

August 2023



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

CONTENTS

President's Message.....	4
Membership.....	4
Front Cover Photograph.....	5
Valē – Alan Collis.....	5
What Is It?.....	6
Membership Subscriptions.....	6
What Is It?.....	6
The Shilovsky Gyrocar!.....	7
T Ford Time – British Bodies.....	7
The De Dion Bouton Vis-À-Vis & 125th Anniversary Of Renault Frères.....	8
The Lady Driver.....	10
The Gift Of A Motor Ambulance.....	11
Cyclecar Corner – Wilkinson Radiator Revelation.....	14
RACV Midwinter Rally Maryborough.....	16
RACV Midwinter Rally Maryborough.....	18
Entry List.....	21
Private Classifieds.....	26
Natter Night Meeting Minutes.....	28
Annual General Meeting.....	28
Events.....	29

Flashback

By Greg Smith



This month's flashback photo features a Star. The photo was taken on one of our early rallies, and I believe possibly the RACV Annual Rally of 1975 which went to Geelong. I am hoping someone will be able to confirm this detail. The car has the registration 186, so that will be a vital clue in identifying who owned this lovely Star. My sources tell me it was owned by one of our former great editors of Brass Notes? It looks like there were three people in this roadster, so maybe someone can tell us who these people are. We are hoping someone will be again able to share their knowledge on the car's ownership, and hopefully some of the cars earlier history. Other questions to be answered are: What became of this car? Where is it now? Please respond to the Editor with any relevant information about this Star and its owners.

Our flashback Hupmobile from last month has been identified, and a brilliant article on its history and association to our club has been provided by Rob Miller and Jerri-Lee Phillips. We really appreciate the thorough article they have been able to provide which helps us in recording the Hupmobile's history.

See article on page 22 for the details.



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

The RACV supports the:

- RACV 1 & 2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally



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 VVC INSTRUMENTS

Coming Events

8 August 2023	Natter Night - 8pm Clubrooms and Zoom Zoom link to be issued via email
12 August 2023	VDC Coffee & Chats VDC Clubrooms - Norcal road, Nunawading
9 September 2023	VDC Coffee & Chats VDC Clubrooms - Norcal road, Nunawading
12 September 2023	Natter Night Clubrooms and Zoom

Major Events

8 - 10 September 2023	Pre-1905 Pioneers Run - Forbes, NSW Rally Directors: Chris & Russell Holden
17 - 19 November 2023	RACV Veteran Car Club Annual Rally, Euroa Entries open soon, book accomodation now!
14 - 17 March 2024	RACV 1 & 2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan

National Events

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

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Front Cover:

Our front cover photo for this month features vehicles from the Mount Gambier Motor Garage. It looks very likely they were agents in both Russell and Sunbeam motorcars. We do not have information about this motor garage, so would be very pleased if we were able to source relevant information to accompany this splendid photograph. See the article on page 4 with what is known.

President's Message

By Ben Alcock

The RACV Midwinter Rally has just finished and what a rally it was. We had over 40 cars entered, and close to that showed up. The town of Maryborough was excited as ever to host us and boy did they put on a show! Make sure you read about this fantastic rally in the report on page 16. I would like to say a massive thankyou to Scott Emmerson, who along with brother Craig put together an exceptional rally.

There wasn't a single person in Maryborough (or any of the other towns we visited) that didn't know we were coming. We had a huge crowd of people waiting for us at the Maryborough Train Station. The mayor welcomed us and waved us off on the Saturday morning from the local car club rooms, and we got a hero's welcome at the Talbot Farmers market on Sunday with VIP parking. The enthusiasm and excitement that was portrayed to these communities came across very well and resulted in great publicity for both us and the towns themselves. We were in the local newspapers before and after the event, Facebook was full of photos of our cars from multiple pages and groups and it really did feel like we were there to put on a show.

Up next we have the Pre-1905 Pioneers Run in Forbes, NSW. Entries are now open. The National Veteran Vehicle Rally in Griffith is in October and then our RACV Veteran Car Club Annual Rally in Euroa, 17-19 November. Entries will be out soon for the Annual Rally, but make sure you book accommodation now. See page 29 for all the information.

*Stay safe and well,
Ben Alcock, President – VCCA (Vic)*

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Frank Lewis of Castlemaine with a 1908 Beeston Humber
- Toby Primrose of Carnegie with a 1909 Renault

CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



For over 50 years Stuckey Tyre Service has provided quality tyres and service for classic and collectible cars. In addition to carrying fresh stock from these major manufacturers, our worldwide sources can deliver hard to find tyres for correct and concourse applications.



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828 Sydney Rd, Brunswick VIC, 3056

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Front Cover Photograph

By Greg Smith

Our front cover photograph features the Mount Gambier Motor Garage display, most probably at a local area agricultural show or similar. They must have been agents of the two makes, that being Russell and Sunbeam. You will recall back in the Brass Notes March 2023 edition Russell Holden reported he had located and purchased a 1912 Russell with a James Flood Body. This was reported in the Comings, Going and Restorations column on page 15. He also provided a period photo of a Russell that was in Mount Gambier with a James Flood body. If you study that photo, and the one on the front cover you will certainly notice the similarities between these Russell cars.

We all would love to know further details on this month's front cover photo, so if anyone can provide that knowledge we would love to publish your findings. Please contact the Editor.



Photo of Russell Holden's Russell as found



Photo of a Russell in Mount Gambier with a Flood Body



Valē – Alan Collis

By Mick Turner

I have been informed of the recent passing of Alan Collis. Alan was a respected and active member of our Club. Alan was treasurer for ten years from 1978 through to 1988. A grand effort and for which the Club is very thankful. He also managed the finances of the 1988 International Bi-Centennial Rally, again a monumental effort.

Alan championed a 1912 Armstrong Whitworth roadster. He purchased this vehicle in 1980 from a farmer near Ballarat and did a marvellous restoration which culminated in receiving the "Best Restoration Award" in 1983. The car is now in Belgium. Alan also restored and extensively rallied a 1909 Renault AX. In 1996 the Renault was awarded the "Best Personal Restoration" and the coveted "Best 1 & 2 Cylinder Car" award, which again is a great credit to Alan's restoration prowess. This car is now owned by Mr. David Inglis, and was also used many times by Cliff and Betty Ward.

Our thoughts are with Alan's family.



What Is It?

By Stephen Dynes

Please find attached a couple of photos of an early pedal set.



I was told that it had aluminium pedals on it in the past. It may be veteran or early vintage.

The only marks on them, are on the pedal shafts numbers 24862 on the clutch and 23281 on the brake.



Firstly I want to know more about them, then they may become available.

Thanks

Stephen Dynes
03 97301713

Membership Subscriptions

MEMBERSHIP SUBSCRIPTIONS ARE DUE NOW and payable by August 31st. Individual hard copy Renewal Notices have been distributed in early July to all members who had not yet renewed.

While the preferred renewal option is using our ON-LINE system, those members who are more comfortable with a hard copy can complete the Membership Renewal Form and Declaration and pay exactly as they have done in the past (EFT, cheque or money order).

Remember if using the hard copy renewal option, and paying by EFT, you still need to sign and return the Renewal Declaration to the Registrar. Details are on the form.

Alternatively you can use the On-line system and pay by VISA/Mastercard, EFT, cheque or money order. Returning the Declaration is not required if using the On-line system.

RENEWALS TO 20th JULY

Paid by Credit Card	151
Paid by EFT	42
Paid by cheque/money order	8
TOTAL	201
Still to renew	127

What Is It?

By Greg Smith

Our hard working secretary was sent this request on our web site. Marion Johnstone wrote requesting the identity of this car. She is currently restoring the photo that was taken some time after the turn of the century. Can anyone please help identify this car? It does look to be probably be a single cylinder car.

Please contact the editor with what you know.



The Shilovsky Gyrocar!

by Murray Murfett

Graeme Jarrett has long regaled us with quaint and 'interesting' vehicles, particularly some of the smaller cycle-cars, and ones in their developmental stages. And also take a look at the 'Festival of Slowth' on Google for some more weird and wonderful English and French examples of early experimental and slightly ludicrous vehicles that gather together annually.

You may have already seen, or at least heard of the Russian, Count Pyotr Shilovsky who designed his own car, a Gyrocar in 1914, perhaps with the help of vodka! Built for him as a prototype in England by Wolseley in 1914, just before WW1, the quite large vehicle was nearly 20 ft long, had just 2 normal in-line wheels, with 'trainer' wheels for balance, powered by a 4 cyl. 3 litre, 16-20 Wolseley engine and some sort of gyroscopic action to keep it balanced. Capable of carrying 5 passengers, plus driver, it is indeed hard to imagine just how it could successfully operate, particularly going around corners. In fact in the description it states that its turning circle radius was 'comfortably within that of a football field.' Remaining unclaimed by the Russian Count after the war, the vehicle was buried, but then disinterred in 1938 and featured in the Wolseley Museum until being scrapped in 1948.

