and the identities of the two people in the photographs. The photographs were taken in June 1965 and we do not know the place where this occurred. There must be a reader that can identify who these fellows are that are looking over this very

complete Hotchkiss. We would also love to find out if this Hotchkiss was ever restored and its current whereabouts. All help and knowledge will be gratefully received by writing to the Editor.

We thank Ian Berg for passing along this image which comes from the Fred English collection which is held by the Sir Henry Royce Foundation.



Motor Racing Can Be Dangerous – Wheel Failures

by Graeme Jarrett

Much has been written about the inadequacy of tyres in the early years of motoring. The failure of these, both in everyday motoring and motor racing, has been mentioned often. The technology in manufacture was primitive and the end product did not stand up well on the road.

I had imagined that these early tyres were a major cause of accidents in motor racing, and they may have been. In reviewing again the early photographic collection of famous French photographer Jules Beau I noticed more than a few cars that failed to proceed because of wheel failure.



Above: - This Decauville motor car with wire wheels was lucky to stay upright because of catastrophic wheel collapse. The driver, Terry had taken evasive action to avoid an unwelcome obstacle on the road and put the car into a spin. Fortunately it did not turn over but resulted in two wheels collapsing. The wheels do look reasonably substantial but clearly not up to the task. The event was the Circuit Des Ardennes race, July 1902. This car was entered in the Light Car class.

This car (below), in the same event, also suffered wheel failure. Again, it was fortunate the car did not overturn. The car, a 70hp Panhard-Levassor, was driven by M. P. de Crawhez who was leading the race up until the second lap when it came to grief near Bastogne in the Belgian Ardennes.



Above: - The car had apparently come in to contact with a “coppe” (whatever that is?) and caused a right hand front wheel to be damaged after which it collapsed whereupon the car became difficult to control. As a result it “scraped a tree” causing another wheel failure. Luckily the car did not turn over.

Charles Jarrott of England was victorious in the event on a 70hp Panhard-Levassor.

The photographs were taken by Jules Beau - These files come from Gallica Digital Library and are available under digital ID, Public Domain,

<https://commons.wikimedia.org/w/index.php?curid>.

We thank Wikimedia for their generous spirit in providing these.



Above: - A shot of the same car prior to the start of the event; the wheels do look reasonably substantial – in spite of their failure.

Findings, Feedback and Follow-up

by Andrew Winter & Greg Smith



I have received another amazing photo from regular contributor, Andrew Winter. It features a pet marque of his and one he knows so much about.

He was able to work out this car was probably a 1907 Type H 24 h.p. He doesn't know anything more about the photo – even where it was taken.

What stuck out to me, as well as being a beautiful example of a Minerva with a superbly crafted body, was the headlights. If you take a close look at these lights they are identical to the single light that was on the Front Cover De Dion Bouton last month. I stated last month that I had not seen one the same, and the design was extremely interesting with the magnified rings and the hinging from the top of the light with wings nuts to secure it closed in the 4 and 8 o'clock position. The other jewellery on this car is also gorgeous, with Ducellier side lamps and two horns, one obscured operated by bulb, and the other more prominent one which looks to be driven from a drive off the gearbox.

We thank Andrew for his contribution once more of this fabulous Minerva photograph. If anyone can provide further information on this photo we would love to hear more.



Comings, Goings and Restorations

by Greg Smith

Russell and Chris Holden have been on another adventure to the US. They are constantly finding early vehicles and bring them back to our waters.

They purchased the wonderful 1913 Cadillac Truck for a customer in Western Australia who is over the moon with the purchase. They also purchased a heap of early Cadillacs, both single and 4 cylinder, including this 1905 Model E restoration project and the remains of yet another 1903 Caddy. In the Pre-05 category they purchased a c1901 Crestmobile and a 1903 Stanley model C, both eligible for the annual Pioneers Pre-05 Run and, with application, the prestigious London to Brighton Run.



Barry Smith called me the other night with the news he has sold the twin cylinder 1913 De Dion Bouton. As we go to print I am not able to share who has purchased it. In the fullness of time I am sure the new owner will contact me.



On a personal note I have been most fortunate to firstly find, and secondly secure a nice little 1903 Humberette. It was purchased in Queensland so my trip to the rally up there coincided very nicely with the opportunity to view and purchase the Humberette. It is one of the two 1903 examples that have survived in Australia, the other being Larry Clarke's in South Australia. Hopefully it will be ready for the Pre-1905 Pioneers Run at Forbes as its first outing.



Florence Thomson Tour - 28th to 30th April 2023

by Catherine Strutt

After last year's very enjoyable weekend on the Florence Thomson Tour, I, along with my fellow passengers Chris Duncan and Stan and Maggie Bone, marked the date in our diaries for when we could do it all again in 2023. Once again, the Bones generously offered me their stunning 1911 FN to drive on the tour. Stan and Maggie were already in Mansfield after the Four and More Rally and so after finishing the rally, they loaded up the FN and towed it an hour or so up the road to Wangaratta where Chris and I met them for the Florence Thomson Tour.

