

July 2023



# Brass Notes

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

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



**Dementia Prodest**

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

Patron: Mr Geoff Cosgriff,  
President and Chairman, RACV

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# Flashback

By Greg Smith



This month's Flashback is a Hupmobile model 32 that was on one of our early rallies. Around this period there were three or so Hupmobile model 32 vehicles being campaigned. We are hoping someone will be able to identify this car and tell us who owned it. It is pictured next to a car we have featured before in the Flashback column, that being the 1913 Hillman. We are also hoping someone may be able to identify the Rally this photo was taken at. Can anyone help us out on the year and owner of this Hupmobile and maybe any subsequent owners? Please supply any relevant information about this Hupmobile by responding to the editor.

Last month we featured a photo from Chester McKaige of a 1913 Morris and I am very pleased to report we have had a number of very informative replies to its identity. Read about this Morris information on page 23. We also have had a great reply from our resident Highwheeler experts on the International wagon from the previous month. This is a very welcome contribution that will be of interest to many members. Read about this on page 24. I cannot understate how important many of these contributions are in recording a lot of our Club's history.



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
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## Coming Events

8 July 2023	<b>Coffee &amp; Chats</b> 10:00am VDC Clubrooms - Unit 8, 41 Norcal Road, Nunawading
11 July 2023	<b>Natter Night - 8pm Clubrooms and Zoom</b>
8 August 2023	<b>Natter Night - 8pm Clubrooms and Zoom</b>

## Major Events

14 - 16 July 2023	<b>RACV Midwinter Rally, Maryborough</b> Rally Directors: Ben Alcock & Scott Emmerson
8 - 10 September 2023	<b>Pre-1905 Pioneers Run - Forbes, NSW</b> Rally Directors: Chris & Russell Holden
17 - 19 November 2023	<b>RACV Veteran Car Club Annual Rally</b>
14 - 17 March 2024	<b>RACV 1 &amp; 2 Cylinder Rally - Echuca</b> Rally Directors: Adam Auditori & David Provan

## National Events

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

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### Front Cover:

Our front cover photo features a 1914 Hupmobile three seater roadster that was purchased new in early 1915 by Mr. Harold Patrick Langford Leahy in Brisbane.

Find out this car's history in a fascinating read, including how it was part of the Parker Collection and auctioned off in the 1982 sale. The full article on the Hupmobile's history in on page 8.

# President's Message

By Ben Alcock

We are halfway through the year and so far we have had great attendance rates at our events. It's very pleasing to see that so many members are so keen to get out in their cars. We have over 30 entries so far, so if you haven't entered the RACV Midwinter Rally yet, make sure you do. Accommodation is booking out fast, don't miss out on what will be another fantastic weekend of rallying. Maryborough is very excited to host us (information on Page 33).

You should have received your membership renewals via email by now. Thank you to those that have already done the online renewal process. For those that haven't, you will receive your hard copy renewal with this edition of Brass Notes. Remember you can still pay online if you receive the hard copy.

In April I announced that I wouldn't be standing for the role of president at this year's AGM however, after careful consideration and some resource shuffling at work, I'm happy to announce that I will in fact be standing for the role of President again this year. To those people that have offered support and assistance, I look forward to welcoming you to the committee at the AGM and I look forward to continuing to lead this great club.

*Stay safe and well,*

Ben Alcock, President – VCCA (Vic)

# Notice From The AOMC

The AOMC is aware that some July Club Permit renewals have been printed and issued with incorrect expiry dates (2023 rather than 2024) and have approached VicRoads for their advice for club members who have been impacted. VicRoads have provided the following information and guidance for Club Permit holders.

*VicRoads are aware that a small number of club permit holders have received an incorrect club permit renewal notice, reflecting incorrectly a 2023 expiry.*

*This error impacted renewals with an expiry between 1 and 25 July 2024.*

*Impacted customers are still able to use this notice for payment of their club permit. Once paid, VicRoads will issue the correct label for your vehicle and logbook.*

*VicRoads will be writing to impacted customers and will be re-issuing renewal notices with the correct dates.*

*This issue is limited to club permit vehicle renewals only and does not impact driver licence or normal vehicle renewals.*

Should you have any further concerns or require further guidance please feel free to contact the AOMC at [office@aomc.asn.au](mailto:office@aomc.asn.au)

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# Editorial

By Greg Smith

Some may have gathered that during my term as Editor of Brass Notes, I have attempted to change things up occasionally. The main method I have used to facilitate this change is to run the occasional theme throughout the edition of Brass Notes. Whether this has proved successful is perhaps open to interpretation, as there have been some instances where I think the edition has been very interesting and informative because of this themed approach. The degree of how much intensity we put into these themes has been varied, as sometimes there is a real subtle approach where many may not have even noticed there was in fact a theme, and on other occasions we have made a strong conscious approach to emphasize our theme.

Some of our past themes have included topics, such as women in the Veteran era, or themes focussing on types of vehicles, for example, Ambulances. We have also taken the themed approach to car accessories, like acetylene lights of the era. In many instances we have highlighted certain marques that I feel have worked really well. Perhaps some will recall those editions on BSA's, FN's, FIAT and other such different makes.

Often when we think of Veteran cars our minds often go to the more exotic makes and types of vehicles. It could be speed or performance we give a preference too. It could be special body styles that attract our thoughts. Others may think more of the weird and zany, the orphans that were never popular even in their prime. For me it is the early era of the motor car that my mind goes to, the period when inventors were still trying to work out the best method to propel a motor car. Should we use belt, chains, friction or more conventional methods? All questions they were working through with varying results and conclusions.

Here comes my big generalization. If the subject of Veteran cars is bought up, I believe most people's minds instantly go to the more special or unique, rather than the more mundane and ordinary. I could well be wrong, but those are my thoughts. So, what has that got to do with talking about themes?

Here goes. My thought, which may alienate me from many, is that I wanted a theme that was different from most people's thoughts. Let's not make the theme on the so called "special" marques, but instead let's make the theme on a more popular make. Let's have our theme this month on the good old Hupmobile.

My initial thoughts when I hear the name Hupmobile, is that they are a robust, reliable, dour, dependable vehicle with little airs and graces, a vehicle that will go for ever. I really hope I have not offended any Hupmobile owners. It is then I think of the Hupmobile model 20 cars, I have to eat my words, as they are an extremely pretty and sporty looking little runabout. I would be certainly happy to have one of these in my garage. I then think of the model 32's with their lights perched up high. Were they just ahead of their time? Look what happened later in history with the "bug eyed sprites". Also remember that in 1911 there were only two makers using all-steel bodies, Hupmobile in the USA and BSA in the UK. The model 32 also had the full steel undertray riveted to the chassis. This again was a feature well ahead of its time. It is easy to forget that even though Hupmobile's were maybe not as "flashy" as some of their competitors, they were a very well made vehicle.

Let's celebrate all things Hupmobile with this themed edition of Brass Notes. If you would like to offer your theme for a future edition of Brass Notes, drop me a line preferably with an accompanying article to enhance that theme.

## SPECIAL GENERAL MEETING MINUTES

**VCCA (Victoria) Meeting Held On Tuesday 13 June 2023**

**Opening 8.02pm**

The Club President, Ben Alcock, welcomed all to our June Special General Meeting, also welcoming those online.

The president outlined the reasons we are here and gave background to the below motions. The meeting was opened to the floor to discuss the increase in membership fees. No comments received, so the motions were moved:

The Treasurer, Claudia Holding, moved the Special Resolution No.1: To approve an increase in the subscription rate of Membership (Hard Copy Brass Notes) from \$85 to \$90 per annum. Seconded by Andrew McDougall, carried.

The Treasurer, Claudia Holding, moved the Special Resolution No.2: To approve an increase in the membership Joining Fee from \$20 to \$25. Seconded by Barry Smith, carried.

**Meeting Closure 8.05pm**



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# Valē Albert (Francis) Ransley OAM

by Andrew McDougall

**26th September 1938 to 15th June 2023**

It is with sadness that I record the passing of Francis, who was a major contributor to the Veteran Vehicle movement in Australia and worldwide. A home schooled, self-made man who achieved much throughout his life.

Prior to becoming involved in the veteran and historic vehicle scene, Francis had established a successful radio and television repair business, had public address systems for hire, been a local government councillor, a member of the Burnie Marine Board, a Rotarian, a major power boat builder and participant, a light aircraft pilot and an advisor to Government on many issues. In the field of power boat racing Francis established an Australian record, which still stands today, in which he exceeded 140 MPH on the Tamar River, in his home prepared hydrofoil. Francis always gave 110% to any undertaking he took on.

Following the diagnosis of a heart condition in his late 40's, he had to give up flying and power boating and so directed his attention to the restoration and use of historic vehicles, starting with the restoration of a veteran motorcycle and a Model T Ford. From there his restoration of vehicles and veteran motoring participation exploded, with him having personally restored or assisted in the restoration of in excess of 70 vehicles. He managed to import a lot of desirable restoration projects from the USA and other countries. He had contacts extending all across the world.

I first came to know Francis in the early 1980's and when we moved back to Tasmania in 1987, we developed a close relationship with Francis and his family. He was responsible for us getting our 1910 Brush as a kit of parts from America in 1989 and then coordinating its restoration over a period of 4 weeks, in time for the National Single and Twin Rally in Tasmania, at the start of 1990. In the period 1992 to 1994 he found a kit of parts for a Ford T Roadster for us and greatly assisted with its restoration. Whilst doing this for us he was assisting many others with their procurement and restoration of vehicles. He could turn out a full restoration from a basket case of parts to an operating vehicle in less than 12 months. He was very organized and systematic and if he couldn't do the machining or restoration himself, he was always able to find someone who could perform the task. Nothing was ever impossible and what others thought was beyond repair or restoration, Francis took on the challenge and got the job done.

Whilst all this vehicle procurement, restoration and event participation was taking place, Francis found time to hold high office (multiple times) in the veteran vehicle movement, in both Tasmania and Australia, participate in major events, organise major rallies, advocate for the movement with Government, undertake international FIVA duties; whilst still performing civic duties with local government, the Burnie Marine Board, Rotary and

all the time running a successful business and being a family man. In Rotary, for many years, he was very dedicated to its programs and he would never miss a meeting, no matter if he was elsewhere in Australia or overseas. No wonder he was awarded the Montagu Trophy and his OAM for services to the Veteran Vehicle Movement and the Community.

A major event which Francis proposed and then organised, with the assistance of others, was the World Rally, a 15-day event, held in Tasmania in 1993, in which over 300 vehicles participated. Whilst the Rally was very successful and demanded a lot of attention, Francis still found time to repair some of the participants' vehicles.

Francis created a unique collection of veteran vehicles, including a wonderful collection of Fords from the first model (1903 Model A) onwards. These vehicles were made available to the Wynyard Municipality for the Wonders of Wynyard Display, which attracted many tourists and visitors to the community. Prior to the passing of Francis, he was able to pass on the collection to another party, which ensures that this unique collection remains available to the Wonders of Wynyard for at least the next 30 years.

Francis had many health issues, but fortunately for us all, he was able to live to a good age through his strong will, the support of his dedicated wife, Elayne and the medical fraternity. Right up to his last days, Francis was still coordinating parts supplies, restorations, participating in events and contributing to the promotion and administration of the historic vehicle movement.

Francis was a great friend to many people, assisted many people with their restoration projects and was always generous with lending vehicles and providing wise advice and counsel. This obituary has only touched on a part of his life. A book would need to be written to do justice to his life and the contribution he made.

He will be greatly missed by many, even though his legacy remains and our thoughts go to his wife Elayne, daughters Dianne, Carol and Fiona and the extended family.



# Hupmobile Photograph Montage

by Graeme Jarrett

Much is appearing this month on the Hupmobile marque. These shots are provided here as an adjunct to those items.

In common with most of these photographs little is known of the individual shots, including location and persons present. Information is provided where known.



Above: - This model 32 has the unusual feature of the registration number painted at the top of the radiator – not seen on other marques (so frequently).



Another model 32 with a group of ladies out and about. Again, the registration number high up on the radiator is an interesting departure from the usual practise.



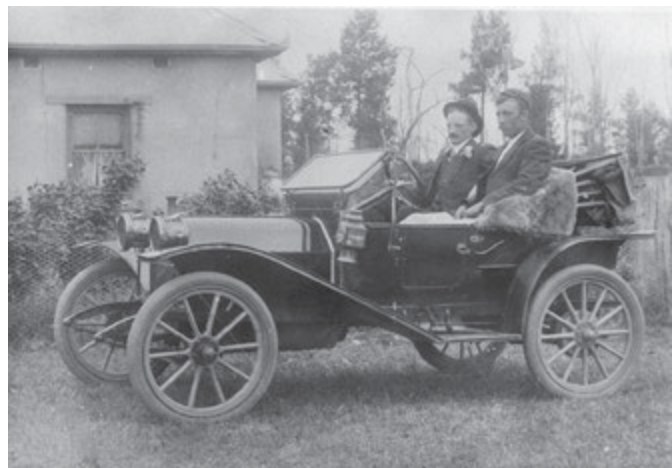
Above: - Again, we know a little of this model 32. It carries Victorian registration number 14 132, this was issued in 1915 to J. English, Traralgon.



Above: - A Baby Hupmobile (20hp) seen in Shepparton, Victoria.



Above: Another 20hp car. The man in a dinner suit appearing from the undergrowth looks suspicious.



Above: - Yet another 20hp model, this time sporting kangaroo upholstery. Politically incorrect, in my opinion.