And if you are wondering what possessed Count Shilovsky to dream up such a machine, check out the number plate. It says it all!



Gyrocar Number plate O WY 88



Gyrocar being exhumed in 1938 near the Wolseley Factory

T Ford Time – British Bodies

By Graeme Jarrett

The British, like so many other industrialized nations, built local bodies to suit the local appetite. Certainly, the import duty on foreign bodies was an incentive to both build local and support the home market workforce.

The boxy scuttle, deeper body sides and enveloping mudguards are clear departures from Ford practise - on the 1915 car below.

Again, below this is a similar treatment often seen on locally built UK bodies. This one has an even larger boxy scuttle – attractive it is not, in my opinion.



The De Dion Bouton Vis-À-Vis & 125th Anniversary Of Renault Frères

by Rodney C Anderson

De Dion Bouton & Trepardoux set out constructing and testing steam driven vehicles in *Avenue Grande-Armée* Paris in 1884 [Photo 1] before coming up with the first high-speed petrol motor in 1895. Initially air-cooled, the first water cooled motor was fitted to the *de Dion Bouton* model *vis-à-vis* [Photo 2] that began to appear on the streets of Paris in September 1899.

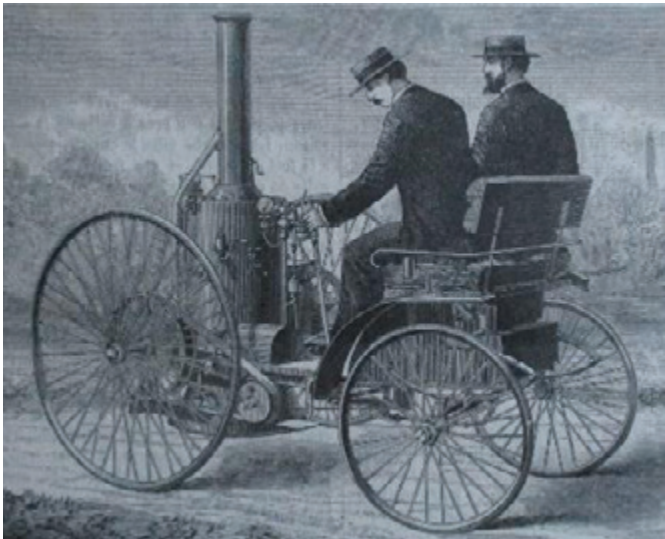


Photo 1

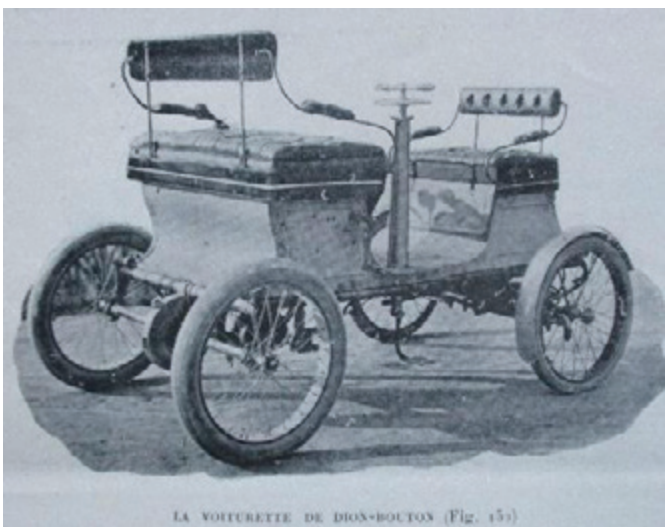


Photo 2

By the turn of the century *de Dion & Bouton* (*Trepardoux* having moved on) was claimed to be the largest automobile manufacturer in the world with the *vis-à-vis* being one of the most easily recognised automobiles from the dawn of motoring.

One belonging to *Comte de Dion*, founder of the first automobile club, is displayed in the foyer at 6 *Place de la Concorde* Paris, *l'Automobile Club de France*. There are other *de Dion Bouton vis-à-vis* models on display in France including the one driven along the *Champs Elysees* with the *Comte* on board as part of a celebratory parade at the end of hostilities. In a private Chateau there is a recent 'discovery' in remarkable condition still with the lamps in the box – unwrapped!

In June 1994 eight of the 38 *de Dion Bouton* entrants in the Centenary celebration of the first automobile 'race' from Paris to Rouen were *vis-à-vis* – incidentally there were 17 Renaults & 14 Peugeots.

And in November 1996, of the 'nearly ninety' *de Dion Boutons* entered in the RAC London to Brighton Veteran Car Run to celebrate the centenary of the 1896 Motor Car Club Tour to Brighton, there were 21 or more *vis-à-vis* models entered - '... this Paris maker was the oldest and most popular company of veteran days. Famed for its excellent petrol engines...' [Official Souvenir Programme p. 36]

1128 DX 75 [Photo 3] - an entrant in both these centenary celebrations – also commemorated the centenary of the *Paris-Rouen* on the 22 July 1994 and the Motor Car Club Tour to Brighton on 14 November 1996 - the actual dates of these historic events!



Photo 3

In Australia the *de Dion Bouton vis-à-vis* is arguably the most significant and also readily identifiable of the earliest motorcars in Australia especially in New South Wales, South Australia, and Victoria.

The first car imported into NSW - a *de Dion Bouton vis-à-vis* - arrived in May 1900 [Photo 4]. And the first car purchased by the State Government is also claimed to be a *de Dion Bouton* and the first car driven through the Blue Mountains.

The *de Dion Bouton vis-à-vis* displayed at the National Motor Museum [Photo 5] is owned by the History Trust of South Australia. Another *vis-à-vis* was in recent time imported by a well-known collector in Adelaide.

Museums Victoria believe the *de Dion Bouton vis-à-vis* purchased in 1900 by James Craven of St Kilda is the first car imported into Australia.[Photo 6]

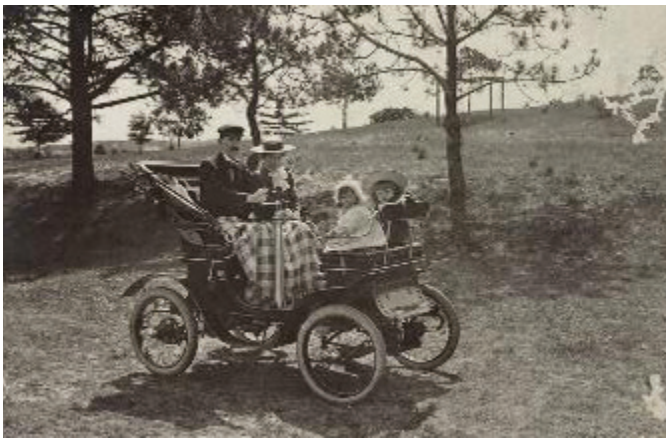


Photo 4



Photo 7



Photo 5

In Queensland an enthusiast rebuilt the *vis-à-vis* featured in *Veteran & Vintage* [Davis 1981] and Clive Palmer [Photo 7] recently purchased a *vis-à-vis* to add to his collection.

Sadly, by the end of the 20th century the once great name of *de Dion Bouton* was largely forgotten save for the '*de Dion axle*' whereas his nemesis, Louis Renault, who relied on a *de Dion Bouton* motor to 'test' his *système* of direct drive, created an Empire.

To my mind it was important to acknowledge the contribution made by *de Dion Bouton* towards the Empire described by General *de Gaulle* as the 'first and finest factory in France' by having a *de Dion Bouton* present at the *Premiere Rassemblement International des Models Louis Renault* at Cobram in March 2023. [Photo 8]



Photo 6

So it came as a wonderful surprise for those at Thompsons Beach to hear and see an 1899 3 ½ hp model *vis-à-vis teuf-teufing* her way to line up with the younger Renaults and then treated to the spectacle of this delightful vehicle whizzing around the iconic river gums on the banks of the mighty Murray and on the final day leading the way to Tocumwal where the owner most generously provided an opportunity for others [Photo 9] to enjoy driving around the streets in his *vis-à-vis*.



Photo 8



Photo 9

According to my reckoning 15 of the 69 *de Dion Bouton* models listed in the 2015 Vehicle Index published by The Association of Veteran Car Clubs in Australia were in Victoria.