The Florence Thomson Tour is a rally specifically for lady drivers and their vehicles, which must be over thirty years old, in celebration of the pioneering spirit and contribution of women to Australian motoring. Florence Thomson was the sole female entrant in the Dunlop reliability Motor contest from Sydney to Melbourne in 1905. She was one of the 16 entrants who successfully completed the five-day trial, driving a six horsepower Wolseley.

Our weekend started with registration and a welcome dinner on the Friday night at the Wangaratta Turf Club. Upon arrival we were warmly greeted by the FTF committee who knew us now from last year because of the FN. The tour attracts dozens of interesting and rare cars from the 20's to the 90's but veteran cars on the tour are very few. Hopefully this will change in the future! For this year's tour we represented the veteran era with just one other car, Lis Donald in her 1910 Renault AX.

We soon discovered that this year's tour had almost doubled in numbers with over eighty vehicles and a waiting list. We made new friends and caught up with friends that we had made on the previous tour, our first FTF. At dinner, our new friends around the table who had cars from the 50's and 60's were endlessly entertained by the marque of our car, giggling and smirking at every mention of FN. They enthusiastically used "FN" wherever and whenever they could. It was a

new novelty for them but an oldie for all of us. Everyone was incredibly friendly and inclusive and the jokes and laughs made for a fun night.

Saturday morning started early. The morning was overcast and cold but the rain held off. We dressed in our Edwardian clothes, climbed into the FN and drove back through town to the turf club for breakfast and the start. The Florence Thomson Tour is almost as much about the fashions of the era of the car being driven as the cars themselves. Drivers and passengers dress in their glad rags, the gentlemen too, and a wonderful fun vibe flavours the whole tour as a hundred years of fashion is mixed together to enjoy the company of like minded friends.

Due to our slower vehicle, we chose to do the "short tour" which took us out of Wangaratta along some very easy and quiet roads to Rutherglen where we enjoyed an exceptionally delicious morning tea at a local church hall.

The weather was dry but extremely cold, especially for Chris and Stan being buffeted by a strong side wind in the back of the car, and we welcomed the nice hot cuppa and homemade sausage rolls on offer in the church hall. After a chat with new friends from the 1930s, we gathered up our 1911 long skirts, tails and bowler hats and the four of us left Rutherglen for the small town of Corowa.

Driving into town, the first marked stop on the tour was the Corowa Federation Museum. We found it very easily but drove around the streets looking at the town before I pulled the FN up beside the historic red brick building of the museum. Like bees being smoked from their hive, the curious human contents streamed out of the imposing front door of the museum at the agricultural sound humming outside their door. Mouths agape and eyes wide at the sight of the beautiful machine, the elderly volunteer guides of the museum jostled to steal some photos on their phones before we alighted from the car and entered the museum to explore the fascinating exhibits of early country life and machines.





Afterwards we thawed out in the warm sun in a nearby park as we ate our pre-boxed lunches of sandwiches, fruit and pastries.

With the afternoon sun getting low in the sky, I cranked over the FN and we climbed in and motored back to our caravan park base in Wangaratta. I had recently purchased a 1910 chainless FN bicycle from Belgium and we had planned to take some snaps whilst still in our Edwardian clothes of the two FNs together. We made it back in time and the dappled autumn sun amongst the turning leaves of the surrounding trees made for some successful pics.



After a warm cuppa and a glass of red, we headed back down to the turf club in the Bone's Nissan for the evening gala dinner. It was freezing outside but the room was warm and buzzing with excited fellow tour entrants. A photographer was snapping professional photos of the drivers and passengers who were lined up in a long line stretching down one side of the large

room. We were late to arrive but managed to find the last four seats together at a table. We enjoyed a tasty meal and entertaining banter with our table of friends as awards for best dressed of the era, encouragement and spirit of the tour were presented to lucky ladies.

The next morning we arose to a sunny but cold day. The FTF came to a close with a "show and shine" at a large park that was right beside our caravan park. So five minutes after getting in the FN to drive to the park, we were out again and lining up for our egg and bacon burger breakfast, which was being cooked up by the local Scout group. Waiting and chatting in line, we heard a member of the public just behind us, start to roast the FN which was nearby us and in his line of sight. "I don't have any interest at all in these old clunkers" he spat to an assembled group, waving his arm dismissively towards the FN, "five mile up the road they're on the side of the road with their bonnet up, broken down". He went on, his face screwed with disregard and disrespect like he'd tasted something revolting. Unable to take the slurring any longer, Stan roared to life "You've GOT to be bloody joking mate!" He exploded, "we drove that car from Brisbane all the way to Broome last year!!" And after a very firm and informative lecture was delivered by Stan about the actual reliability of veteran cars and the origin and history of his FN, the bloke apologised and said nothing further.