Above: - A model N (or possibly R) Hupmobile with family in a rural setting.



# Our 1914 Three Seater Roadster

by Bevars Binnie

The following is an article that Bevars Binnie published in the New Zealand Veteran Car Club Bulletin (with a few changes). I am a member of the New Zealand Veteran Car Club and receive copies of their quarterly newsletter. Bevars was formally a member of the VCCA (Vic) and now resides in New Zealand. I have known Bevars for many years as a fellow veteran motorcycle rider. I found it an excellent and informative article, being totally unaware that his Hupmobile roadster was once part of the Parker Collection and auctioned off in the 1982 sale. Thus continuing our endeavors in publishing details of the Parker Collection vehicles. Bevars does wish to convey that this article is based on what he knows, and would be grateful for any further information and/or corrections. Contact Bevars at [bevars@outlook.com](mailto:bevars@outlook.com) or via the Brass Notes Editor. -Ed

## Our 1914 three seater roadster.

In early 1915 Mr Harold Patrick Langford Leahy purchased a new 1914 Hupmobile Model 32 (HA) roadster in Brisbane. The car was unusual for a Hup of that period in that it had a locally made body rather than one made by Hupmobile themselves. The factory did make a two seater roadster, but there was a demand for a three seater in Australia, and this was the body style built by the Evers Motor Co. Ltd. of Petries Bight, Brisbane, and fitted to the car. It was imported as a running vehicle, but complete only to the back of the scuttle. Only a few of these bodies were made, and there are two known survivors. The other one has not yet been restored.



Mrs E.M. Fraser and Enid Leahy in the Hupmobile at Toowoomba.

Harold Leahy was part of a family of surveyors responsible for surveying large areas of Australia, defining the original boundaries of many large farming estates and townships in country areas.



Hupmobile ready for 300-mile trip to Melbourne, after survey of Karwinna Parish, Victoria.

Harold himself worked for many years in Queensland, New South Wales, South Australia and then Victoria, using the Hupmobile for transport, and covering many thousands of miles of "bush" territory, with few formed roads. It is not known for sure exactly when he sold the Hup, but it is claimed that he traded it in to a car dealer in Geelong (about 75 km southwest of Melbourne) and that this dealer kept it for a number of years, using it in various parades.

Maybe the Geelong reference is slightly out, as some time in the 1960s the car was part of the Parker collection, owned by the proprietor of Parkers Motor Garage in Colac, not far from Geelong. The collection included some 60 cars and 50 motorcycles, mostly veteran, with a few vintage models as well.

In 1982 Pickles Auction House sold the collection in Colac, at a sale that is well remembered by many older veteran enthusiasts in Australia. One of the many cars sold was the 1914 Hup. It was purchased by Alex Reid – I think of Melbourne. Although it was mobile it was still in its original state, other than being on cut down wheels, and it needed full restoration.



Hupmobile pictured at Parker's Auction, Colac 1982.

Alex did not keep the car long, and I haven't found any reference to whether he got it running and mobile, or not. He sold the car to Reg Harris of Hawthorn, Melbourne, "about 1982" according to the records I have.



Reg restored it, but I would have to say that subsequent experience suggests that this was more to the standards of the day, rather than to today's rather higher standards. For example, he took off and discarded the original side and tail lights, then replaced them with other ones from his collection that he liked better. This, and the headlights he lowered, made the car look rather vintage - for some reason he seemed to want it to be vintage rather than veteran. It appears that he motored the Hup fairly extensively around Victoria, and even further afield when attending National Hupmobile Register and other rallies. He often used the car to tow a beautifully restored small fairground organ (or maybe a steam calliope) to many charity picnics and parades around Melbourne.



*Hupmobile towing Fairground organ.*

In 1990 Reg sold the car to Ron Hobbs for 25 thousand dollars. Ron in turn sold it in 1991 to Ian Cobb of Melbourne, again for 25 thousand dollars. While Ian had it at a static display in Colac, a Philip Leahy rode up on his push bike, asked if the car was his, and having received a positive reply confidently told Ian that the car was "plumb wore out". On being asked how he came to that conclusion, Philip told Ian that it had been his late uncle's car, and that he had talked about it and told Philip that it was worn out when he traded it in all those years ago. Fortunately Philip rode home and returned with a few original photos of the car, and supplied most of the car's currently known early history.

In 1994 Ian sold the Hup to Ted Pike of Box Hill, a western suburb of Sydney, and Ted also paid 25 thousand dollars. He rallied the car quite extensively until his death some time in 2005 – 2006. In 2006 the car was bought by Alan Lowe of Sydney from the executors of Ted's estate. I don't know what Alan paid for it, but the fact that I bought it from him in early 2012 for 25 thousand dollars, suggests a price that he might have paid. Alan rallied the car quite a bit, but it seems to have been suffered from a variety of minor problems.

There are receipts for two lots of radiator work, electrical work that probably involved converting the ignition from magneto to battery and coil, rear axle work, new rims, tubes and battery, as well as re-metaling four conrods, and a full steering box rebuild.

I rallied the car quite extensively for a couple of years in Australia, always driving to and from rallies without any trouble, and covering several thousand miles. This included a National Veteran Rally in Shepparton in September 2013. There is a short glimpse of our Hup roadster pulling into a roadside park at the 32 min, 23 sec mark in a youtube video of this rally at <https://www.youtube.com/watch?v=82xBQakJu4Y>

As I was filling up with petrol to drive back to Melbourne after this rally (just under 200km on the freeway) a gentleman at the next pump admired the car, mentioned that his surname was Parker, and that his grandfather had held an auction of veteran cars and motorcycles in Colac some 30 years before. I was able to tell him that our car was one of those collected by his grandfather, and was sold at that auction. It can be a small world sometimes.

Over time I have had to re-visit most of the previously mentioned repair work, as it either failed, or showed itself to be poorly done. The radiator was a source of constant minor leaks until I replaced the core with a new one from Replicor, not a cheap exercise as it is similar to a honeycomb radiator, but made of square tubes with expanded ends soldered together.

The car initially lacked power and missed quite a lot, something I suspected was being caused by the ignition conversion to coil, but still using the magneto distributor. A modern coil puts out a much higher voltage that an old-style magneto, and the spacing of parts like wires and terminals inside the magneto, or the dielectric strength of the original magneto distributor, are not sufficient to stop intermittent high voltage breakdown.

Knowing that this was a common cause of power loss, I sourced a Bosch DU4 mag, had it rebuilt, and replaced the coil conversion, which gave back reasonable power and speed. It was at this point that I discovered the hard way that the timing chain, which drives both the camshaft and magneto from the crankshaft just behind the rear main bearing at the back of the motor, was rather difficult to retrieve and re-thread around the sprockets when it is dropped into the sump. It is still a lot quicker than dropping the sump, which is the only other way of retrieving it. Once I had hooked both ends and threaded it around the sprockets, retiming the camshaft and magneto were relatively easy, as the flywheel is well marked with the relevant positions.

The steering box rebuild had replaced worn-out bits, but failed to replace the thrust bearing. The steering lock was truly terrible, and I needed two bites to get around smaller roundabouts. On investigating why, I found that thrust bearing was too thick. A new thinner one allowed the double helix steering box shaft to correctly mesh with the bronze half nuts, so I now had full steering lock.

The rear axle work had been done quite well, but troubles here in New Zealand after we moved back from Melbourne in 2014 showed that some oil seals had been left out, and shielded bearings used instead of sealed ones (with one seal removed) to replace them. This allowed diff oil to leak into the left side brake drum when driving on a rather steeply cambered rural road. The resulting rubbing noises really did sound terminal, but proved to be just the brake bands dragging in the oil and objecting rather strongly. Correcting this is still underway, with new bearings purchased and the bands relined with expensive modern woven material. I need to reassemble it, but also need to rebuild the rear spring set.

Future work includes fixing the paint work which is now failing badly, replacing the headlights which while correct, are not in great condition (a lighting exemption was required for compliance here in NZ), replacing the incorrect side and tail lights with correct ones, and returning it to the correct 33 X 4 straight sided wheels and tyres, instead of the 500 X 20" rims and tyres that are on the cut down original wheels.

Starting the car is simple - gear lever in neutral, then put the key in the ignition switch (which is mounted on the magneto cover below the dash in the middle of the floor), press and turn it. This removes the earth from the magneto. On the dash panel set the hand throttle to about half on, the ignition to just more than half advance, and the choke to the "cold" position. Press the starter lever gently, and after the engine has done a couple of revolutions, open the choke to about half way, and things burst into life. The choke can be fully opened after about 15 seconds of running.

To stop the engine you just use your left foot to press the ignition key, which applies an earth to the magneto, stopping the motor. The key can be left in the "on" position as long as you want, it is usually only removed to deter others from starting the car. However it does pay to keep any passengers feet well away from the switch area while motoring, or unexpected engine missing, or even complete shutdown, can happen.

When the engine is cold the multiplate clutch drags quite a bit, and it is almost impossible to get it into gear without some clashing. There is a clutch brake, but even so it is hard to break the stiction between the clutch plates. So the procedure is to press the clutch pedal to the floor as hard as you possibly can, retard the spark and set the hand throttle off, grab the gear lever, push it over to the right, then quickly and firmly pull it back into reverse gear. There will generally be a crunch, and there may well be a little clutch drag, so it pays to have the handbrake on. Reverse gear is chosen because if any damage is done then the relevant gear wheels can easily be replaced after removing the mainshaft from the rear of the gearbox. Replacing any other gears involves a complete motor / clutch / gearbox removal and stripdown.

The car has quite heavy steering, caused at least partly by load-bearing bronze thrust washers at the bottom of the kingpins, and the fact that there is little or no kingpin inclination. This means that the tyre doesn't pivot where the kingpin axis meets the road, rather it has a large "scrub angle" creating the heavy steering, and causing quite a bit of "bump steer" when there is a lump or a large pothole in the road. The thrust washers can be replaced by flat roller bearings, which may improve things slightly, but I can't see any way that I can introduce any kingpin inclination without replacing the whole front axle with something else. However, things can't be too bad, as I haven't done anything to rectify it in the last 10 years, although I do sometimes seriously think about changes when I park on asphalt.

Once underway it is easy to drive. Gear changes are slow as the flywheel is large and heavy. First gear is not usually needed, as it pulls away easily in second gear. A right angle corner can be taken in top gear, unless you are forced to slow a little too much. The car cruises comfortably at 40 - 45 mph. although the engine does vibrate quite a bit. It handles hills quite well, but does not seem to "dig its heels in" at lower revs, as many veterans do. Once you change down a gear, changing back up before you are on level ground is futile.



*The 1914 Hupmobile, as it is today.*

*Footnote: One thing that I didn't put in the article is that the central gear, brake, and starter levers were all shifted over to the driver's side by Evers (the body builders) to take them away from the centre passenger's feet.*



# Hupmobile Origins in Victoria

by Daryl Meek

The first mention of a Hupmobile in Victoria was in October 1910, when it was announced that the Melbourne Motor Garage held the agency for “a light runabout car of American manufacture that has been seen daily in Melbourne” for some months. The “Motors and Motoring” section of The leader newspaper described the car as “the little vehicle that possesses the somewhat peculiar name of Hupmobile”. In December 1910, in an advertisement for the Melbourne Motor Garage they called the car “that sweet little proposition familiarly known as the HUPP”.

**1912 Models Just Landed.**  
You will regret it if you buy without first seeing these New Models.  
**Prices from £245 upwards.**

---

**HUPMOBILE**

---

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("Acknowledge No Competitor.")

Advertising for the Hupmobile continued throughout 1911 without any specific mention of anyone driving one. In January 1912 Roy W Sandford was now advertising that he was the Sole Agent for the Hupmobile, and that the new 1912 Model had just been landed although, oddly, the Sunshine Motor Company were also claiming sole agency at the same time.

The first mention of the Hupmobile outside of the realms of advertising was to inform readers of Punch in July 1912, that a Tasmanian couple, Dr McClinton and his wife, who were from Launceston, had only recently left Melbourne in a 16/20hp Hupmobile, with the intention of traveling through to Brisbane. The good doctor was attending a dental conference in Brisbane. He was one of two Tasmanian representatives. The McClinton's left Tasmania with their Hupmobile on 26 June onboard the Loongana and were away from their home state for six weeks, returning home having covered just over 3000 miles in their vehicle.

At the Motor Show in September that year the Hupmobile was on display at the Sandford Leitch Stand along with Chalmers motor vehicles. Mr Douglas Campbell, who was in charge of the stand, was quick to advise perspective buyers that the Hupmobile was the only vehicle that carried “with it a guarantee against breakage of any part for life”.

In November 1912, Strathfieldsaye councillor, Herbert Keck, was pictured (top right) in his new Hupmobile in Punch after his election as to the position of Shire President.

Hupmobile motor cars continued to be advertised throughout 1913, with an agency established in Wangaratta.

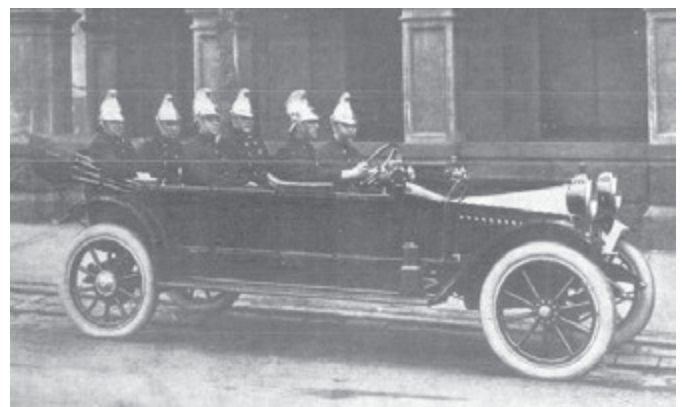


In June 1913 Mr J W Hamilton, country representative for the Sandford Leitch motor company toured Victoria in a 16-32 Hupmobile completing over 6000 miles.