As a stalwart of the *marque de Dion Bouton*, I'm trying to encourage owners or custodians of any tricycle, quadricycle or any other vehicle including road sweepers fitted with a single, twin, four or eight cylinder *de Dion Bouton* motor to get together to celebrate the 125th anniversary of the *de Dion Bouton vis-à-vis* with your families & friends or come along to the gathering that will get underway once the VCCA (Vic) Annual 1 & 2 Cylinder Rally at Echuca is over.

And for those going to the 1& 2 Cylinder National Rally in Albany, a record number of *de Dion Bouton* enthusiasts are expected for the Festival of Motoring including the *de Dion Bouton vis-à-vis* from the National Motor Museum invited to the WA *édition* of the *Deuxieme Rassemblement International des Models Louis Renault*.

There will be other opportunities in 2024 for *de Dion Bouton* and *Renault* enthusiasts in Australia to get together and celebrate the 125th anniversary of the *vis-à-vis* and *Renault Frères*.

The Lady Driver

by Irene Hill



WE'RE ON OUR WAY TO GRIFFITH for the NATIONAL VETERAN RALLY

Motoring Etiquette

Some of the rules of motoring etiquette hold true today – such ageless advice, almost 3 generations later!

Here are a few 'tips' taken from the Encyclopaedia of Etiquette 1912.

1. Do not stare at another's car, nor examine the mechanism. This is the height of rudeness.
2. When overtaking a vehicle of inferior horsepower, do not choose that moment to exhibit your own capability of greater speed. Do not give such a car your dust or the smell of your motor's gasoline.
3. A person, who should run over or into another without stopping to inquire about the victim and to offer assistance, could not expect to be considered a gentleman. Such ruffianly conduct is unfortunately not uncommon.
4. A considerate driver never starts his car until his passengers declare themselves comfortable and prepared to progress.
5. A host of a motor car who invites friends for an outing in his vehicle should provide the necessary refreshments or pay for the cost of the food and beverages enjoyed by all at a roadside inn.
6. Unmarried ladies should always take the back seat when accompanying married ladies in a vehicle, with the married ladies occupying the front seat, space permitting.
7. Sound the hooter when approaching pedestrians in the roadway. Dogs, chickens and other domestic animals are not pedestrians and one is not responsible for their untimely end.

The Gift Of A Motor Ambulance

by David Neely

**Duncan & Fraser Limited, Franklin Street, Adelaide
Carriages and Motor Cars**

The Gift of a Motor Ambulance



An ambulance built by Duncan & Fraser to military specifications on a Ford Model T chassis. [State Library of South Australia B21423]

Again we are most grateful to David for this article which is a follow-up to his article on Daimler ambulances in the June issue of Brass Notes.

Duncan & Fraser, established in 1865, not only built motor ambulances in World War I but also the directors and employees of the company donated one for the war effort.

Duncan & Fraser's Ford Model T ambulance was presented to the South Australian Military Commandant, Colonel Sandford, by the State's Governor, Sir Henry Galway, at the Soldiers' Memorial Statue on North Terrace on 24 August 1915. At the ceremony Mr Duncan and Mr Spafford spoke on behalf of the directors and employees respectively. The 'Chronicle' on 28 August 1915 reported on their speeches.

"Mr. R. A. Duncan, representing the directors of Messrs. Duncan & Fraser, in asking his Excellency to present a motor ambulance to the military authorities, said he trusted that the vehicle would be the means of allaying the suffering of the brave men who met with mishaps on the battlefield. Mr. H. Spafford spoke on behalf of the employees of the firm. He said the men had quietly and unobtrusively shown their loyalty to King and country. Over 30 employees of the firm had enlisted, and some had been in the trenches for months. Those who could not go to the front were doing their little bit. They had subscribed £157 for the Belgian Relief Fund, and with the aid of the directors had raised sufficient money to pay for an ambulance. That would not be their final effort."

The firm addressed patient comfort in horse-drawn ambulances around 1904 and by 1912 had built a motor ambulance. The background to these developments was the subject of an article in 'The Register' on 13 August 1912, "About eight years ago Messrs. Duncan and Fraser of Adelaide realised that the iron-tyred ambulance provided by the Government

for the conveyance of the sick and injured persons was not only out of date, but the means of inflicting much unnecessary suffering upon many least able to endure it. They built an ambulance which contained all the then known improvements, the easily hung body and rubber-tyred wheels which ensured the smallest possible amount of pain and discomfort to the passenger. That vehicle has been in constant use ever since. However, the march of improvements has again rendered an advance desirable, and the firm have decided to put into commission a new carriage. Motor power is to be substituted for horses, and it is expected that this means a much easier and speedy transit will be possible. The work of manufacture is now well in hand, and the firm will provide at an early date a motor ambulance carriage which will be thoroughly up to date in every respect."

Prior to the war civilian ambulances were typically funded by public subscriptions. This approach continued with the wave of patriotism that swept the British Empire when motor ambulances were donated by individuals, groups and organisations.

Duncan & Fraser built two ambulances for the Women's Patriot League South Eastern District at Mount Gambier in 1915 on Ford Model T chassis. The firm had the Ford agency in South Australia and Broken Hill.

The 'Border Watch' reported on 8 May 1915, "A representation of the Australian flag in the top left-hand corner and the words, "Presented by the women of the South-Eastern district of South Australia", are the inscriptions on brass plates attached to the two Ford motor ambulances." It continued, "Both ambulances are finished in white, and are strongly but lightly built. The red Geneva cross is conspicuously painted on the driver's screen, and on the two sides and top, which are of canvas and can be readily rolled up. Four stretchers are provided in each, with a tip-up seat for the attendant. They are ready for immediate service, and are provided with spare parts and tyres. Great importance has been attached to the lighting equipment. There are three headlights. The middle one is lighted by acetylene gas, and those on either side by electricity, while the two oil lamps are placed just in front of the driver's seat."

The Hon Secretary, Miss Bertha M French, explained how the local orders came about as recorded in the "Border Watch' on 16 June 1915, "It was decided to purchase two Ford motor ambulances, and the order was given to Messrs. Duncan and Fraser, of Adelaide, through their local manager here. It was originally intended to cable the money home [England – author], but at the time the selection was being made, the English Government had commandeered most of the output in the motor trade, so that we were unable to avail ourselves of any advantage in this respect. In consequence of the same restrictions, Adelaide orders had been entrusted to local firms, and cars had been



Duncan & Fraser introduced rubber tyres on the wheels of a horse-drawn ambulance around 1904 to improve patient comfort. [State Library of South Australia, B1403-1, B1403-11 and B1403-12]

successfully built under military supervision. Such being the case, we had no hesitation in doing the same, as it was of great importance to get them away as soon as possible. Messrs. Duncan and Fraser executed the order in less than a month, and on May 4 they were formally handed over to the Defence Department by Mr. Livingston, M.H.R., who kindly made a special journey to Adelaide for the purpose.” The presentation took place outside the premises of Duncan & Fraser.” The Military Commandant acknowledged the generous gifts of the motor ambulances with sincere thanks, “For service at the front. Trusting they will help to alleviate some of the suffering of our brave troops.”

Duncan & Fraser also built ambulances for The Manchester Unity Independent Order of Oddfellows. The first was presented to the military authorities by the South Australian Governor, Sir Henry Galway, on 2 August 1915 at the Soldiers’ Memorial Statue on North Terrace. The ambulance, which cost £324, had attached to its side a brass plate bearing the inscription “Presented by the Manchester Unity Oddfellows, South Australia, 2nd August, 1915.” The second was presented on 29 October 1915 with a similar brass plaque.

The Clare and District Motor Ambulance Fund commissioned Duncan & Fraser in July 1915 to supply two Ford motor ambulances and a travelling kitchen. The total cost was £877/3/6. The ‘Northern Argus’ reported on 20 August 1915 that the Fund met on 15 August 1915 and finalized the inscription to be fixed on the brass plates of the ambulances and kitchen. It was resolved to ask the governor to present the ambulances and kitchen to the military authorities on 25 August 1915 in Adelaide.

In August 1915 Duncan & Fraser, “Completed an order for five Ford cars for the Commonwealth military authorities. The vehicles are for the use of the commandants of each of the Australian States.”, reported the Adelaide ‘Observer’ on 21 August 1915. They were finished “in a tasteful fawn colour, with relieving gold lines.”

When Duncan & Fraser built a motor ambulance in 1912, they could not have known that in three short years they would be building motor ambulance for patriotic citizens to donate them for the 1914-1918 war. Indeed, the directors and employees would donate a motor ambulance themselves.