"Hmphh...I put him back in his box!" grinned Stan, and we rejoined the breakfast queue.





We spent the morning chatting with interested Wangaratta locals, fellow tour entrants and old friends and walked around looking at the display of cars. “Daisy”, a buttercup yellow 1927 Chevrolet was once in the television programme “The Sullivans” while a rare Australian made 1970 Bolwell Nagari held the crowd’s interest with its sleek low sitting body. It had rocketed past the FN going out to Rutherglen the day before.

Even though cars outside the veteran era don’t particularly hold a strong interest for us, the Florence Thomson Tour is more than that. It’s a supportive network of fellow female drivers who just love driving their old cars. It’s worth the long drive down to Victoria from Newcastle to attend this event and to mix with such an openly friendly, inclusive and interesting crowd of like minded “petrol headed” ladies and their supportive partners and friends. It’s an excellently organised and presented tour and it’s no surprise there’s a waiting list.

If you’re a lady who loves driving your old car, do yourself a favour and join the lineup for next year’s Florence Thomson Tour!

Video Notice

By Richard Blackburn

During the epic Brisbane to Broome rally in July-August 2022 I took several hundred hours of gopro footage, and have almost finished editing it into a series. I have around 20 episodes done, and about 6 more to complete the full series. It obviously captures events from my point of view, as I can only film what happened around me. There were many vehicles and participants that just travelled at different times and stayed in different places so I never did get footage of everyone.

Membership Renewal

By Michael Holding

2023-2024 MEMBERSHIP RENEWAL PROCESS

Due to the postponement of the Special General Meeting to approve the proposed subscription increases, Membership Renewal Notices will not be distributed until Thursday, 15th June.

The due date for subscriptions, for this year only, has also been moved to July 31st

The renewal form has been simplified and will not include vehicle data. Vehicle details will be confirmed separately, later in the year.

In the first instance:

- Renewal Notices will be **emailed** to all members with an email address in the membership database. This email will include the member’s data the club has on file and an **On-line Renewal** link that will connect you to the website Membership Renewal page.
- Check the data, click on the link then follow the on-screen instructions. Subscriptions can be paid by credit card, EFT or cheque.
- **The preferred Renewal option is by On-Line Renewal with payment by credit card** (with EFT payment as the next preferred payment option)
- If you are able to use this option, please do so. It makes the job of your hard working Registrar and Treasurer simpler and saves the club some dollars.

If you are unable to use the On-line option:

- Hard copy renewal forms, for any outstanding renewals, will be sent with July Brass Notes.
- The due date for renewals has been postponed to July 31st
- Simply wait for your hard copy to arrive with your July Brass Notes (or by separate letter) and complete as in previous years.
- Even if you receive a hard copy, you are still able to use the on-line system.

Anyway, the first 10 episodes are now live on YouTube, and I will be releasing the rest at one per week until all are published. A link is here for the first one, just follow/subscribe to the channel and you’ll get links and the playlist to view the rest:

<https://youtu.be/ocPEq95Snks>

I hope you enjoy the videos and the scenery we passed through.

Private Classifieds

FOR SALE

1913 Buick roadster Model 24. Reliable 4 cylinder rally car. Restored by Kevin Fagan mid 1980s from mechanically complete rolling chassis with a new body, guards, radiator, and wheels. Engine and gearbox were fully overhauled, and differential had a new c/w and pinion with a slightly taller ratio, mounted on modern tapered roller bearings. New seat upholstery and hood but some minor trim work (inside door panels) never completed. Recently restored and fitted with headlights and Dietz brass gas generator (not shown in shot). Car is located in South Australia

\$35,000 ono

**Contact: Peter Fagan
Ph: 0421 140 547**



FOR SALE

Set of original top irons
\$400.

Windscreen glass clamps,
missing one wing nut \$250.

Eight brackets (possibly for
side curtains) \$120.

Contact: John Horswell

E: jraymondh@hotmail.com



FOR SALE

1913 Ford Bus.

Used once for the 40th Anniversary Rally - ran main bearing, Frank Dallimore fixed same - then it was placed in shed where it remains, never used since that time all those years back. Hopefully it will go to a good home.

\$25000 ONO

Contact: Mal Grant

Ph: 03 54 28 33 22

E: malaud12@tpg.com.au



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 9 May 2023 @ 8.05pm

Opening

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

Attendance

There were 36 members present in the room and 20 online, a total of 56 who attended the meeting.

Apologies:

Jennifer Atherton, Alan & Margaret Lethborg.

Club news

Barry Smith advised his 1913 De Dion has been sold.