July 1913 saw much advertising of the arrival in Melbourne of English actor, Mr Lewis Waller. The Sandford Leitch motor company placing a new Hupmobile at his disposal.

Under the title “All Up In A Hupp” saw more advertising for the company showing six Melbourne firefighters in full uniform resplendent in a six seater Hupmobile.



The Colac Hospital art union prize was awarded, a Hupmobile runabout was won by the driver of the Port Fairy express train.

In October 1913, the Wangaratta Hupmobile agents proudly reported three local purchases of Hupps, all were intended to be used in the course of each individual's business.

Dennys Lascelles entered the Melbourne market in September, setting up in Elizabeth Street and offering the Hupmobile for sale along with Horch, Swift and Straker-Squire.

1914 saw an explosion in the number of times the Hupmobile was mentioned, advertised, and reported on in newspapers. No longer "the peculiar name", the Hupmobile was firmly established in use in Victoria.

*Original research by Daryl Meek & Fiona Lane*

**From the Archives –  
Hupmobile in the VCCA  
(Victoria)**

A quick hunt through past editions of the VCCA Registers has unearthed quite a number of Hupmobiles, and their owners, associated with the Victorian club.

This list is not exhaustive, and many of the vehicles listed will have changed hands over the years. Nonetheless, I found 28 different owners. Can you add any more?

**Hupmobile**

*"No Hill too Steep for the Hup."*

**Luxurious, Speedy  
Motoring for Little Money**

**I**N the Hupmobile you have a car perfectly designed, of the best material and workmanship, built to afford perfect comfort, of ample power and speed, strong, reliable and capable of taking you anywhere, over any road, up any hill, through sand or mud, a beautiful car, too, built on graceful lines.

The Hupmobile claims attention beyond all other cars, not only in the price at which it sells and the money it affords in running and tyre expense, but because it is made of the best of material and workmanship.

To run a Hupmobile two or three-seater car 200 miles per week requires a modest weekly outlay of 32s, whilst a set of tyres, costing 40s, last at least a season.

**Two-Passenger Cars - £230**      **Five-Passenger - £345**

*We are also Agents for "CHALMERS" & "VINOT" CARS. Write for Catalogs.*

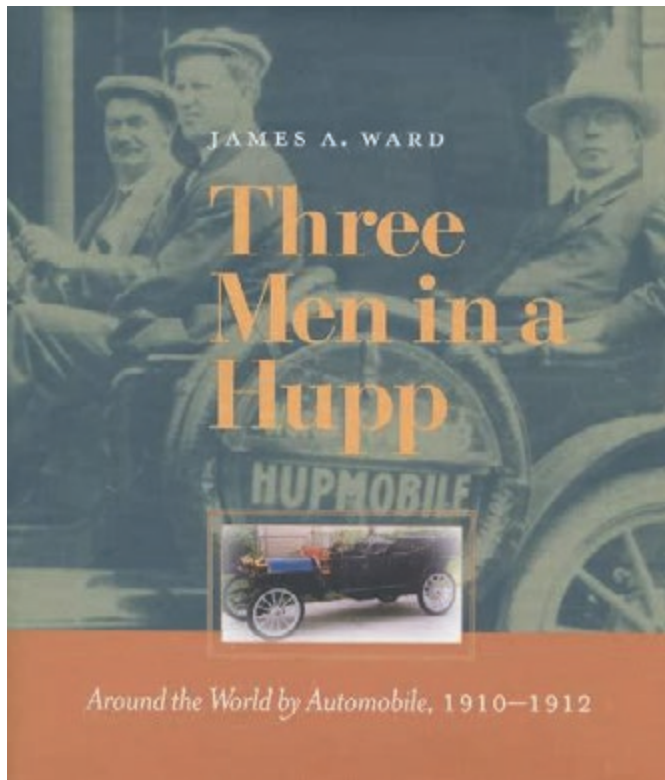
**Sandford-Leitch Motors Pty. Ltd.,**  
103-105 Exhibition Street, Melbourne.

Name	Year/Model	Name	Year/Model
Anderson S.	1909 Model 20	Lang A. L.	
Begelhole A. J.	1914	Langford M.	1911 & 1913
Binnie B.	1913	Long A. R.	
Blashki A. E.	1915	Mansbridge T.	1911
Cobb E. J.	1914	McLelland D.	
Coutts E.	1910 Model 20	Miller E. G.	1913
De Mel P	1913	Moulding J.	1916
Drysdale L.	1910 Model 20	Paas M.	1916 Model N
Dubois J. T.	1914	Pinkerton P.	
Goethel P.	1916	Shiells J.	1915
Holbrook N.	1911 & 1912	Thege R.	1915 Model N
Kennedy J. R.	1914	Tyack R. C.	
Kenner E. R.	1912, 1913 & 1914	Warne E. D.	1914
Kennett J.	1911 & 1915 Model N	Wemyss W. E.	



## Three Men in a Hupp

### Around the World in an Automobile, 1910-1912



In late 1910, three American adventurers set off on a remarkable around-the-world journey by automobile. The intrepid travellers were Thomas Hanlon, driver and mechanic; Thomas Jones, reporter for The Detroit Free Press; and Joseph Drake, a vice-president of the Hupp Motor Car Corporation, who sponsored the journey. The trip was intended to publicise the durability of the Hupmobile and help stimulate exports.

The car was first driven from Detroit to San Francisco, then from where the car and its drivers took a steamer to Hawaii. From there to Fiji, Australia (including Tasmania) and New Zealand, unloading and touring at each port of call. The men then spent five weeks attempting to drive through the Philippines before pushing on to Japan and China, where they managed to stay one step ahead of the Chinese revolution. India was next followed by Egypt before sailing again, this time to Italy. Germany and France were traversed before crossing the English Channel and touring England. After crossing from Liverpool to Ireland, they returned to New York in time for the 1912 auto show.

In the end, the Hupmobile was driven 41,000 miles and transported by steamship another 28,000. A new world was dawning, both for transportation and for this American business enterprise.

The book's author is James A. Ward and was published by Stanford University Press in 2003. The VCCA (Victoria) has acquired a copy which is available to borrow. *Daryl Meek, Librarian*

# Brief Story Of Our Hupmobile

*By Simon Anderson*

We were lucky to purchase our Hupmobile from Canberra, in October 2018. My daughter and I did the road trip to pick it up one weekend. On seeing the car, the plan was to just finish the restoration that the owner had started, but it turned into us doing a full re-restoration of the car again. Now that it is done, I am glad we actually went through this complete process.

We were told over the phone that the engine and chassis number were "521" but after getting it home and stripping it all back, we found that the Engine number is 152. Now that may not mean much to most, but on contacting the Hupmobile club in the USA they were extremely helpful and informed us that if the car is number 152, then it is in fact the third oldest Hupmobile that they were aware of, and it would date from 1909. That information was a very pleasant surprise.

The history of the Hupp is very limited, but from what we were told, it was dragged out of the creek on a farm near Wagga then sold onto the previous owner in Canberra who spent about 12 years restoring and piecing it back together. Due to some personal circumstances that prevailed the car then came on to the market and that is how we purchased it. The car now runs superbly and if I may say, it is a very pretty good looking little veteran that we enjoy to use.

If anyone has further information on the history of the Hupmobile, I would be very grateful to know. (Maybe some of our friends in Canberra may be able to help Simon and Tess out on further details-Ed)



*The Hupmobile as purchased in 2018.*



*The Hupmobile fully re-restored now.*

# The 1906 Heavy Twenty, Chassis 40509

by Ian Irwin O.A.M. (ACT)

## Our First Australian Rolls-Royce

*Preamble: In this article, the clock is turned back well over a century, as the author documents the arrival, and early history of Australia's very first Rolls-Royce. The writer presents a strong case for an annual nation-wide RROCA celebration to mark the landing of the car in late February, 1907.*

Of course, there is nobody alive today who can say 'I saw the first Rolls-Royce when it landed in Australia.' That event, humble as it was at the time, took place 116 years ago, in February, 1907. And sadly the occasion was one that passed with very little attention. Hence today we are faced with delving into what amounts to the pre-history of Rolls-Royce in this country, to try to piece together, from relatively few strands, the events of those far off days.

The residents in the state of Victoria had taken the early automobile to heart, and a plethora of marques had been imported, many of them privately, in the first few years of the Twentieth Century. The Automobile Club had been formed, and soon began to conduct hill climbs, time trials, and a sealed-bonnet test or two. Motor dealerships and agencies had sprung up in Melbourne and some country areas. But apart from several short messages relating to the success of the 20 HP in the Isle of Mann TT of 1906, the Rolls-Royce brand was virtually unknown. Hitherto there had been no Rolls-Royce agency in Australia.

The earliest press reference in Australia in respect of this our first Rolls-Royce can be found in a Sydney paper, of 10 October, 1906. From 'The Referee', we learn that 'A recent cablegram from London gives particulars of a brilliant motor race win recorded by a 20 HP, 4 cylinder Rolls-Royce car the contest in which it scored so signally in being the principal one [event of its type] in England.' It continues, 'Mr C.B. Kellow, Melbourne, has lately secured the direct agency for this class of car, and by the end of the present month, a sample car will arrive from England to his order, for stock. It will be of exactly the same class and power as the one referred to in the cablegram, and considerable interest centres in the fact of this new importation owing to this being the first representative of the make to arrive in Australia. – Melbourne Representative.'

**Good Motor Cars.**  
HUMBER,  
TALBOT,  
NAPIER,  
ROLLS-ROYCE.  
ALL BRITISH MAKE.  
Catalogue and Particulars from the Sole Agents  
**Kellow Motor Company,**  
188 EXHIBITION STREET, MELBOURNE.  
Estab. 1889.

Is this Australia's first Rolls-Royce advertisement? (The Referee. 10 Oct., 1906, page 6.)

That Melbourne Representative of the 'Referee' newspaper, deserves praise for his enthusiasm, but clearly did not have the knowledge of the pace of automobile body construction, nor the time taken for shipment of the completed car to arrive in Melbourne.

Adjacent to this short media article, appears what is almost certainly the first ever advertisement appearing in the Australian press by the new Rolls-Royce Agency, the Kellow Motor Company, for the 20 HP Rolls-Royce. The firm's location was 188 Exhibition Street, Melbourne.

From brief media reports such as the foregoing, we can learn much of significance. From this particular item, we learn for the very first time that C.B. Kellow had secured for the Kellow Motor Company, the distinction of becoming the first, and Sole Agency for Rolls-Royce motor cars. The year was 1906. Two weeks later a similar but larger advertisement appeared in Melbourne.

(By Special Appointment to their Representatives the Governor General and the State Governor.)  
**HUMBERS,  
TALBOTS,  
NAPIERS, and  
ROLLS-ROYCE.**  
UNEQUALLED for VALUE, RELIABILITY and GENERAL EXCELLENCE.  
**BRITISH-BUILT THROUGHOUT.**  
At the recent Humber Hill-climbing Contest, Humber and Talbot Cars secured the First Eight Places for Fastest Time.  
A 20-H.P. ROLLS-ROYCE CAR won the recent International Tourist Trophy, for a Race over 100 Miles, covering the distance in the South, averaging 1000 Miles per mile, and Defeating the Competitors.  
196 MODELS HUMBERS, TALBOTS, NAPIERS, Arriving, and Open for Inspection This Week.  
Sample Rolls-Royce Arriving End of Month.  
**PRICES, from £385.**  
**SOLE AGENTS— KELLOW MOTOR CO.,**  
188 EXHIBITION STREET, MELBOURNE. (Established 1889).  
THE LARGEST AND MOST UP-TO-DATE GARAGE IN AUSTRALIA.  
All Make of Cars Repaired, overhauled, and Wired. Trial Run By Appointment.

Advertisement from 'The Australasian' paper of 20 October, 1906, (p. 22) mentions that a 'Sample' Rolls-Royce will arrive at the end of the month, but omitted to say which month. It did not arrive for four months, until the end of February, 1907. The sample car was chassis 40509.

Charles Kellow has been described as plucky in everything he undertook. When in England negotiating car agencies for his business, he was invited by Charles Rolls to join with him on a balloon ascent. Although he was ordered by his medico not to make the flight, Kellow ignored the advice allegedly saying he would not miss the opportunity for a fortune. On the day of the flight, their balloon was blown out over the Irish Sea, and fears were held for the safety of all on board. A wind change brought the balloon back over England where it is reported that it landed in a tree.

With Kellow already holding agencies in place with Humber, Napier and Talbot, the conclusion of a deal for a Rolls-Royce Agency was no doubt enhanced by the close bond that had developed between Charles Rolls and Charles B. Kellow, both of whom had a zest for confronting new conquests, with both highly motivated by speed and its associated thrills.

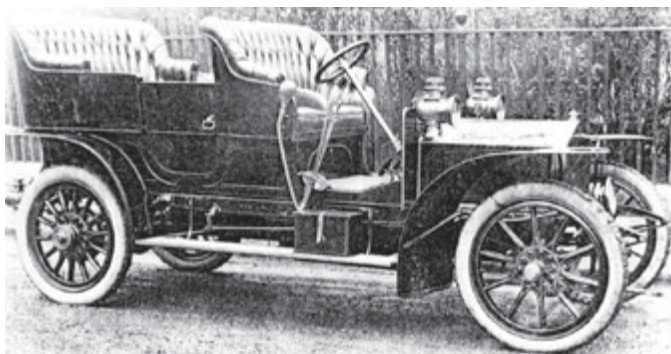




Mr Charles Brown Kellow (1871-1943).