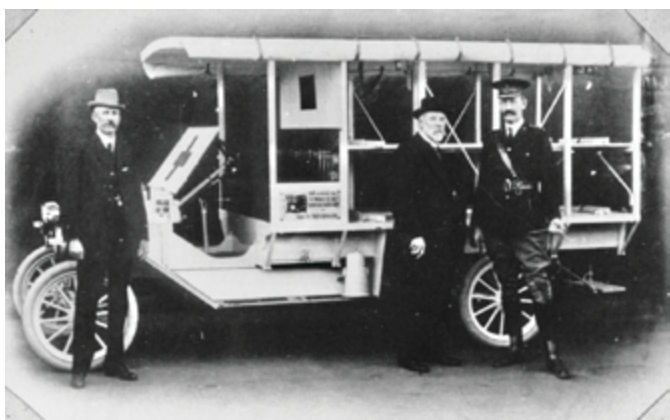
Acknowledgements: Trove, David C Chantrell, ‘Duncan & Fraser Ltd: Legacies Left Untold’, State Library of South Australia.



The first Duncan & Fraser carriage factory in Franklin Street, Adelaide. The photograph is believed to have been taken about 1870. The large crest, a close variant of the coat of arms of the British monarch, was removed by 1887. [State Library of South Australia B38794]



One of the Duncan & Fraser ambulances donated by the Clare and District Motor Ambulance Fund. Pictured here at the Keswick Barracks, South Australia, prior to it being shipped to the western front. [State Library of South Australia B34606]



One of the two ambulances built by Duncan & Fraser donated by the Mount Gambier Women's Patriotic League in May 1916. It was presented by John Livingston, M.H.R. for Baker, pictured in the centre, to Colonel Godfrey Irving, Commandant of the 4th Military District of South Australia. The gentleman on the left is not identified, perhaps a representative of the company. The centre acetylene gas light is just visible on the far left. [State Library of South Australia B21422]



The first Duncan & Fraser ambulance for The Manchester Unity Independent Order of Oddfellows was presented to the military authorities by the South Australian Governor, Sir Henry Galway, on 2 August 1915 at the Soldiers' Memorial Statue on North Terrace. [State Library of South Australia B 17792]

Cyclecar Corner – Wilkinson Radiator Revelation

by Graeme Jarrett

This radiator was bought at a Scammells' auction recently and was described as a De Dion Bouton – clearly not from any car of that marque but what is it really from? It is very well made with a honeycomb pattern core.



Above, the unknown radiator from South Australia.

The registration number was on the lower apron below a layer of paint, once cleaned off the number Vic 34 325 was revealed.



After a little piece of research, it transpired it carried Victorian number dating from 1922 – the vehicle described as a Wilkinson 8.5hp.

This revelation came as a considerable surprise to me. I was unaware that there had been an agent in Melbourne who offered these as well as another marque. The car as pictured below may have been the only one sold by Westwood and expect my radiator may be from the car pictured below.

178 THE AUSTRALIAN MOTORIST. October 1, 1913.



WILKINSON CYCLE CAR
A NEW PICK MOTOR CAR

Peerless MOTOR CYCLES
TAXIS TYRING CARS
READY AT ALL TIMES

THE WILKINSON LIGHT CAR

Four Cylinder Water-cooled Engine; 3-Speed and Reverse Gear Box, Bevel, Differential.

The Car to suit Gentlemen of moderate means, who require a Car of low initial Cost, low upkeep and Simplicity to handle. Petrol consumption of over 40 miles to the Gallon.

7,000 Miles at a Cost of £3 per Tyre.

Sole Agents for
Victoria and Tasmania.

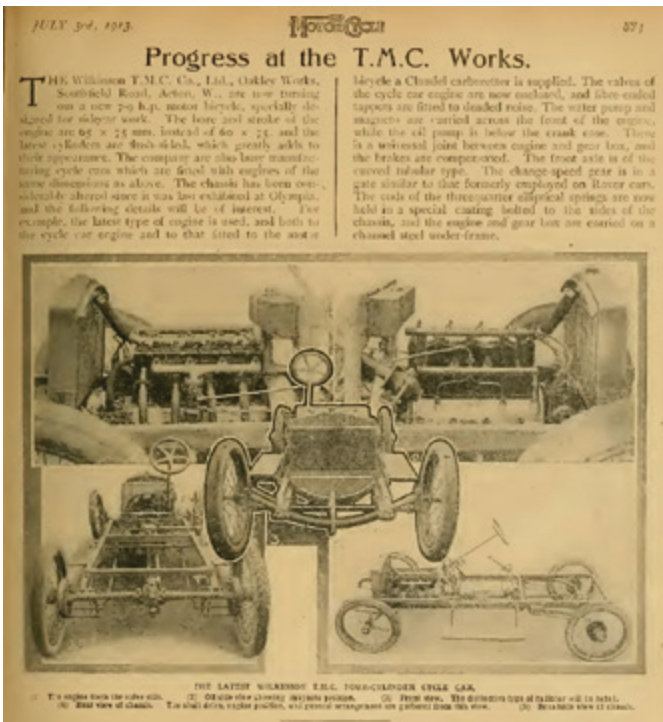
WESTWOOD'S MOTOR GARAGE

102 Chapel St.,
Balaclava,
Melbourne.

Victoria,
Australia.

Write us for Specification,
and appoint an hour for
A TRIAL.

Above, an advertisement for the Wilkinson by the Westwood Motor Garage.



The Wilkinson Cyclecar was also regarded and advertised as a Light Car (perhaps slightly more appropriately).

Anyway, the Melbourne agent for these was Westwood's Motor Garage, unbelievably the facade of the garage survives with the signwriting intact – unbelievable!



These premises were built between 1910 and 1913 for Claude Wimpole Westwood. He operated the garage and for approximately ten years including a hire car and taxi business from there. His early training and qualifications were in electrical engineering. He sold the business in 1922 to Mr Westward.

It is not known how many Wilkinson cars were sold by Claude Westwood but expect it was not a large number – perhaps one only.

This particular radiator is interesting insofar as what it tells us about the car. There is circumstantial evidence to suggest it was registered three times. Once in 1914 (initially in Victoria), secondly in Victoria in 1922 and finally in South Australia. Initially it likely carried one of the following registration numbers, Vic 11 594, Vic 11

694, Vic 13 192, Vic 13965, or Vic 18 360. The first of these is the most likely, in my opinion.

The Wilkinson Company built a four cylinder motorcycle in the period 1911 – 1916. This was a water-cooled 848 cc machine with a large radiator at the front. An in-line four-cylinder side-valve, it had a bore and stroke of 65 x 75 mm. Redesignated the 'TMC' (for "Touring Motor Cycle"), the Wilkinson TMC was one of the top of the range motorcycles built before the Great War (1914-18). This engine unit appears to have been used in the Wilkinson Cyclecar.



Above, a Wilkinson motorcycle survivor in the UK. The radiator on this machine looks to be identical to that used in their car – apart from the differing brackets and lack of apron.

Thank you to those who assisted in providing input to this article. They include Pam Hill, Dr Mitchell (SA) and Bob King.

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RACV Midwinter Rally Maryborough

by Lillie Keogh

14-16 July 2023



Lillie with Sherryn talking with Bookmakers, Claudia and Kim. (Secret Betting Plunge!)

The Midwinter Rally in Maryborough began for us on Friday night, with dinner for the record number of attendees booked for the Bull and Mouth Hotel, where we had a delicious meal with Ivan and June Smith (affectionately known as Gran and Grampy), catching up on recent events and generally enjoying their company after not having seen them for a while.

Saturday bloomed clear in the morning with a distinct chill to the air, but the peeking sun seemed to tease a warmer day. It was a slower start to our first run of the rally to Creswick, which was about 70 kms. The GWK was having a bit of a grumpy morning, and didn't want to get up and go smoothly. Meeting the car on the road to make it a gentle start, we headed off but it was not an easy one and the old girl was struggling to hit our normal cruising speed of 40km/h. We were lacking power and chugging hard as we headed out into the countryside.

Along one of the winding roads we had 3 of the bigger cars catch up with us. As we pulled to the verge to allow them to pass, the big Napier was uncharacteristically sedate in passing our little GWK, but after a time began to pull away to be followed by 2

more cars. In a stroke of bad luck, we rounded a corner to witness a steep hill with a crest as the back wheels of the last car was passing the front of ours. Panic quickly set in as we realized that the big Napier was not just struggling but no longer moving, causing the other drivers and us to use our quick thinking to avoid disaster.



Napier being driven by Daryl Meek with Ken Hall as passenger. (Great to see it out again-Ed)

Approaching the near pile up I knew by the white knuckles that Brenton had, the noises and smells coming from the shredded rubber under our car and the general situation that the GWK was not going to make it up that hill in one piece unless we offloaded unnecessary weight. Unfortunately, the most practical thing to be sacrificed to lighten the load was me. There was no time to inform Brenton as to my genius plan as he invented new words for the English language as I threw the tiny door open as gently as I could and abandoned ship. Sadly, this did not do the trick but allowed for a speedy reverse retreat to the base of the hill to get a rolling start with a lessened load.