New Members

- Frances Hall of Cambridge Tasmania
- Jocelyn Formby of Warragul.
- John Bennett of Kinglake West

Raffle Tonight

Deb announced Beef and vegies, Pie & custard + Chocolates. Tickets still \$1.

Events

Past Events

- RACV Four & More Rally, Mansfield 21-25/4. John Wards provided and update on a great weekend of rallying.
- Florence Thomson Tour. Catherine Strutt spoke, 80 cars, 2 Veteran cars. Lis Donald awarded Spirit of the Rally award.

- National Brush Rally in Cowra, down on numbers but a good week of rallying, Andrew McDougall provided an update.

Future Events

- Pre WW11 Motoring Weekend 19-21/5. 10 Veteran cars entered, and over 80 entries all up.
- RACV Mid-winter Rally, Creswick 14-16/7.
- Pre 1905 Pioneers Run - Forbes NSW Sept.
- National Veteran Vehicle Rally - Griffith Oct 23
- RACV 1&2 Cylinder Rally - Echuca 2024. Book accommodation ASAP.
- National Veteran Motorcycle Rally in Bundaberg Aug 23
- Bendigo Swap Nov 11-12th

Library and Archives Report

Nil

Wanted, For Sale or Swap

Nil

Items of General Business

Special General meeting to discuss membership fees as advertised in Brass Notes to be held at June Natter Night.

A silent film was shown from the 1920's.

Next Meeting: 8.00 pm on Tuesday, 13 June 2023 (BA)

Meeting Closure at 8.55pm

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Events

2023 RACV MID WINTER RALLY

The 2023 RACV Mid Winter Rally is now all planned and set for the 14th – 16th July. The rally will be based at the Central goldfields town of Maryborough, with great day runs planned. This cornerstone event is a must to enter. Both Saturday and Sunday lunches will be enjoyed with old world ambiance as we visit two of Central Victoria's historic train stations, so it's 'All aboard' for this year's Midwinter rally. We will still visit Creswick, so you won't miss your chance to visit the Woollen Mills!

Accommodation:

We are holding reservations at the following two Maryborough Motels: Junction Motel & Bristol Hill Motel. The reserved rooms will only be kept for Veteran Car Club members until June 15th. When making a booking please inform the Motel reception that you are from the Veteran Car Club. Please book your accommodation right away and be sure to secure these dates in your diary, for it is certain to be a fantastic tour, deliberately planned on quiet and flat roads.

Junction Motel. Ph: 5461 1744. 13 rooms on hold.
Economy Queen - \$125. Deluxe Queen - \$145. Deluxe Twin - \$150

Bristol Hill Motel. Ph: 5461 3833. 17 rooms on hold.
Standard Queen - \$155. Twin - \$155. Family rooms - \$195

Entries online at: <https://veterancarclub.org.au/>

When: 14 - 16 July

Where: Maryborough, VIC



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 Midwinter Rally

14 - 16 July 2023

Maryborough



Entry forms and accommodation information out soon.



VCCA PRE 1905 PIONEERS RUN

8 - 10 SEPTEMBER 2023

FORBES, NSW



Rally Directors: Chris and Russell Holden

0422 219 911 or russell@veterangarage.com.au

ENTRIES OPEN SOON



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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e president@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

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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
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16 Willowtree Dr Werribee VIC 3030

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Renewals and Permit Applications:
Brian Hussey & Michael Holding

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ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

VETERAN CARS & THE VCCA
A veteran vehicle is any mechanically propelled vehicle built on or before December 31, 1918. The Veteran Car Club of Australia (Victoria) is open to all persons interested in the preservation and restoration of these vehicles, and ownership of such a vehicle is not a condition of membership. Please refer to our web-site for a membership application form and additional information.

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Darren Savory, mobile 0438 873 053, email secretary@veterancarclub.org.au.

Download the application form at
veterancarclub.org.au.

BRASS NOTES
Brass Notes is the Journal of the Veteran Car Club of Australia (Victoria). Contributions for *Brass Notes* are welcome, and should be forwarded to the editor by the 20th of the prior month preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPG files attached to an email at the highest resolution available.

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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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.

RACV Four & More Rally – Mansfield

Images by Kim Williams & Sherryn Dunshea



The gates to Mt. Buller



Rover, De Dion & Ford



Neil Bagot's Ford Model T



Esmore Buick and Fitzgerald Rover.



Frances Hall showing the power of the 1914 Chalmers



Cars parked for morning tea at the base of Mt Buller

RACV Four & More Rally - Mansfield

Images by Kim Williams & Sherryn Dunshea



John Bennets Metz



Marge & David Barnard's 1918 Buick leading the pack



Sunday Lunch at The Oven in Cheshunt



Line up of cars at the Cheshunt Community Hall