Chassis 40509, the 1906 model Rolls-Royce was constructed as a Standard S.E. [Side-Entry] Tourer, of Brass finish, to be constructed by Barker & Company of Shepherd's Bush. The price was £357, and tested at a cost of £15. It was delivered to the coachbuilders on 31 July 1906.

The original sale document records that a deposit of £208 was paid on 15 October, 1906. The eventual cost had been calculated at £735, however the car was discounted for Kellow by 15% to arrive at a final sale price of £624/15/-. Such discounts were given almost exclusively to Agencies appointed by Rolls-Royce Limited. This would indicate that the Kellow Motor Company Agency was a 'fait accompli.'



Factory image by Barker & Co, of the new car, Chassis 40509.

The car was exported 12,000 miles to the other side of the world with a minimal spares kit amongst which were 3 platinum tipped screws for the coil, 3 tremblers, 2 spare valves, 6 piston rings, and '1 spare set of nuts and bolts', the total cost of which came to £3/14/-.

CHASSIS.	BODY.	FINISH.
Maker's No. <i>40509</i> Co's No. <i>20</i> H.P. <i>20</i> <i>Henry</i>	Description <i>Standard S. E.</i>	Dimensions <i>70" x 49" x 48" 1/2</i>
Order No. _____ Date _____	Maker <i>Barker &amp; Co.</i>	Make <i>Duple's</i>
Length behind dash <i>60"</i> width <i>36"</i>	Order No. _____ Date _____	Tools (if any) _____
Back Axle to dash <i>106"</i>	Body No. _____ Make's _____ Co's _____	Ordered from <i>Duple's</i>
Size of Wheels <i>30" x 20" 1/2</i>	Provided by _____	Price of Order <i>24</i> No. <i>3129</i>
Ignition <i>A. Deane</i>	Cost _____	When finished <i>Oct 1906</i>
Painted <i>July 31st '06</i>	Cost for P. & T. on _____	Cost <i>51. 16. 0</i>
Revised <i>July 31st '06</i>	TRIMMING & PAINTING.	Cost of Chrome <i>135</i>
Cost with or without tyre <i>157</i>	To <i>Barker &amp; Co.</i>	Paint <i>12</i>
Tax <i>15</i>	Colour <i>R-R. Green</i>	Tyre <i>31 16 0</i>
Sent to Coachbuilders on <i>31 7 06</i>	<i>Gold, uphol. to match</i>	Body <i>92 14</i>
Checked by _____	Provided by <i>TKF</i>	P. & T. _____
For delivery on _____	Handled _____	Extra expenses <i>19</i>
By _____	Cost £ _____	Cost <i>51. 16. 0</i>
	Cost £ _____	Sale Price <i>624. 15. 0</i>
		Dated Sale <i>15th Oct. 1906</i>
		Sold to <i>Mr. Charles Brown Kellow</i>
		At <i>24, Conduit St. W.</i>
		For delivery on <i>31st Dec. 1906</i>
		At <i>24, Conduit St. W.</i>
<p><i>£735 less 15% = £624. 15. 0</i></p> <p>DEPOSIT PAID £208 DATE <i>15th October, 1906</i></p> <p>BALANCE PAID £ _____ DATE _____</p> <p>CAR ORDER FORM No. _____</p> <p>CAR DELIVERED ON <i>17th Dec. 1906</i> AT <i>24, Conduit St. W.</i></p>		

Left: Facsimile of the original commission for Chassis 40509.

Delivery was a shade later than requested, with the finished car, painted in Barker Green and gold, with upholstery to match, entrusted to the London staff of Tozer, Kemsley and Fisher (TKF) at Rolls-Royce Limited Showrooms in Conduit St, on 17 December 1906. TKF were the established forwarding agents for the Kellow Motor Company, handling the internal transport and outbound shipping of Talbot cars, and perhaps other makes, for the Kellow Motor Company.

Extensive research into the arrival of this car into the Melbourne automotive scene has until now, revealed little. Indeed, after several decades of peering into blind alleys, in the daily press and wading through obscure (including many short-lived) social magazines, only scant reference had been located.

We have known for some time of the report in the exceptionally rare journal, Golf, Motoring and Tennis, (presumably servicing the dizzy heights of the Edwardian lifestyle), and a Sydney-based journal at that. We read: 'A new car has been landed in Melbourne to the order of C.B. Kellow, which will create considerable interest amongst motorists, not only because it is the first of the make to come to Australia, but also on account of the recent performance of a sister car in the last Tourist Trophy Competition of the Royal Automobile Club. The Machine is a 20 HP four-cylinder Rolls-Royce Touring car of English manufacture throughout. There are two special features in the Rolls-Royce vehicles, the first being in the reduction of weight wherever it was rendered unnecessary for safety, and the other feature is that they are fitted with four gears. The direct drive comes from the third gear which gives all the necessary pace while at the same time,

perfect control. What this type of car is capable of, was abundantly demonstrated by the Hon. C.S. Rolls when he steered his car to victory ahead of the pick of touring cars of England and the Continent sent to compete for the Tourist Trophy Race last September, on the trying course of the Isle on Man.' (G.M.T. Sydney, 18 March, 1907. Page 109.)

One could be forgiven for thinking that as this report was published in Sydney in a journal of 18 March, 1907, that it is likely that the arrival of the car took place at some time during the previous week, 11-15 March, 1907. But quite recent research reveals that it was earlier than that. Once again, from the Sydney press, (Referee, 6 March 1907, p.6) we learn the following.

'We had a glorious trip with the new Rolls-Royce car that arrived last week,' said Mr C.B. Kellow. Four of us, Mr Guy Madden, Mr James Moffatt, Mr Lee Faulkner (sic) [Falkiner] of Boonoke, Riverina and I went a trial run of 600 miles all over the Western District. We left Friday evening, [1st March] and got back Monday [4th March, 1907] at mid-day, and I must say the car is the finest I ever sat in for a long Journey. It performed splendidly with us, and mile after mile was ticked off in 1 min 14 sec. and 1 min 15 sec. There was no variation of the speed where the roads were good, and no trouble where the roads were bad. It was a great run.' This article continues: "A Western District squatter bought this car for £1050, and it was sent to him as soon as it had finished its trial trip. 'We did hills of one in five,' said Mr Kellow, 'without changing gear.' Those average speeds in good country translate to 49 miles per hour, a quite exceptional achievement in those halcyon and treacherous days of early long distance Australian motoring! Clearly Kellow could not wait to put the 20 HP Rolls-Royce through its paces, not just doing a few rounds of the block, but a 600 mile long-weekend jaunt into the rural hinterland.

This report then, firmly establishes that Chassis 40509 had arrived in Melbourne in the latter days of February, 1907. The experience for Lee Falkiner would almost certainly have been his first experience of a Rolls-Royce, but definitely was not his last. He was within a few years, to partner Charles Kellow, in the expanded firm that bore the name of Kellow-Falkiner Ltd, and his personal stable was to hold Rolls-Royce cars for many years to come.

It is noteworthy, that Charles Kellow's order for this first 20 HP car to come to Australia was officially documented, via 'TKF' on 15 October, 1906, within days of the cablegrams arriving from the UK announcing the first and remarkable success of a Rolls-Royce car in international competition. We know that Kellow visited the UK on a number of occasions, but it is yet to be established if this motoring enthusiast with racing in his blood, was present at the 1906 Isle of Mann Tourist Trophy event. Doubtless, this early placement of faith and trust by Charles Kellow in the Rolls-Royce product, was a significant factor in The Kellow Motor Company clinching the first Australian Agency for Rolls-Royce.

This Heavy Twenty Rolls-Royce was soon purchased by Mr Archibald John Black, (1859-1912) of Mount Noorat Station, in remote western Victoria. Black, one of three

sons of pioneer grazier Neil Black, was aged 47 when he acquired the car. It is known he was the owner of at least two other motor vehicles around this time.

We are most fortunate to have several relevant photos from the period. The most significant is the side profile of the car with its Barker & Co Side-Entrance Tourer. This photo shows the car to have been mounted, while at the factory or the coachbuilders, with a single large centrally placed headlamp. In another, from the period publication *The Pastoralists Review*, the car poses in front of the Black family mansion at Mt Noorat. (For photo, see Clarke T and Neely D. 'Sunburnt', SHRF, pp 6-7.)

From Charles Kellow's report of his 600 mile trial in the car, we can safely presume that 40509, was delivered to its first owner Archibald Black in mid- to late-March, 1907.



*The nose of Rolls-Royce 40509 is seen on the left of the Kellow Motor Company Melbourne workshop, shortly prior to the 1910 Tasmanian Automobile Club Trials. The registration number 976 is visible on the radiator core. (The prominent car with the round radiator is a Calthorpe) [Photo: The Australian Motorist. August 1910, page 884.] Photo: Martin McCarthy.*

From 12 to 14 November, 1910, the Tasmanian Automobile Club (T.A.C., later Royal Automobile Club of Tasmania) held its Annual Automobile Trials for the fourth consecutive year. Chassis 40509 was present for the gala occasion along with a number of other visiting cars and motor cycles from Victoria, New South Wales and South Australia and at least two from Perth, Western Australia. The Trials, conducted from Hobart to Launceston and return, included fuel consumption tests, speed trials and other forms of friendly competition. The Launceston Examiner detailed the event acceptances on 25 October, and the Launceston Daily Telegraph gave a final report, detailing the good weather experienced, and a variety of pleasant social occasions. There was no mention of 40509 in either of these articles. But the latter article referred to the gathering at the Customs House of 'upwards of 40 cars and cycles', that had gathered for the run to Brown's River where the T.A.C. hosted a dinner for participants in 'a large marquee on the lawn at the rear of the Hotel Australian.'

The infant motoring journal, 'The Australian Motorist', of August 1910 featured cameo shots of the new Dalgety & Co Ltd Garage and Showrooms, and one of the photos reveals 40509 in the workshop.



We may presume that the car was being prepared for its upcoming adventure into the Tasmanian isle. The car was registered (Vic) 976, with the number painted on the radiator core. The keen eye will detect the single lamp bracket mounted in front of the radiator. This was not uncommon at that time, but is a vital piece of information in respect of this car.

From the author's collection, comes yet another photograph which depicts our Heavy Twenty, Chassis 40509. This photograph was contributed in May, 1995, to the Veteran Car Club of Victoria, by Geoff Hine of Bacchus Marsh, and shows the gathering of the cars at Brown's River. The caption in part states: '.....The 1910 Launceston-Hobart Trial cars at Brown's River, which was the old of the present Kingston Beach, about 10 miles down the Derwent estuary from Hobart. The pier has long gone.'



*The gathering of cars in the 1910 Tasmanian Automobile Club's Reliability, gather at Brown's River for a lunch hosted by the Club. 40509 is almost centre in the photo. Photo: The above image appeared on the cover of Brass Notes, May, 1995, courtesy of Geoff Hine.*

The writer was one of a number of enthusiasts who had correspondence with Geoff Hine at that time, in regard to the photo. David Jones, a past president Victorian Branch President and Federal President of our club, expressed his belief that it could well be a Rolls-Royce in a subsequent issue of Brass Notes. Geoff Hine noted that the car to the driver's side of 40509 was another Victorian car, a 16/20 Itala, carrying registration (Vic.) 3172.

On that 1910 TAC event, Archibald Black was the owner-driver of 40509, but sadly, in January 1912, Archibald Black was involved in an accident the nature of which is not defined. Later in that year, he died from complications from injuries sustained in the accident.

Awards and trophies presented for the event included the Continental Tyre Company, (The Champion's Cup), the Dunlop Company Trophy, the T.A.C. Cup, Class Awards and Certificates.

A still later period photo depicts 40509 at the home of its second owner, Arthur John Staughton, (1875-1949) of 'Keayang', showing the car, then some five to six years old, with its Cape Cart hood erect.

In subsequent years, the car, like so many others of the period, was treated much as a novelty, with less respect than we feel it deserved. It is believed to have passed

through several other ownerships in Australia, although little or no documentation of substance is available. It is known however, that the car was converted at some time, into a single seater, retaining the bonnet, all four mudguards, and apparently the front seat, but modified, with a substantial cowl added. The character suggests this change was completed by around the mid-1920s at the latest, but probably well before then.



*This enlargement of the relevant section of the Browns River photograph car shows 40509 behind the bicycle, and with Archibald Black at the wheel. Photo: Geoff Hine*

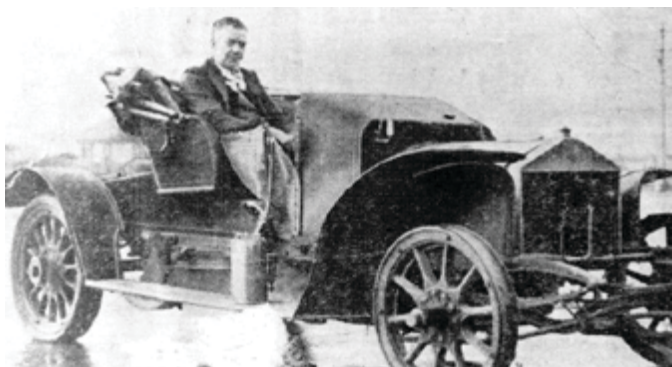
In the 1990s, the writer stumbled upon a press image, from an undocumented source, depicting the car on the Melbourne docks, prior to being shipped to America. It had long since been converted into a single seater, but had miraculously survived, largely mechanically intact. The image with brief caption has been loosely inserted inside the back cover of an elderly shipping journal of the firm Dalgety & Co, (later Rolls-Royce agents, of Sydney and Melbourne.)