As I watched our car approach me where I stood half way up the hill it occurred to me that I couldn't hail my ride from my current position and turned to trudge to the top to meet the car. Despite my best effort with my distinct lack of fitness and the slow ascent of the GWK it passed me and I pushed to a jog to catch up.

In hindsight, this is probably the moment that my phone decided to go on a solo adventure and bailed out of my pocket but at the time I was focused on struggling to catch the car at the top of the hill so we could get to lunch. 10 minutes out from our lunchtime stop the temperature quite quickly and rudely plummeted, leaving Brenton and I shivering as we chugged along the back roads longingly thinking of a hot lunch.

We were not to have a nice warm lunch on arrival, as it was when we got there that I realized that I had lost my phone. Luckily technology came through and we were able to use the GPS tracer to locate it on that small but mighty hill on the back roads, it was not however unscathed from its solo adventure but sadly squished

and spitting glass chips like confetti. Phone securely back in my pocket we jumped back in the modern and made tracks back to tackle the rest of our rally day.

The rest over lunch seemed to work wonders, with the lack of power seemingly a thing of the past as I sat in the driver's seat to drive the route set for the return run. In my excitement to have a drive of the GWK, I completely forgot my intentions to stop in and say hi to the alpacas and animals they have at the Creswick Woollen Mill and instead we happily trundled away directly from lunch and headed back to Maryborough.

A sharp tailwind and a generally downhill run as well as the bone-chilling iciness having abated somewhat had us wondering if we had imagined the lack of power and chaos of the morning as we made cracking time back to the motel to defrost and doll up for dinner at the Golf Club.

Sat as I was at "the Kids Table" as the outrageously clear favorite (and dare I say most youthful) to win the Cold Start competition the next morning was across from me and I witnessed the light-hearted ribbing and heckling that comes with the fame of having a number of wins under your belt. Only time would tell if the understated, quiet confidence of this gentle giant would result in another trophy to add to the hoard.

Sunday morning supported the Icicle Rally name as a blanket of sparkling white frost blanketed all the vehicles lovingly cocooned in their blankets overnight and ensured that the fun of the Cold Start competition that morning was indeed a cold start.

It was intense competition with a number of entrants enticing a larger crowd the more vehicles did their darndest to sputter to life in the nippy Maryborough morning air. Brenton and the GWK made a valiant effort with 5th place but Greg Orde took gold that day at just over 7 seconds taking the win for the 2023 Midwinter Rally Cold Start.



Brenton Smith in full flight with Lillie looking on, attempting to start the 1913 GWK.

Setting off directly from the motel with a rolling start, we were headed towards Talbot, and a Farmers Market 33 kms away through scenic winding hilly back roads surrounded by beautiful swamplands, farmlands and some impressively large eucalyptus trees which will have very likely seen these very vehicles going beneath their spreading branches over a century ago when they were brand spanking new.

The Talbot Farmers market was alive with food and music and handcrafted goods of all descriptions with friendly people everywhere you turned your head. I wish I could say that I absorbed the grass-roots culture and drank it all in but in reality, I was so focused on the staggering number of dogs winding through legs that all looked in desperate need of a pat. As I only possess 2 hands, getting to all of them took some time.

Once my dog quota had been filled, it was time for lunch at the Talbot hotel followed by an easy 14km run back to Maryborough in which I slid in behind the wheel again and we motored back under a clear blue sky, people on the street waving as we chugged the final stretch before giving the GWK a well-earned rest.

Thank you Gregas and Neesie, Gran and Grampy and most of all Brenton for introducing me to the joys of slowing down and focusing on the journey rather than the destination. The art of driving these veteran cars is one that requires mindfulness, respect and appreciation for each and every kilometre you drive leaving no room to think of the mundane daily things that weigh down one's soul without a circuit breaker. It is a singularly beautiful experience that creates a whimsical feeling that is rarely achieved in today's fast-paced world.

Competitor	Vehicle	Time	Placing
Greg Orde	Itala	7.82	1st
Mark Herbstreit	Ford T	9.44	2nd
Peter Fagan	Triumph M/C	9.74	3rd
Doug Fulford	Clement Bayard	11.23	4th
Brenton Smith	GWK	12.75	5th
Craig Emmerson	Cadillac	17.14	6th
John Stanley	Stoewer	36.79	7th
Jack Alcock	Overland	DNF	-
Darren Savory	Ford T	DNF	-
Murray Murfett	Buick	DNF	-
Greg Smith	Maldon M/C	DNF	-
Scott Emmerson	Ford T	DNF	-
James Dunshea	Hotchkiss	DNF	-

Cold Start Competition Results

RACV Midwinter Rally Maryborough

Photos: Frances MacDougall Words: Murray Murfett & others

What a wonderful experience we had in the Maryborough district on our Midwinter Rally! The temperature hovered around zero degrees for the traditional Cold Start Competition and the beanie and gloves found in our Rally packs were certainly ominous! It was cold!

Friday

The weekend rally started with a 30km 'shakedown run', which included a visit to the magnificent but extravagant Maryborough Railway Station, followed by a 'get-to-know-you' dinner at the Bull & Mouth Hotel. All up there were 40 veteran vehicles and around 80 participants, with several let in from NSW. And it was great to see Tasmanians Ken & Frances Hall again, who are very active participants in our rallies.

And other intrepid travellers were the Caffyn (1912 Talbot) & Savory (1916 Ford T) crews that motored up from Melbourne, some 200kms plus to attend the Rally!

Saturday

The morning saw us at the Clubrooms of the Maryborough Historic Car Club where we had breakfast, catered by the local Car Club members and the Carisbrook Lions Club. This was followed by an Official Welcome by the Mayor, Cr Grace La Vella, Goldfields Shire Council. The ever ready Paul Daley responded congenially on behalf of our President Ben, who had trouble finding his voice, after succumbing to a bout of karaoke, involving some classic Barnesy and Farnesy numbers, coupled with some dazzling dance moves at the Bull & Mouth the night before!

Before flagging us off, the Mayor noticed some clouds of smoke and assumed that some of our members had initiated a Welcome to Country smoking ceremony however on closer inspection, it was just James starting up the 1911 Hotchkiss!



The Mayor flagging off John Kennett & Robyn Miller in the 1911 Hupmobile

A 70 km return run to Creswick included a visit to their very impressive Museum, the former Post Office, which featured the fascinating history of gold discovery in 1850, within what is now known as Victoria's Golden Triangle. Creswick was also home to the artistic Lindsay family. Of the 10 children, five of them, Percy, Lionel, Norman, Ruby and Daryl became renowned artists and writers and many original examples of their work were displayed in the Museum.

The Rally Directors (from very Hilly Gippy) lured us with an 'all flat roads' assurance but they obviously hadn't test-driven the planned routes themselves! There were several stragglers and strugglers, including the under-powered GWK which conked out halfway up a very challenging hill, in fact almost a mountain. However a mighty friendly local farmer arrived, producing a much needed tow rope. "Just chuck the rope somewhere in the paddock, when you're finished. I'll find it!" he said as he drove off, saving Brenton further embarrassment.

The dinner at the Maryborough Golf Club included, as usual, a clever poem by Doug Fulford and also the arrangements for the much anticipated Cold Start Competition, once again meticulously planned by Michael & Claudia Holding.

'Crooked' Claudia and her penciller 'Cajoling' Kim were very persuasive, and successful, in taking all the bets for the 8.30am start for the Cold Start competition, and a record Prize Pool of \$537 was up for grabs.

Daryl Meek was deputised to address the members, which he did very well, highlighting the participation of 3rd & 4th generation families and commenting that our Club is very lucky to have many young and active members. He also welcomed several 'first time out' entrants.

Bert Lamshed Memorial Hotchkiss Trophy - Cold Start Competition

Way back in 1977, Club member Bert Lamshed donated a trophy (an ornate Hotchkiss Radiator Cap with a Rooster atop) for the Cold Start Competition, which has become an annual event, as part of the Midwinter Rally. And as evidenced, very keenly sought after!



Paul Daley thanking the local Car Club for hosting the Saturday Breakfast



The bookie at work



The frost says it all

Sunday

Rally directors will no doubt claim credit for the one degree temperature for the Cold Start Competition. We woke up on Sunday morning to the overnight ice formed on the tops of vehicle hoods, and in some cases, under the hoods as well! No doubt their engine oil would be very treacly!