This image, dating from 1948, depicts 40509 carrying the coachwork modified into Single-Seater format, sans front tyres. It would appear that the cowl is a simple attachment to the car's original dashboard. Despite the apparent modifications, the chassis remains intact, right down to the hub caps and original wheel rims. Note that the original central lamp bracket remains. It is known that the car was still driveable at this time.

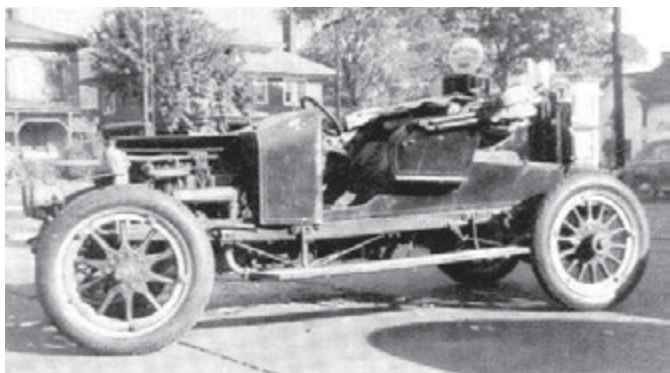
Having survived for some 40 plus years relatively intact, Chassis 40509, one of only four known surviving 20 HP cars from the 1905-6 period, had been sold, with the honourable perception that it was going to a good home. In hindsight, it was a national treasure of global significance, lost from our shores.

40509 was headed for the private automobile collection of the D. (David) Cameron Peck (1912-1990) of Chicago. Peck was a wealthy banker who success had enabled him to enjoy a lifestyle beyond the reach of most. He had gathered together a considerable collection of historic automobiles, dating from the 1890s to the late 1930s. Makes he favoured included Duesenberg, Ruxton, Bugatti, Voisin, Minerva and Rolls-Royce. He owned one of the five Bugatti Royale cars, and a brace of Rolls-Royce cars of various models. His earliest car was an 1892 Panhard.



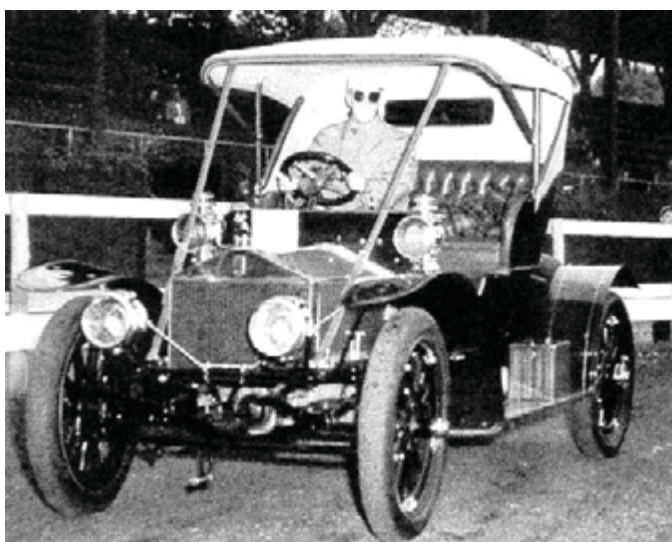


*The somewhat crestfallen Chassis 40509 on the docks in Melbourne prior to departure for the USA. Despite its general appearance, it was still surprisingly complete mechanically with some of its original hardware, including modified bonnet, dash, radiator and all wheels, hubs and hubcaps.*



*Another glimpse of Chassis 40509 soon after the car had been garaged at its new home in West Ontario St, Chicago,*

Peck was one of the global leaders in the field of those who appreciated the early automobile. He was a person 'larger than life', with a passion to match. His interests spread to boating, and in this field extended from steam boats to hydroplaning. On 3 May, 1952 however, his car collection went to auction. He retained only two cars, one of which was Chassis 40509.



*40509 with Cameron Peck at the wheel when the car was first restored.*

In the late 1950s, Cameron Peck parted with 40509 after some 20 years of ownership. When it was sold to his friend, Nelson Davis of Toronto, Canada, it became the subject of much speculation as to its true identity, for the car did not have any chassis number evident. Research was done on both sides of the Atlantic. In the UK, when C.W. Morton was drafting his first volume

of 'A History of Rolls-Royce Motor Cars', the car was thought to be a Light Twenty. During this period of intense scrutiny of the car, it acquired the identity of 'The Toronto Twenty', which has followed the car ever since. Davis retained the car for some ten years.



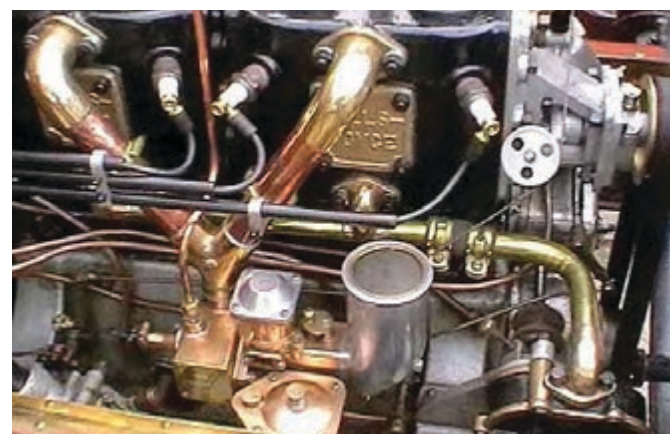
*40509, soon after it had arrived at Harry Resnick's Motor Museum in New York in 1959.*

Harry Resnick of New York acquired the restored car in 1959 when he opened his museum just out of the city, assigning the car the incorrect identity of the 20HP Chassis 24263, the 'Grey Ghost'.

Subsequent owners of 40509 included William Harrah, Nevada, Robert Holmes a Court, UK, Vijay Mallya, UK, Terry Cohn, UK and since 1990, the car has been owned by Les Smith of the Isle of Man, UK.



*40509 in later times, back in the homeland. This still taken from a video with acknowledgement to Graham Mead (UK).*



*The intake side of the motor, with good views of the carburettor and lower section of the intake manifold of 40509. This image reveals an early stage of the development of the ingenious design of the Rolls-Royce carburettor. This still taken from a video, with acknowledgement to Graham Mead, U.K.*



[LATE NEWS: See photos on page 35, of 40509 at the Monterey California Meet in 1979. Courtesy Brad Zemic via Tom Clarke, UK.]

#### FOOTNOTE:

In a world in which we celebrate significant historic milestones, the writer believes that an exceptionally strong case can be mounted within the RROCA for an annual Australian celebration of the arrival the 1906 Rolls-Royce, Chassis 40509 in late February, 1907. This was clearly an important occasion in the annals of Rolls-Royce in Australia. The writer believes it would be a wonderful tribute, if all Branches of the RROCA could agree to holding an event at which this car's foundation of the Rolls-Royce movement in Australia could be celebrated. The suggested timing would be in the latter weekend of February if possible. Surely there cannot be a more fitting tribute, for the arrival of the first Rolls-Royce presents us with a unique circumstance. Let's talk about this in all Branches.

#### Acknowledgements:

Steve Hubbard. (UK); Graham Mead (UK); Brass Notes, Veteran Car Club of Australia, Victoria, May, 1995, (Cover Photo, Courtesy Geoff Hine.); Bulb Horn. The Veteran Motor Car Club of America. Inc. July Aug, 1969. pp. 24-6; Dalgety Archives, Canberra ACT; Fasal J & Goodman B, The Edwardian Rolls-Royce; The Flying Lady. August 1952, P.51; Golf Motoring and Tennis. 18 March, 1907. P.109; Websites of Niel Black and Archibald Black; Kiddle, Margaret, Men of Yesterday, A Social History of the Western District of Victoria, 1934-1890; Pastoral Homes of Australia 1910-1914; Martin McCarthy; Morton, C.W. A History of Rolls-Royce Motor Cars. Vol. One. 1903-190; A Rolls-Royce Car, Referee, Sydney 6 March, 1907, p.6; '600 Mile Trial Run', Referee, 10 October, 1906, page 6; Rolls-Royce Ltd, Factory Build Sheets; Launceston Examiner, 10 October, 1910; Daily Telegraph (Launceston), 19 Nov, 1910. P.4; Pages From the Diary of Charles Brown Kellow, The Townsville Daily Bulletin, 2 October, 1947, p.4.) The Examiner (Launceston) 25 October, 1910 p.3. Clarke, T. / Neely D. Rolls-Royce and Bentley in the Sunburnt Country, SHRF, and Supplement. 1999. Zaemcik. Zed. Images received March 2023.

# Technology Is Taking Over – Why?

by Michael Holding

Over the past few years, our club has embraced new technology introducing email communications and new systems to handle event entries and club permit renewals, and now, membership subscriptions are joining the list.

#### EASING THE WORKLOAD (and costs)

While some members may find the new systems simpler and more convenient, and some members find them challenging at best, the real impetus for introducing these changes is to make things easier and more efficient for your volunteer club officials, office holders and event organisers.



Our club now runs 5 major rallies each year, along with numerous other events. All these events require organisers, officials, and workers. At times we struggle to find willing volunteers. However, for example, we find it much easier to recruit a Rally Director if we are able to exclude the back-office work such as processing entries, catering lists, dietary requirements, banking, cancellations and refunds etc. etc. Our on-line systems do this for them.

We have a Club Committee of 13 volunteers. All have a function and a responsibility. We have various other committees and teams – Events, Safety/Scrutineering, Brass Notes, and Clubroom management. The workload of each of these



members, volunteering their time, is significantly reduced with these computerised systems.

We understand some members find these changes challenging so we try to offer the original option where possible, however we ask that members try to use the preferred option as it lightens the load on the member processing the transaction. We usually offer a help line (often 24/7). We find that members only use the helpline once, and then have the confidence to do everything on-line.

#### PAYMENT OPTIONS

Why do we need so many payment options? Members simply have differing requirements.

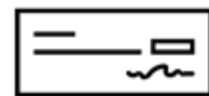
I don't have a computer;  
I need to pay by cheque.

Or I don't have a cheque book;  
I want to pay by credit card.

Or I don't have a credit card;  
can I pay by Computer Banking?

No one solution suits everyone, so options, including on-line, are a necessity.

If you have any questions or need further information, call Michael Holding 0407 008 895



# Cyclecar Corner

by Graeme Jarrett

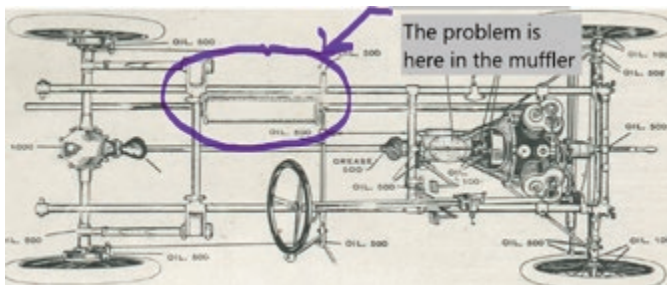
## The Problem Is In The Muffler

I had a call from a member (a celebrated Cyclecarist) just prior to the Victorian One & Two Cylinder Rally (2023) with a problem of running his vee-twin engine, lacking horsepower.

He is a man with a great deal of motor vehicle experience over an extended period as a Motor Mechanic. That he should ring me with this issue came as a surprise; clearly he was desperate.

Together we went through many of the possibilities in some detail. These included most of the following: -

- Changing the magneto and checking timing.
- Changing the carburettor and checking fuel flow.
- Checking the valve timing.
- Checking for compression and leaking valves.
- Changing spark plugs.
- Changing high tension leads.
- Checking for air leaks and inlet manifold blockage.
- Earthing of the magneto.
- AND more.



The symptoms were relatively confusing. To begin with, the engine would start relatively easily and run at low revs with some ease but when it was encouraged to rev higher it would largely refuse. I call this a large flat spot for which there seemed no real solution.

I had a similar problem with an engine some years earlier and gave up in disgust (defeated). A carburettor specialist found (eventually) that a fuel-way in the body was blocked solid!

Anyway back to the issue at hand. None of my suggestions for the problematic vee-twin were helpful in solving the issue. However, over time the owner discovered with great surprise a broken baffle in the muffler. This had been blocking the gas flow sufficiently enough to make it perform so badly.

## The Festival Of Slowth 2023 – None Better

A lot of fun on four wheels – sometimes three.

The Festival of Slowth is a dedicated Cyclecar gathering that began running approximately thirty years ago. This event has really been the must do for any devotee of the alternative motoring culture. My Burrell

Cyclecar participated in the inaugural event in the early 1990s. That should give you some idea of the general vehicle profile.

It has traditionally been organised and run by British enthusiasts on and off every few years. They have been run on private estates and their associated roadways and open spaces. Very recently the event has crossed the English Channel being run in France for the first time - clearly they have an appetite for this genre. Interestingly the participants took to the quiet byways and minor roads of the French countryside – these on road activities were a first.



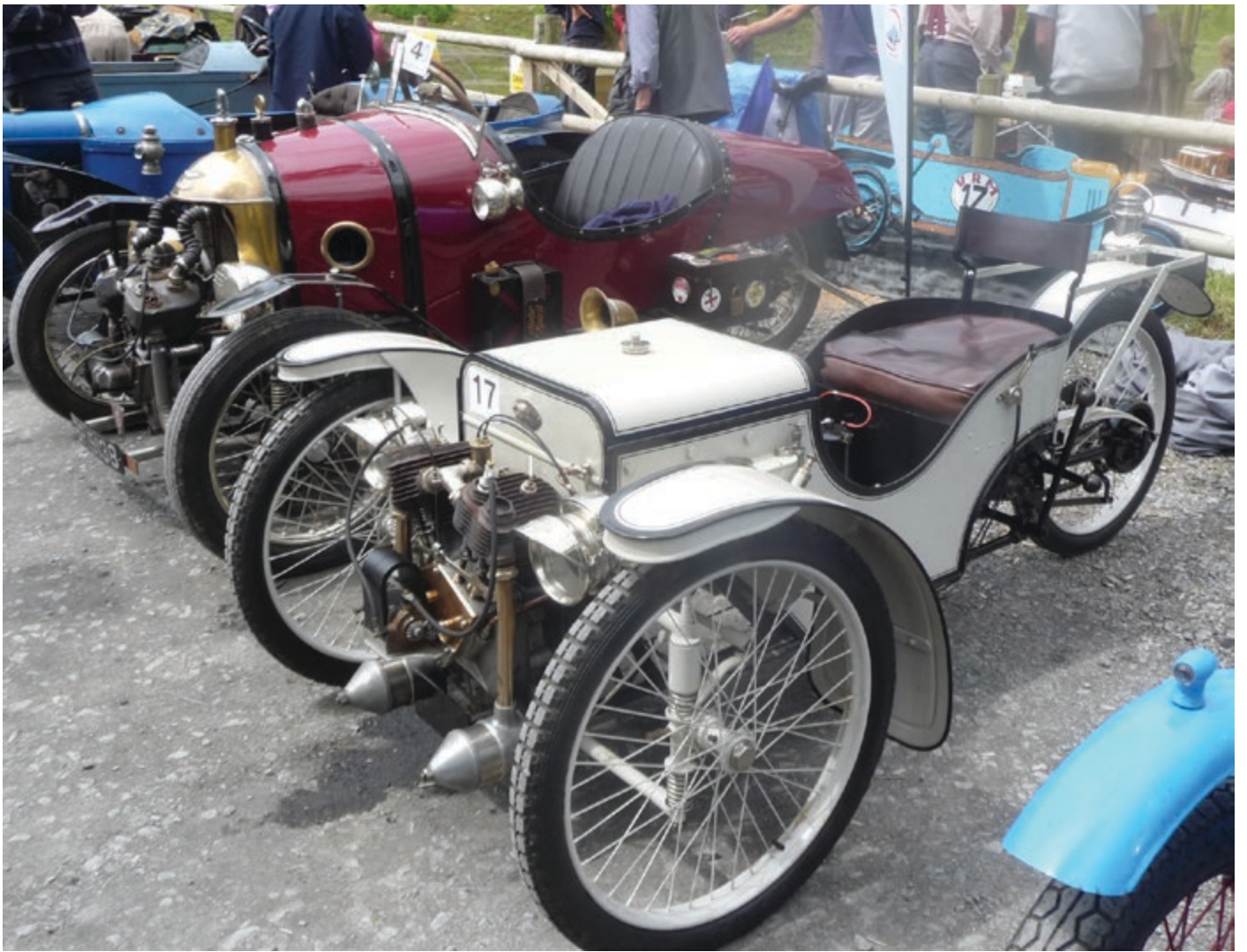
I attended the event in England in 2017 and participated briefly in a borrowed vehicle, a tiller steered Morgan. The camaraderie and sense of fun and funny were infectious – halcyon days in Wales.

Included herewith is a link and some memorable shots of participants and their vehicles.

<https://www.youtube.com/watch?v=nW99VfXPoaE>









# The Northern Tour

by Doug Fulford

The Northern Tour was a series of three three day hub rallies in North Queensland with no entry fee – how good is that! There was a two day gap between each rally to give entrants time to relocate, do some sight-seeing and catch up on laundry. The rallies were based in Mackay, Ayr and Innisfail. While entry was open to all veteran vehicles it was designed to be one and two cylinder friendly.

All the routes were developed and tested by owners of one or two cylinder vehicles. The overall event was coordinated by Grant and Melissa Vormister, proud owners of a one cylinder Reo (although they did bring their Dodge four as they had additional duties to perform). As a result some two thirds of the entrants came in one or two cylinder vehicles. This goes to show if you put on events that suit such vehicles then owners will respond. There were fifty plus entrants from all the eastern states (including Tasmania) as well as Laurie and Wendy Cocker all the way from New Zealand. They kindly acted as “tail end Charlies”. The response certainly exceeded Grant’s initial expectations given the distances many entrants had to travel to the start let alone the distance home. The rally was billed as a “bring your own [almost] everything tour” – the almost being my addition.

Entrants were responsible for their own accommodation and all meals etc. apart from the final dinner. It was a great rally and given its success, I think this isn’t the last rally to be organised using such a formula. While there remains a lot of work for the organisers, the “bring your own” everything concept does reduce that somewhat. Splitting up the job of route development also spreads tasks among multiple people. There were a couple of notable birthdays including Diana Vormister’s eightieth at the final dinner. Aside from the crops you would expect to see – cane, cane and more cane interspersed with banana plants and mango trees we did get to see some more exotic stuff. That included a sausage tree (also known as a dead rat tree) planted because the visiting circus elephants love eating the fruit, and a jack fruit for everyone to taste. That was courtesy of the Tropical Fruit Research Station where we had a most interesting talk from two current and one former employee on a weekend. They could well have been a comic trio.

Other highlights included Tom Callow’s “toy box”; a large shed full of all sorts of fascinating things, from street organs to a huge Marshall tractor and the fascinating plant and machinery at the Burdekin Heritage Centre alongside a historic museum in the relocated local Catholic Church. Add to that mouth-watering seafood consumed whilst admiring idyllic ocean or harbour views and the chance to see cassowaries and brolgas in the wild. Plus the highlight I nearly left out: Greg Smith pedalling wildly to get the Romania up one of the few real hills on the rally. Mind you, on about the only other long rise we were stuck in second gear and I think that it was only politeness that

stopped Greg from overtaking us. Members attending included (just in case I have inadvertently left anyone out):

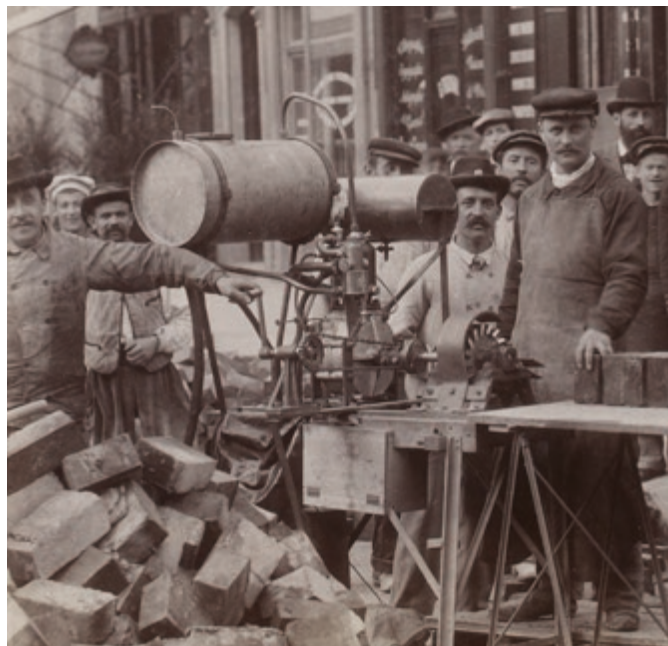
Bill and Robyn Betts, 1908 Renault AX  
Doug and Vivian Fulford, 1911 Clement-Bayard  
Michael and Claudia Holding, 1912 T Ford  
Gavin and Loretta Mutton, 1913 Swift 2 cylinder  
Max and Diana Vormister, 1909 Renault AX  
Greg Smith, 1903 Romania bike  
Simon Anderson, rode Greg Smith’s bike at Mackay

(See photos on page 36)

## De Dion Bouton –Stationary Engine

by Graeme Jarrett

The robust DDB engines were used all over and very often apart from motor vehicles. I had been aware for a very long time of the adaption of these engines for other purposes. Typically they were used to drive small electricity generators and water pumps in domestic situations. Clearly many other uses were found for these largely reliable motors.



This water-cooled version is driving a block cleaning machine. The wooden blocks were used as paving items on roadways in villages and towns across France. They needed to be cleaned of excess mortar prior to being relayed.

As a teenager, I remember St Kilda Road was paved with wooden blocks in the 1960s – Service roads in particular. I believe they were removed in favour of conventional road making practise at that time in the 1970s.

The photograph is dated as 1901 from the “Collection Jules Beau” – Source Gallica, France.



# Flashback Response for June

We have had some excellent help and feedback from a number of our members regarding the photo of the 1913 Morris sent to us by Chester McKaige. Mal Grant was first to respond with the following: The Morris in this June 2023 issue of Brass Notes was owned by Arthur Prime. Most of the body panels (especially rear corners) were adapted from a Model A Ford from Mornington around 1962. The car was sold by Arthur to a new owner in Queensland.

I phoned David Smallcombe and he too was very helpful and generous with his time and was able to put me in touch with the present owner. He also informed me the car was special because it is the oldest in the Southern Hemisphere.

John Fryirs also phoned me with information on the Morris, and knew a great deal about the actual car even quoting the engine number of 5962 (built by White&Poppe) and car number 191 which he also stated was the oldest in the Southern Hemisphere. He told me how it was restored and owned by Arthur Prime before being sold to Allan Telfer in Queensland. He stated that it is no longer the light green, but a much darker green now. John said, he has always been very fond of this car and was hoping to be able to purchase it, but heard about it for sale slightly too late.

Once I was able to get in touch with the present owners, Terry and Julie Prodger, they were most forthcoming with some excellent information and also history of the Morris. The following is what they wrote to me:

Hi Greg

Thank you for your email in relation to the Flashback and Chester McKaige's photo. The photo is of a 1913 Morris Oxford. The Morris was acquired by Arthur Prime in 1962. It was in disrepair, (as per included photos). Arthur Prime restored the vehicle. We purchased this Morris in March 2023 from Allan Telfer who lives in Brisbane. (The car now resides near Lismore N.S.W.) Arthur Prime was Allan Telfer's Uncle. We think Allan Telfer acquired the vehicle from Arthur sometime in the early 1980s and the vehicle moved to Queensland. With the purchase of the Morris we received a wonderful photo album of the vehicle's outings and events. (We will enclose a couple of photos for you to share.) This album also holds lots of information about the car including a hand written history of the car, written by Arthur Prime which we will also include. This little Morris is a very special vehicle as it is the oldest Morris in Australia and the 8th oldest Morris known to have survived. Its chassis Number is 191. As William Morris never used the 1st 100 chassis numbers, this was the 91st. Morris to leave the factory of WRM Motors Ltd. So, on June 25th 2023, it will celebrate its 110 year old birthday! We hope this is helpful.

Regards

Terry and Julie Prodger



The 1913 Morris, as found by Arthur Prime.

HISTORY of 1913 MORRIS OXFORD  
CAR No 91 ENGINE No 5962.  
NSW  
CAR Somehow came from <sup>NSW</sup> to MILDURA  
& was sold to a MR BAILES, early  
during first world war.  
It remained in BAILES family until  
the estate was sold up including  
the Morris & was sold to K. Warren  
of Irymple about the late 1940's.  
I bought it from Warren Aug 1962.





# Flashback Response for May

by Noel & Sue Holbrook

Hi Greg,

I thought I had better mention something on the IHC in the March Flashback column. Of course, it is the old International Harvester Co auto wagon that now resides in Mt Gambier and was at the last National Highwheeler Rally in that city last year. Older club members may remember the buggy as it ran in the first Argus rally in January 1955 entered by the IHC Co. driven by Cyril Christie and it also ran in the first Golden Fleece Veteran car rally in November 1956 run by the newly formed VCCV.

In the early 2000s it was presented to Alan Scott in Mt Gambier in recognition of the International trucks he purchased during the 50 years of his trucking business. Alan had it stored in the reception area of his Mt Gambier depot.

The vehicle is interesting in itself because of the altered bodywork. The front section up to the wagon tray is the 1910 pleasure body with the more comfortable fixed curved style seating of the touring model D. One could possibly assume that the company altered the vehicle for advertising purposes for their International trucks. The domed rear mudguards are also not the type used in their high wheeled vehicles.

During the restoration of our 1910 IHC, Sue and I spent some time in the design room at Geelong with the buggy taking details of the control linkages etc. The pictures were taken at that time, around 1985 (see photos opposite).

Regards, Noel and Sue Holbrook



The IHC on a very early rally





Cyril Christie's pretty passenger holds her hat as they race for the finishing line.



## Veteran Vehicles Roll Again

AUSTRALIA Day celebrations in Melbourne this year included a day out for the "Genevieves." Nearly 40 veteran motor vehicles, ranging in age from 53 years to 40 years, took part in the Veteran Car Rally conducted as part of the South Melbourne centenary celebrations.