The competition got underway, with Michael reiterating the procedure and the very strict rules, setting up 3 time-keepers as well as looking out for cheaters. Start-up procedures were many and varied, and the large crowd cheered on the 13 entrants, particularly the ones that they had backed. The trick was to have your vehicle primed and ready to crank or 'kick' (for the two motorcycle entrants). With thin oil a definite benefit, one very determined entrant even used a 'locally sourced' electric blanket draped atop the bonnet to keep the engine warm overnight. Perhaps this skulduggery would have paid off if he'd remembered to turn the blanket on! And his use of 'Start Ya' Bastard' as an ether liniment sprayed liberally onto his 'starting-handle' arm was also tried but was found to be misplaced. Both methods were not mentioned in 'Michael's Book of Rules', but may well be next year. A stern warning was issued.

Mind you, this entrant was forcibly entered as 'punishment' by Treasurer Claudia for mucking up his on-line Rally entry, twice! But alas, his attempts at starting up his Buick were about as hapless as his rally application!

Looking at previous winners, in Dementia Prodest, the Club's excellent history book, up to 2017, there are a number of folk who have won it several times. For example, our hard working Editor Greg has won it an incredible six times with the 1912 Swift, and son Brenton twice with the GWK. Greg Orde was this year's winner, cranking up the 1909 Itala in a very fast 7.82 seconds!

Sundays run was down to Talbot where allocated parking on the edge of their extensive monthly market, coupled with blue skies and a welcome contribution from the sun ensured a pleasant visit and then a luncheon at the quaint Court House Hotel. Some entrants left for home from there, while others motored back to Maryborough to their trailers and tow cars.

What a wonderful Rally, thanks to the organising skills of Craig & Scott Emmerson, and our President Ben Alcock.



Airborne Greg Orde, totally focused on the horn bulb!



Competition Winners, L to R: Peter Fagan 1914 Triumph MIC- 3rd, Greg Orde 1909 Itala -1st, and Mark Herbstreit 1912 T Ford- 2nd.

Overheard Conversations

-Rally Director to Golf Club Manager- 'So, can you cater for 30 for our Saturday Dinner'?

(Three weeks later)-'Ummm....our numbers have changed, room for 80?'

- There was a huge sigh of relief from many that a Model T Ford didn't win the Cold Start Competition as at the Saturday Dinner, a merry Greg Smith announced, to anyone who would listen- 'that if a T Model wins I will bare my bum!' Phew!

-From a first time rally entrant 'I've had so much fun, and everyone was so friendly. I'll be back!'

- 'The routes selected were the two best we've ever rallied on, and it happened at Maryborough!' (this was from a NSW entrant!)

.....and from the Rally Organisers

'It was extra special that we had such strong support, and a record number of entrants.

Thank you all for coming, we had a great time as well! And sorry about that big hill!

And from us.....

Thanks to Ben, Craig & Scott for arranging such a well organised and fun Rally with good, user friendly winter weather! And the parking arrangements for trailers and at the towns we visited worked really well, as did the Rally booklets, maps and on-line application process. Cheers.

POEMS BY DOUG FULFORD

THE COLD START CONTESTANT'S LAMENT

The odds are set, the bids are in
What will I have to beat to win?
'Cos this year it was revealed
I'd be facing a record field

The choke's pulled on, the timing's set
The ignition's on – or did I forget?
The carby's had quite a tickle
On the ground there's quite a trickle

I check my laces aren't undone
So I don't trip up on the run
I should get going but hesitate
My heart is pumping a a fast rate

It's cold and damp but I still sweat
How nervous can a contestant get?
I get my act in place at last
And give the horn quite a blast

I grab the crank and start to spin
"Car please start – I want to win!
Two pulls and it roars into life
But I already know I'm in strife

It very shortly cuts right out
The reason why I have no doubt
I'll have a year to ponder upon
Forgetting to turn the petrol on!

BETTING ON THE COLD START COMPETITION

You'll face a dilemma when you bet on the cold start
Should your bets be based on logic or based upon the heart?

Should you, for example, put money on your Dad
When you know his chance of winning is worse then very bad?

Would you not be wiser backing someone young like James?

Who, despite his very youth, is a vet'ran at these games
I know that twelve months ago his Hotchkiss wouldn't fire
Which surely means that this year his price will have gone higher

It seems that you would be unwise if choosing to ignore
The fact that he has won this comp several times before
Or do you think it makes more sense to back a winning rand?

And currently this laurel rests with Willys Overland

As was the case with last year's win now that I'm thinking back

An Overland started by an Alcock, namely Jack
Or then again perhaps you may well wager on a Ford
Due to sheer weight of numbers they cannot be ignored

Form from the very early years you might well eliminate
Before they used the orange cones bikes used to dominate

Perhaps they'll stage a comeback now, only time will tell
'Cos last year on a bike Greg Smith placed very well

There's a great mix in this year's comp as you will surely see

Of friendship mixed freely with intense rivalry
Whoever you decide to back while pond'ring over dinner
I think you'll come to understand that everyone's a winner

Entry List

Driver		Passenger(s)	Year	Vehicle
Alcock	Ben	Deborah Alcock, Lachlan Axford & Daniel Allen	1914	Overland
Alcock	Jessica	Cooper & Jordan Holt	1914	Overland
Alcock	Jack	Anna Alcock	1910	Overland
Barnard	David	Marge Barnard	1918	Buick Roadster
Blackburn	Richard		1911	Scott
Boyd	David	Gail Boyd	1911	Renault
Caffyn	Robert	Peter, Archie, Ella Caffyn & David Nicholls	1912	Talbot
Daley	Paul		1913	Overland
Dalton	Robert	Christine Dalton	1915	Ford
Dillon	Christopher	Fiona Dillon	1909	Minerva
Donald	Lis	Karl & Alexander Donald	1910	Renault
Dunshea	James	Sherryn Dunshea	1911	Hotchkiss
Dunshea	Val			
Emmerson	Craig	Scott Emmerson	1912	Cadillac
Esmore	Alan	Heather Esmore	1913	Buick
Fagan	Peter		1914	Triumph
Formby	Louise	Paul Miller	1912	Ford
Fulford	Doug	Vivian Fulford	1912	Clement Bayard
Hall	Ken	Frances Hall		
Hammet	Peter	Joan Hammet	1914	De Dion Bouton
Holding	Michael	Claudia Holding		
Hussey	Brian	Jill Bartlett	1913	Ford
Herbstreit	Mark	Peter Jordan-Hill	1912	Ford
Kennett	John	Robyn Miller	1911	Hupmobile
Long	Alan	Janne Long		
Love	Brian	Maria Love	1912	Overland
Mansbridge	Terry	Carol Baudinette	1912	Sunbeam
McDougall	Andrew	Frances McDougall	1915	Ford
Meek	Daryl		1912	Napier
Murfett	Murray	Colin Dennis	1911	Buick
Orde	Greg	Andrew Purcell	1909	Itala
Sargent	Catrina		1915	Scott
Sargent	Colin	Merralyn Sargent	1913	Overland
Savory	Darren		1916	Ford
Smith	Ivan	June Smith, Glenn & Sue Goldie	1913	Ford
Smith	Brenton	Lillie	1913	GWK
Smith	Greg	Mick Turner	1904	Maldon
Stanley	John	David Hogg	1911	Stoewer
Thege	Rick	Heather Gingell	1915	Hupmobile
Williams	Paul	Kim Williams	1911	Wolseley
Wright	Murray	Julie Wright	1912	Enfield Autocar
Garrod	Laurie		1916	Buick

July Flashback Response

by Rob Miller

Hello Greg,

In response to Flashback photo in July Brass Notes, the photo depicts the 1913 Hupmobile Model 32 of my dad, E.G. (Ted) Miller parked alongside the 1913 Hillman of Alex Ludeman. At the rear is my mother Eve, chatting to her brother Jack Nelson whose 1913 Mercedes can be seen far right. Dad, Jack and Ludy were all mates being Preston Motorcycle Club Members.

Not sure of the date or place but the bassinet on the back seat of the Hupp suggests either me or my sisters' presence, so perhaps 1961 or 1962. Possibly not the Annual Rally as there is no evidence of a Rally Number being displayed as was the practice then. You may note the empty position for such number on board below passenger side headlight.

Dad's Hupp was purchased from Perc Hosking in 1956 and first appeared in the Annual Rally of 1958 to Sorrento. It won an Award of Merit in 1962 and was a featured car in the Veteran Car Road Tests of 1963/1964. I well remember Dad's tale of a torrid wet and windy day at Fishermans Bend for that Test Session.

The Hupp was a regular and reliable family rally car during the 1960s and 1970s but due to Dad's health and my motorcycle racing interests it was reluctantly offered for sale. In about 1979 the Hupp found a new home in Queensland. During a 1 & 2 Cylinder Rally in Bundaberg in 2006 in conversation with John Burke I learnt that Dad's Hupp No.34866 was now owned by a Church Minister in Toowoomba, Queensland, and it was in fact featured in a 2007 Calendar available at Australia Post. Queensland Member's may know more.