Over a course of ten miles, from the South Melbourne Town Hall to Albert Park, the old vehicles chugged and choked; some drivers had to use discretion and skill to keep the thin solid rubber tyres well away from the hazards of tramlines. Melbourne had returned to the days of the "horseless carriage" and drivers and their lady friends alike entered into the spirit of the occasion dressed in traditional costume.

Among the entrants was one of the very early forebears of the present International truck line—the 1907 International Auto Waggon. This veteran was one of the first International trucks to come to Australia and it drew the cheers of the crowd as it moved steadily around the course, at times reaching 30 miles an hour. The onlookers were greatly intrigued when IH trial driver, Cyril Christie, with handlebar moustache unfurling in the breeze, urged the ancient engine into life by vigorous cranking at the side of the waggon.

When first introduced, the Auto Waggon, on occa-

sions, caused near riots as it roared through a township for the first time. Horses, in particular, were averse to these man-made monsters and often reared, and sometimes bolted in protest. The Auto Waggon was originally designed for the farmer but was a unit which could be easily adapted to the requirements of the urban traveller.

For the interest of enthusiasts, the engine is one of the 4-cycle, 2-cylinder, horizontal-opposed type, having a 5-inch bore and 5-inch stroke and rated at 20 h.p. The transmission has two speeds forward and one reverse, and incorporates a free-wheeling device.

These vehicles are in marked contrast to the modern trucks of today. However, it was the "know-how" of the early engineers that has helped to make the modern motor truck the efficient unit it is today.



"Argus" motoring editor, John Williams, road tested the 1907 Auto Waggon before the rally and was highly elated with its performance.



# SCOTTIE'S FIFTY YEARS IN THE GAME RECOGNISED

Back in August Allan Scott had his 50 years in the road transport industry marked with the presentation of an automotive icon, a fully restored 1907 International Harvester Auto Buggy, one of the oldest motor vehicles in the country. The anniversary gift of the buggy was made by Iveco the successors to International

Trucks and International Harvester from which over the years, Allan Scott has acquired an enormous number of International and more lately, Iveco Trucks.

Allan Scott founded his business in Mount Gambier in August 1952 and the Scott Group of Companies, including K&S, is Iveco's biggest customer.

The gift of the Buggy commemorates Allan's 50 years in business and celebrates the role that the famous brands of his choice have played in growing his business which itself is as a significant icon as the 1907 Auto Buggy with which he has been presented.

The Auto Buggy presented to Allan Scott was built by International Harvester in Chicago in 1907 and delivered here just four years after I-H had established a local presence in Australia.

The early history of the vehicle is unclear, it is believed that it had been donated to I-H in the 1950's and stored in a crate at what was the company's Geelong factory.

In 1981, the Buggy was sent to company's Brooklyn branch, in Melbourne's west, where it was rebuilt and restored to working status. It then spent the next ten years on display at the International Harvester head office on the seventh floor of the building at the corner of Sturt Street and Kingsway in South Melbourne. In 1992, the company relocated its centre of operations to Dandenong where the Buggy remained stored until Alain Gajnik, Iveco Trucks Australia's Managing Director, presented it to Allan Scott.



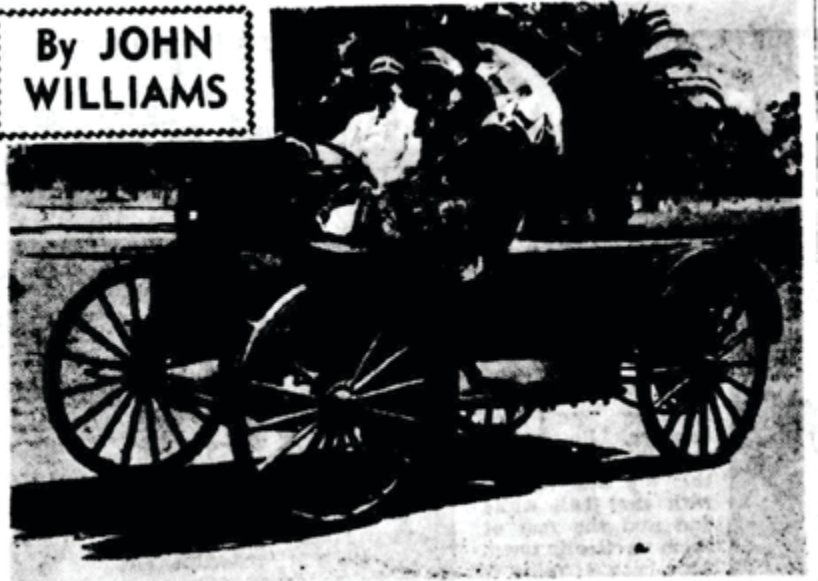
Allan Scott at the 'controls' of the 1907 I-H Auto Buggy while Iveco Trucks Australia's Lloyd Reman and Alain Gajnik look on.

Allan Scott receiving the IHC from IVECO Trucks

THE ARGUS, Wednesday, January 26, 1955

**THE ARGUS**  
**MOTORING PAGE**  
**OLD TIMER**  
**ROMPED**  
**THRU' TEST**

By JOHN WILLIAMS



THIS week it's "Thanks for the buggy ride."

● PRETTY Diana Field and Cyril Christie had a real day out when they put this 1907 Auto Buggy through its paces . . .



# Private Classifieds

## FOR SALE

1913 ROVER ROADSTER  
"Clegg model" 12h.p., 4 cylinders, 3 speed gearbox, worm drive diff. Fitted with a starter motor and traffic indicators. Runs well, reliable. Includes spare parts, full known history.

PRICE: \$55, 999

**CONTACT: Jon Pyle**

**M: 0407 876 367**

**E: [dijon.pyle@gmail.com](mailto:dijon.pyle@gmail.com)**



## FOR SALE

DU6 BOSCH MAGNETO  
Base is in good condition, missing points, turns over freely

PRICE: \$300

King of the Road No 630 Tail Lamp Light  
Right hand rear mount, In very good condition regarding dents, glass and lens in good condition also. Black nickel

PRICE: \$350

**CONTACT: Simon Anderson**

**E: [ando\\_84@hotmail.com](mailto:ando_84@hotmail.com)**

## WANTED

CAV wooden switch box With amp & volt gauge  
Or parts considered

**CONTACT: Simon Anderson**

**E: [ando\\_84@hotmail.com](mailto:ando_84@hotmail.com)**

## FOR SALE

1909 Cadillac, 'Model Thirty'.

This Cadillac was built on the assembly line June of 1909 and shipped to Boston, Massachusetts in July of the same year. Given the engine number 36590, this fine looking Tourer is one of almost 6 thousand built, It has nice paint work and pinstriping, as well as a robust four cylinder copper water jacket motor, including a discreet electric starter; standard three forward gears, this early Cadillac makes for a perfect touring car for any Veteran event. Brand new top and bows have recently been done, as well as new diamond button leather seats and cushions, all tufted correct with horse hair. The car does have correct brass head lights, side lights and tail light, but were not attached at the time of the photos being taken. In 1908 Cadillac coined the phrase "Standard of the World" and this slogan is ever true when admiring this car, for more information or to view the car (in Warragul) please call.

PRICE: Asking \$95,000.

**CONTACT: Bill Dineen**

**M: 0414 841 082**



## FOR SALE

I have a complete chassis for a Ford Model T that would suit a late veteran from 1915 to 1918. It includes running board brackets and front mudguard brackets.

PRICE: \$500

**CONTACT: Ivan Cave**

**M: 0400 660 387**

# Findings, Feedback and Follow-Up

by Greg Smith

I was fortunate to have a phone call from Kevin Oates who was on the committee of the Fire Services Museum until very recently. He also worked in the Fire Services workshop from 1972 and as such was very helpful in helping out in our request to identify the Hotchkiss Fire Appliance we featured in last month's edition.

He firstly spoke of the 37 Hotchkiss vehicles that were part of the MFB, and that each appliance had a number and a brigade number. The Hotchkiss we featured with the registration number of 13658 stencilled on the radiator core was vehicle number 40. He went on to state that it was first put into commission in July 1916 and had the engine number 3417. The body, like all the Hotchkiss Fire Appliances, was built by the MFB workshops. It was initially stationed at the Eastern Hill Station before the more permanent position at Newport. It was described as having a hose carriage body with pump operated by a PTO off the gearbox. The cost of the vehicle (I believe in chassis form) was 747 Pound. In 1923 it was still insured for replacement value of 350 Pound. It was later stationed at the Heidelberg fire station, and its last posting was at Northcote in 1944.

Most of the Hotchkiss Fire Appliances were sold off after World War 2 and it is believed this vehicle was sold in 1946. Kevin is very interested in knowing where this vehicle is now as he has quite the affinity with these Hotchkiss appliances and also spoke of the ex-Hughie Tranter fire engine that is on permanent loan to the fire museum.

I was initially contacted by James (Hotchkiss) Dunshea at 5.50am on the first of June, the day the Brass Notes email edition is available. James very excitedly identifying the Hotchkiss as the vehicle he had seen, and attempted to purchase off Nick Gibbs and supplied a photograph of the fire engine parked along-side the fabulous Gibbs fire appliance.



*The mystery Hotchkiss fire appliance, photographed in the Gibb garage, before being sold to Rick Thege.*

Next step was for me to contact Nick Gibbs to see if we were able to find out further history of this Hotchkiss.

Nick very kindly responded with the following:

“Yes, I did see the (beautiful) photos, but I didn't twig to the fact it was the one that went to Rick Thege.

It was my brother Neil that bought the chassis back in the 1980s and I suspect it was from Guy Leopold.

I'll follow up with him and see if he can shed any additional light on the matter.”

Nick then responded again after checking with his brother Neil.

“We're sorry to say we can't shed any additional light on this fine vehicle.

All we know is that it did come from Guy Leopold in the 1980s and there was never a body. Perhaps pertinently there was evidence of fire damage to areas of the paintwork...perhaps the body was lost to fire?

Sorry we can't help more.”

That would certainly be a little ironic for the body to be damaged by fire!

Lastly, I was contacted by Russell Beach who had been apparently going over lots of old paperwork to do with Hotchkiss Fire Engines. He confirmed so much of what we had found out from Kevin Oates (Russell has a lot of resources about the MFB Hotchkiss appliances) and was also able to confirm the Hotchkiss in the photos was indeed owned by Guy Leopold before ending up at the Gibb's garage. It is great we have these respondents who have the resources and memory to help us with these queries. Russell then went onto give some history on the Hotchkiss Fire engine that was the restored example of Guy Leopold. (see photo below). The owner's before Guy was Miles and Batt who owned a service station and prior to them it was in the ownership of Perc Hosking.



*Photo of the restored example owned at the time by Guy Leopold.*



**Re: Mystery person in your article “Hotchkiss Identity” on Page: 24**

The tall slender gentleman in the photo on Page 24 is Ross Smith, who was listed as a VCCA member about 10 years ago.

As a teenager I lived close to Ross and knew him well. We participated in lots of early car adventures together.

I last saw Ross at the Bendigo Swap Meet in 2019 and I think at that time he lived in the vicinity of Sale.

At a guess, Ross would have been about 18 Years old when that photo was taken.

*Regards, Robert McDermott*



I received some correspondence from Chester McKaige after reading our last month's Brass Notes. He enjoyed the article produced by Peter Fagan on the IHC that has been in three families for the car's entire history. Chester was only a very young lad, when he had his first close up experience with the IHC around sixty years ago. He very kindly has provided a few photos of that time.



*Photo with Chester's Father (George) talking with Theo Van Alkemade (both foundation members of our club) and a very young Chester McKaige*



*IHC pictured with front screen rolled down*



*The children in the IHC are Theo Van Alkemade's son Kim, and the five year old Chester McKaige.*

*Murray Murfett sent the following in after reading the Comings, Goings, and Restorations column from last month.*

Congratulations on yet another excellent B/N. Nice to see some new contributors. The extensive and well researched articles by Peter Fagan, David Neely and Stephen Dynes were noteworthy. And Graeme's articles are always a delight! I probably have sent you this Humberette image before. It was taken in Warrnambool, dated 1905 from memory. The driver went on to become to local T Ford agent. Thought it might pique your interest.

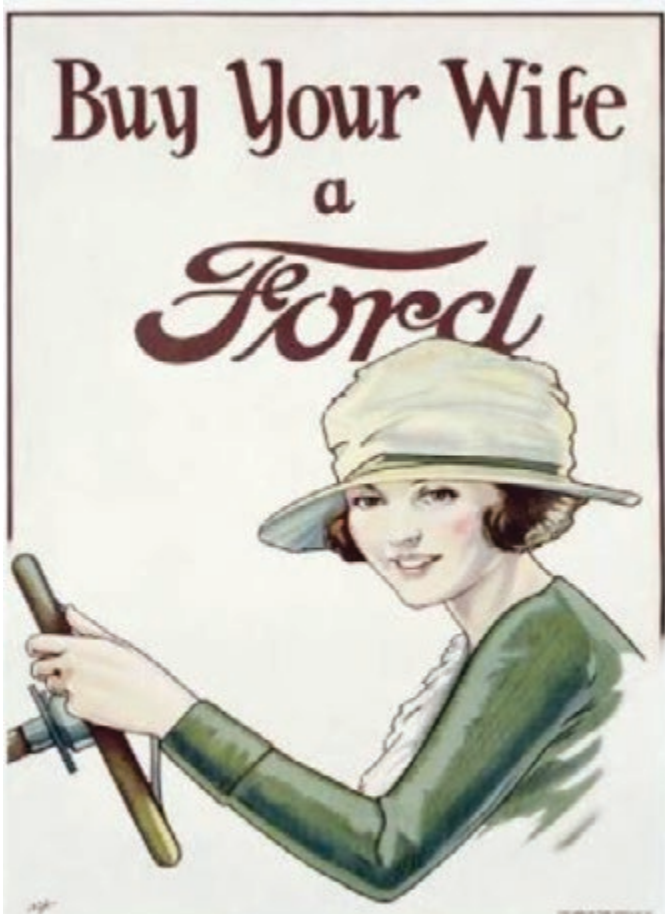
Keep up your most excellent work, Murray





# The Lady Driver

by Irene Hill



The automobile burst onto the scene with a whir of noise and steam..... and endless opportunities. This miraculous horseless carriage offered access to new forms and ease of travel, as well as increased independence for its drivers.