In the early days of the VCCA Vic there were only 4 competing Hupmobiles, the 1915 Model N of Albert Blashki, together with the Model 32's of Ted Miller, Ewan Kenner and Don Warne (who I always referred to as Uncle Don being a close family friend and one who for many years spent holidays with our family and the McGans' at St Leonards.) Don Warne's 1914 Hupmobile 32 has been in the ownership of Club Member Peter Pinkerton of Childers for many years. I recall Dads motorcycle mate Ian Isbister was a frequent visitor using our very original Hupp as reference for another Model 32 he was restoring at the time. I have no idea what happened to that car.

Regards

Rob Miller

Editor Note:

Rob talks about the Hupmobiles of the early days of our club, and mentioned Ewan Kenner. As fate would have it, Scott Emmerson contacted me after our last Brass Notes edition to inform me Ewan Kenner's Hupmobile was for sale on Gumtree. I contacted Ewan's son Alex, and he has now advertised his late father's car in this month's edition of Brass Notes.



The 3 black and white photos depict Ted Miller's Hupmobile as recovered in Tyabb.



Me at the wheel Tooradin Road House 1973 Annual Rally to Cowes.

Findings, Feedback and Follow-Up

More on the first Rolls-Royce to come to Australia

by Mal Grant O.A.M.

Hi Greg,

Following Ian Irwin's article on the Rolls Royce in latest issue of Brass Notes; Ian mentions that Archibald John BLACK apparently died of injuries received in an undefined accident. What can now be added is that he apparently died of injuries received when driving home from work and he [apparently] misjudged a bend in the road and was presumably thrown from his motor car and died as a result.

Ian further states A.J. Black had two other motor cars and research has not brought us very much further as to what motor vehicle he was [apparently] thrown from!

My information came from the ARGUS newspaper, whose report was made just after he was found lying on the roadway. There is no mention of the make of vehicle that he was driving. Nor is there [very unusually!] seemingly no police report of the matter. There does not appear to have been an inquest into his death or the circumstances surrounding same. Very unusually, there appears to be no police report of the matter.

Mal Grant O.A.M

More on the first Rolls-Royce to come to Australia

by Murray Murfett

Last months 'Brass Notes' included the very well researched and documented article by noted early Rolls-Royce 'Silver Ghost' expert, Ian Irwin, on the very first Rolls-Royce to come into Australia. This confirmed the long-held belief by amateur historians in Terang, Victoria (my home town) that the very first vehicle of that make did in fact come to the heart of the Western District, and that the 1906, 4-cylinder, 20hp Tourer (Chassis number 40509) was owned in succession by 2 of its wealthy pastoralists, Archibald Black in 1907, and then later, by Arthur Staughton.

Archibald lived in the 1870's grand mansion, built by his father, Scottish born early-settler and pastoralist, Niel. The two-storied, rendered bluestone residence, 'Mt. Noorat', eventually became too costly to maintain and was demolished in the early 1940s by Whelan the Wrecker. As told to me by my grandmother, the clearing sale, which she attended, took 3 days!

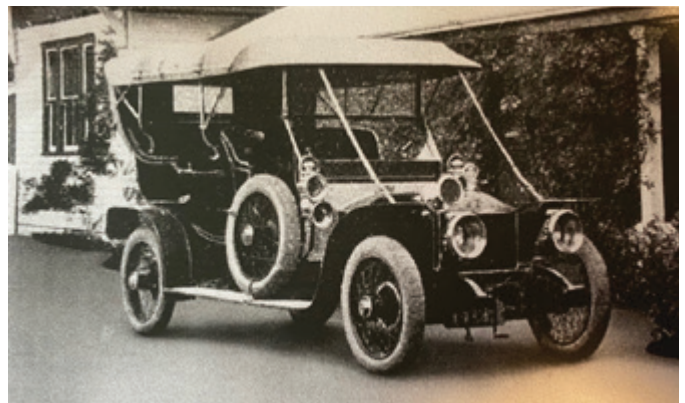
A descendant still lives comfortably in the Gatehouse.



MOUNT NOORAT, LATE NINETEENTH CENTURY
By courtesy of Mrs George West and her son J. N. Black

Mt. Noorat House, via Terang, late 19th century.

And also of interest, Archibald's brother, Steuart Black lived nearby at the 'Glenormiston' property, and owned a 1908 Delaunay-Belleville (one of three of these French luxury vehicles owned in the district). Many years later, this property was acquired by the State Government and became the Glenormiston Agricultural College. In latter years, the stately residence, 'Glenormiston House' was annexed off, and purchased by Dean Montgomery, who also owns the former Fletcher Jones clothing factory in Warrnambool, where his Motor Museum is currently located.



The Rolls-Royce in 1912, at the Staughton Homestead, 'Keayang', Terang, built in 1904

The death of Archibald Black, in 1912, was widely reported in several newspapers.

Black, Archibald John, (1859 - 20/1/1912)

By the accidental death of Mr Archibald John Black, of Mt Noorat, Victoria has lost a pastoralist to whom a great deal of the present prosperity of the Western District is attributable. While motoring from Camperdown to Terang, it is presumed his car overturned on rounding a corner, for he was found some time afterwards lying unconscious on the road, close by the badly damaged motor. He was conveyed to Terang, but died the next morning.

Footnotes:

- The make of the vehicle in the accident, driven by Archibald Black, was not stated, but was not the R-R, as it had already been sold to Arthur Staughton.

- However, according to Probate records, an amount of 238 pounds was still owed to the Black estate by Staughton, for his purchase of the R-R.

- At the time of his death, Archibald Black owned at least 3 other vehicles, however no details or images could be sourced for this article.

- Melbourne based demolition company, Whelan the Wrecker operated from 1892-1992.

- The Black's Christian names, Niel & Steuart have been spelt correctly, being the Scottish way.

More on the front cover Hupmobile from last month

by Gavin Mutton

Hi Greg

I may own the unrestored Evers Motor Co. Ltd. roadster Model 32 Hupmobile mentioned in the article written by Bevars Binnie on page 8 of the July issue of Brass Notes, or possibly mine is another survivor. Many years ago I had picked up a Model 32 with much of the steel tourer body missing. Over a year later I received a phone call from that car's owner that he was mustering on a nearby property and noticed another Hupmobile the same. Not being totally sure if should believe him I drove out to Charleville to find out. The car had many mechanical parts stripped, but further investigation uncovered a roadster body located way out in the paddock. The wood frame had rotted away but the steel work was good. It has taken many years to find the missing bits for this Hupmobile.

Being the first all steel production bodied car, Hupmobiles were very popular in the hot dry interior of Queensland. Wood framed bodies could shrink and had difficulty in handling the bad road conditions. The reason the Hupmobile Model 32 has such an angular shape is that drawing steel into rounded shapes with a uniform thickness was difficult. This body earned the car the term "ugly as a wort hog and twice as tough".

All steel automobile bodies did get better looking as evidenced by the later Edward G Budd contract with Dodge Brothers. Edward G Budd became a giant of the auto industry. Budd later took his presses and employees to Europe and began with Citroen steel bodies. His company exists today as Thyssen Krupp AG. I have attached a link for those interested in Budd Bodies.

<http://www.coachbuilt.com/bui/b/budd/budd.htm>

On the Adelaide to Darwin run, I remember an overseas entrant who had recently purchased a restored Hupmobile Model 32 from Shannons Auction in Sydney, and then proceeded to drive it to Adelaide then onto Darwin with us. The car gave no trouble on the way and made good speed. The owner flew out and the car is now overseas.

Regards

Gavin Mutton

More Hupmobile Follow-Up

by Brendan and Callum Walsh

G'day again Greg,

Here's a photo to follow your stories about Hupmobiles. It comes from the Walsh family history book – unfortunately the only photo in the book with an old car in it! It's my great-grandfather's brother Tom Walsh and his wife Kate (nee Connellan) from St Arnaud, on holiday in Warrnambool in 1915. Not sure if the rego is 8001 or 8601. They lived at 33 Alma St, St Arnaud around that time – the house is still there. Don't know any details about the car or its fate – they had no kids.

Cheers

Brendan and Callum Walsh

Daryl Meek followed up on Brendan and Callum's Walsh photo to provide the following information:

8601 is recorded as having been issued to T. Walsh of St Arnaud.

I have been unable to find any records between November 1911 and January 1915, but the 1915 records suggest that the registration of the vehicle was due to expire on 25 September 1914.

Given that the 1911 records (often mistakenly referred to as the 1912) finish with numbers around 5600, I am confident in suggesting that the car was first registered on 26 September 1912.