Many questioned whether women should take the wheel.

Driving was too complicated, too dangerous, too dirty, and too UNLADYLIKE!

What would happen if women abandoned their duties at home and began to drive?

The automobile opened the door to revolution in women's place in society, ultimately impacting how they lived and worked, overturning widely-held notions about propriety and independence.

Many believed that women could not meet the challenges created by the automobile.

Like many in the early automobile industry, Henry Ford had mixed feelings about women's emancipation in the new century, and in particular, their place on the nation's roads.

While his wife Clara posed for publicity photos driving Ford automobiles, Henry bypassed his revolutionary gasoline-powered Model T when he chose a new vehicle for her in 1908.

He bought Clara a more sedate less adventurous electric car!

It is important to note that many women did not shy away from gasoline-powered vehicles, despite the social limitations of the time.

The invention of the self-starter eliminated the need for cumbersome hand cranks and eventually assured gasoline-powered vehicles' dominance over electric. But women took the wheel any way, eager to drive into a changing future.



"Coffee Pot" Hupmobile photo possibly taken in N.Z. (Photo courtesy of Alex Gow Collection)



# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

VCCA (Victoria) at Clubrooms and Online Zoom Meeting  
On Tuesday, 13 June 2023 @ 8.05pm

### Opening

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

### Attendance

There were 28 members present in the room and 18 online, a total of 46 who attended the meeting.

### Apologies:

Jennifer Atherton, Jeff Alcock, James Dunshea, Stan Bone & Callum Walsh.

### Club news

Ken Hall had an accident in the shed at home, is doing ok and now back home again.

Francis Ransley is not well.

### New Members

Nil

### Raffle Tonight

Deb announced Lamb and appropriate veggies, apple pie and cream  
Chocolate & Coffee Maker.

## Events

### Past Events

Pre WW11 Motoring Weekend 19-21/5. Andrew McDougall spoke of the great weekend. 8 veteran cars.  
Doug Fulford spoke of the Tri Town Qld rally. Excellent.

### Future Events

Lane Auto Museum 25/6.  
Coffee & Chat VDC 8/7.  
RACV Midwinter Rally, Maryborough 14-16/7. Scott Emmerson spoke of the flat terrain.  
Pre-1905 Pioneers Run Forbes NSW 8-10/9.  
Inter Club Petanque competition 12/11.

### Library and Archives Report

Daryl showed 2 motorcycle books received from the Kim Coillet estate.

### Wanted, For Sale or Swap

Peter Fitzgerald needs help on a 1913 Rover clutch.

### Items of General Business

Michael Holding spoke of Membership renewals being released via email in the first instance. Hard copies will be posted to those who haven't paid by 30/6 with July Brass Notes. It is quicker and easier for Registrar and Treasurer if renewals are paid online.

**Next Meeting: 8.00 pm on Tuesday, 11 July 2023**

**Meeting Closure at 8.50pm**

**MODEL T & A PARTS**  
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# T Ford Time – Embarrassing Moment

by Graeme Jarrett

By Ohhh, the indignation (!! – the treatment of this car is more than a Ford owner can tolerate. Such an overt and conspicuous show of contempt is hardly necessary – the bullocky should be horsewhipped! Sadly, the car party do not seem sufficiently offended or embarrassed.



## 2023 Pre-1905 Pioneers Run - Forbes

by Russell Holden

After much discussion, the Pre-1905 Pioneers Run will be held annually on the weekend of the 2nd Sunday of September.

It has been agreed that the Pre-1905 Pioneers Run will become a rotational event between Victoria (its ancestral home), New South Wales and South Australia, with the 2023 event being held in Forbes, NSW.

This change will hopefully encourage more of the owners of pre-1905 vehicles to attend the event to enjoy their vehicles and encourage fellowship between owners and the respective veteran car clubs involved.

Our aim is to enjoy the chance to see, drive and experience the true pioneer vehicles that our clubs have, and to show the variation and versatility of a very special period of the history of the motor vehicle. This is an opportunity that will not be forgotten, and our hope is to continue the tradition that was formed over the last four years, and to be added to this weekend.

*Russell Holden*

*Rally Director*

### Accommodation

The Victoria Inn in Forbes (02 68 51 2233) is offering a 2 or more night package deal for \$99 per night. Please mention the Pre 1905 Pioneers Run when making bookings.

### Rally Headquarters and Daily Start

McFeeters Motor Museum  
Corner Oxford Street and Newell Highway, Forbes,  
NSW  
(02) 6852 3001

### Contact Information

Rally Directors:

Russell and Chris Holden  
russell@veterangarage.com.au  
Phone 0422 219 911

Greg Smith  
schacht09@bigpond.com  
Phone 0447 395 233

### On-line Event Entry Queries:

24 hour, 7 day Help Line  
Michael Holding  
mholding@netspace.net.au  
Phone 0407 008 895





# Events

## 2023 RACV MIDWINTER RALLY

By the time these words fall under your eyes, the RACV Midwinter Rally will only be moments away from happening and its going to be a great event with some wonderful roads to travel. Two motels are now fully booked, as well as two more close to being filled, I am excited from the enthusiasm shown from the members, it is wonderful to see such support, to this our traditional Icicle rally.

A reminder to all entrants that there is trailer parking, kindly offered by a non club member and the space for our use can easily park 30 or 40 trailers, the property is only 1.4 Km from the Junction and Bristol Hill Motels, details will be emailed to all participants as soon as the entries close.

Starting Friday, rally bags and booklet can be collected from the Bristol Hill Motel. This motel has allowed the Club to use their function space, there will tea, Coffee and light refreshments available, with doors opening from 12 until 2.

At 2.30pm a short 30km tour is organised, the meeting point is the rear of the Bristol Hill Motel, the drive will go via Carisbrook and arrive at the Maryborough train station. The local Maryborough information team have organised a short tour and talk about the magnificent building.

Rally pack Collection is open again from 4pm – 6pm at the Bristol Hill Motel.

Friday Night the Club has booked a space at the Bull and Mouth Hotel, this is a beautifully restored building in the main street, members can order from the menu and pay as you go.

Saturday morning the rally entrants are being hosted by the Local Maryborough Historic Car Club, located at their Velodrome club rooms, a hearty breakfast of bacon and eggs, tea and coffee to fill us up for the run to Creswick. The morning drive is through Maryborough and via the Tullaroop Reservoir arriving in the main street of Creswick. The local Historical society will give a talk on some prominent buildings, afterwards lunch is at the old Creswick train station, with some hot soups and selection of sandwiches, hosted by the Creswick Historical society.

Departing after lunch, there is no rush to travel back to Maryborough, there is an opportunity to stop in at the Creswick woollen mill if you wish, or you can take a moment to look around Clunes as we pass through this historic little town.

Saturday evening at the Maryborough Golf Club, there will be a three course meal served and a chance to place a bet on the following morning 'Cold Start Comp'.

Sunday - Cold start competition, details for start time and which motels will be updated on the rally. After the cold start, the morning meet point is at the wonderful

old Post Office in Maryborough and a chance to buy a local coffee before we depart on a very easy drive to Talbot. Arriving into Talbot the Veteran cars will have parking organised out the front of the Talbot Court House Hotel, the famous Farmers market will be in full swing and a great chance for our members to have a look around, or if you want to warm up, then you can find a cosy spot inside the Court House Hotel in front of the fire.

After lunch it is only a 14 km drive back into Maryborough.

I really think this RACV Midwinter Rally which we have put together, is going to be the best fun and I invite everyone to come along and join us, help keep these fun times rolling along.

If you have any questions please reach out to Ben or Scott.

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

**When:** 14 - 16 July

**Where:** Maryborough, VIC



### GARAGE GIRLS

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For more information:

Email: [threebirdstheatre@gmail.com](mailto:threebirdstheatre@gmail.com)

Phone: Anna 0430 570 890 or Carolyn 0417 575 361

Supported by the City of Melbourne Arts Grants

**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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**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

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

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

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

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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.

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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.

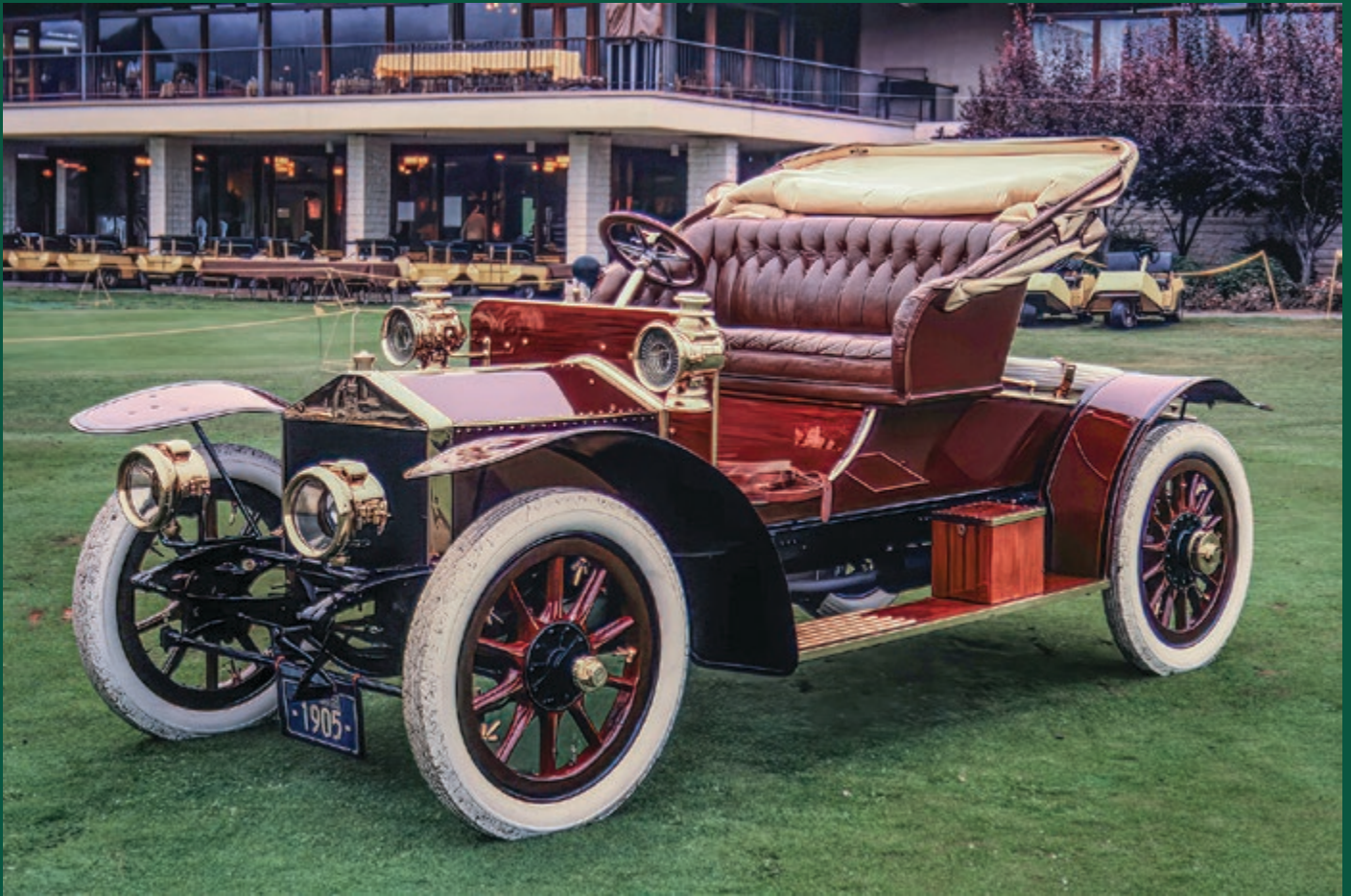
**JP SERVICES AT NATTER NIGHTS**  
As a service to Club members Paul Daley J.P. and David Provan J.P., in their capacity as Honorary Justices of the Peace for the State of Victoria, are available at Natter Nights or by appointment to provide document witnessing and certification services.

**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.



# Chassis number 40509 Heavy 20 1906 Rolls Royce

*Images by Brad Zemcik*



*Chassis number 40509 Heavy 20 1906 Rolls Royce. The photos were taken at the Monterey Meet in 1979 and supplied by Brad Zemcik.*





# The Northern Tour

Images by Doug Fulford



*1908 Renault owned by Bill and Robyn Betts, 1911 Clement Bayard owned by Vivian and Doug Fulford, 1912 Ford T owned by Michael and Claudia Holding parked at Garradunga Hotel on the Innisfail leg of the rally.*



*1903 Oldsmobile owned by John and Alison Day. Completed all the tour in wonderful style.*



*1903 Romania motorcycle owned by Greg Smith. Simon Anderson somehow pedalled this motorcycle up to Lamberts Lookout in Mackay. This was an extremely steep climb so it took Simon two goes to get up there.*