It's certainly not a Model 20, so it must be a Model 32.



Tom and Kate Walsh on holiday at Warrnambool in 1915. Note the number on the radiator, and also the windbreak sheet - "Windy Warrnambool".

More Hupmobile Findings

by Andrew Winter

In last month's edition of Brass Notes Graeme Jarrett provide us with a montage of Hupmobiles on page 7. Thanks to a very keen eye and some research by avid reader of our magazine, Andrew Winter, he was able to identify one of those Hupmobiles in the montage as the 2nd car owned in the Coffs Harbour district. –Ed



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

Andrew provides the following information: This photo was taken in the Coffs Harbour area and is reputedly the 2nd car owned in the district. The man in the bushes also has me intrigued...just been to have a wee perhaps??

The local museum has another photo of what I think may be the same car:



The photo has some writing on the back which is as follows:

Dr Wood purchased the car from Coffs Harbour agents Rodger and Pike. Although only 10cwt, the machine could speed up to 40 miles per hour and withstand rough road usage.

Inscription on reverse: Dr Woods Coffs Harbour Hupmobile car, sold to Mr Charlie Wright of Nana Glen. When going to 1st war Charles Wright sold to William Macky of Valla, NSW in 1917. Photo was taken in 1912.

Note the image has been reversed. The reference to the "1st War" makes me think that this writing was added to the back of the photo sometime after WW2. Nana Glen is a small town not far from where we live, and Valla is a coastal town about 30 mins south of Coffs Harbour.

Hope this is of interest. Great to see Hupmobile given top billing in BN!

Regards,
Andrew.

MODEL T & A PARTS
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Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

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www.henryspares.com.au

Private Classifieds

FOR SALE

1912 Zedel Tourer.

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

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

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

Asking Price: Best Offer

CONTACT: Jeannette

Ph:0409 724 064

Email jdfrancis47@gmail.com



FOR SALE

C1918 De Dion Bouton Motor. The engine has compression, and it still has the magneto and carb. Located in Ballarat Victoria.

Make offer

Contact: Greg Salter

M: 0447 832 594



FOR SALE

ESSEX Grease cap – year unknown. This is in surprisingly good condition for the year. A few small dents & scratches (Aluminium). Price \$45.



Daimler Grease cap – year unknown. This is a bit rough but will polish up well (Brass) – has original grease. Price \$55.



Ford Grease cap – year unknown. This is quite rough (Brass). Price \$35.



Stromberg control – year unknown. This is seized (Brass). Price \$45.



De Dion Bouton bonnet catch – year unknown. This is lovely French engineering – a bit rough Price \$95.



Leaf spring greaser – patent “The Don” – year unknown. A lovely piece for the true believer. Price \$65.



Shell Motor oil can - year unknown. A lovely piece for the discerning collector. I have never seen one like this previously. Steel body – stamped embossed as a shell - brilliant. First to see will buy. Price \$95.



Contact: Graeme Jarrett.

Mob 0455 041 994.

graemejarrett@gmail.com

FOR SALE

1913 Hupmobile series 32 Veteran car

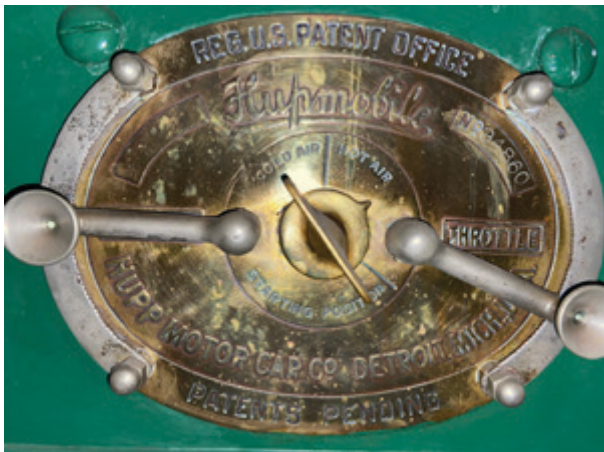
This Hupp is an older restoration restored by my late father in the early 1960s and regularly attended veteran vintage and classic car runs up until 2010 when he sadly passed away. It has been stored on stands in my garage with the water and petrol drained and the engine cylinders were oiled for long term storage. This is a regrettable sale as I have many fond memories. She has some cosmetic wear and tear which is to be expected it's mechanically sound and is a reliable old girl who never seen a trailer or tow truck. Hupmobile was a car built in Detroit, Michigan, USA from around 1909 the 1940s the series 32 was one of the first cars to feature a all steel body. It has a 4 cylinder side valve engine 3 speed gearbox.

Included in the sale is a large amount of spare parts enough to build another 2 cars with plenty more parts to spare. Please note this will be sold as a lot with the car and I won't separate .

Price is \$27000 negotiable.

CONTACT: Alex Kenner for more information.

M: 0432 794 803



FOR SALE

1911 Renault AX 2 cylinder

This car has a full known history since new. It is a Renault with original coachwork, which is quite rare. It is fitted with a self-starter and has new upholstery, top and tonneau. This is a superb opportunity to own and participate in the very popular one and two cylinder events. Dated in 1951 in UK it has been a great car for us but as we will not be attending any more veteran rallies. It is time for it to go to a new home. For more information please ring me.

Car Located in Tasmania.

Price \$55,000

CONTACT: Tony Thomson

M: 0427 818 166



GARAGE SALE

Car Parts, Tools & Accessories
Including Veteran Austin, Pontiac, Austin 7 and Austin 12 items.

A huge collection of Austin 20 parts, rolling chassis, tools, and memorabilia.

No Reasonable Offer Refused

Strictly cash only

Saturday 9th September 2023

Gates Open 8:30 am

Nye Residence

355 Paternoster Road Cockatoo (Mt Burnett)



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 6 July 2023 @ 8.09pm

Opening

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

Attendance

There were 23 members present in the room and 26 online, a total of 49 who attended the meeting.

Apologies:

Jennifer Atherton, Rusty Ward, Daryl Meek, Bob & Helen Ballinger.

Club news

Alan Collis and Francis Ransley have both passed away.

Jessica & Chris Holt welcome baby Jordan.

New Members

Frank Lewis of Castlemaine with a 1908 Beeston Humber

Toby Primrose of Carnegie with a 1909 Renault

Michael Holding spoke of the Membership status as at 30/6/23:

MEMBERSHIP as at July Natter night	
Members - Mail Brass Notes	163
Members - Email Brass notes	152
Honorary Life members	9
Life Members	6
TOTAL MEMBERS	330
New members joined in 2022 / 2023	15
Members passed away or resigned in 2022 / 2023	12
New members joined to date in 2023 / 2024	2

Treasurer's Report

Claudia announced our financial status (un-audited) as at June 30:

Cash at Bank	\$66,545
Term Deposit	\$86,756
Total	\$153,301

Raffle Tonight

Deb announced Lamb and veggies, apple pie and Chocolate.

Events

Past Events

Lane Auto Museum, no veterans

Coffee & Chats VDC, nil attendance.

Future Events

RACV Mid-Winter Rally, Maryborough 14-6/7. Scott Emmerson spoke of over 40 entries so far.

AOMC Restoration Seminar 15/7.

Pre -1905 Pioneers Run, Forbes NSW 8-10/9.

National Veteran Rally, Griffith 2-8/10.

Inter Club Petanque competition 12/11.

Bendigo Swap 10-12/11.

Annual Rally 17-19/11.

AOMC American Day 18/11.

Library and Archives Report

Nil

Wanted, For Sale or Swap

1. Female Manikin for sale, Refer the Holdings.

2. Jeff Alcock is after Houk no 6 hub.

Items of General Business

1. Ben Alcock is standing for President.

2. 2 positions available for Committee.

3. Feedback required for Zoom Natter nights. Survey will be sent out for members to provide feedback and suggestions for things they like/don't like and improvements.

4. Motorclassica has been cancelled this year.

**Next Meeting: 8.00 pm on Tuesday, 8 August 2023
Meeting Closure at 8.50pm**

Annual General Meeting

by Darren Savory

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

WHEN

The 2023 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 10 October commencing at 8.00pm.

POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be two general committee positions available (for a three-year term of appointment).

NOMINATION FORM

A nomination form will be available at the August and September Natter Night meetings. If you are unable to attend a Natter Night meeting, please contact me on 0438 873 053 or secretary@veterancarclub.org.au and I will post or email the form to you.

CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Tuesday, 12 September 2023. Please scan and email the completed form to secretary@veterancarclub.org.au. Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

MORE INFORMATION

If you would like further information, please feel free to contact me on 0438 873 053 or email secretary@veterancarclub.org.au.

*Darren Savory
Secretary*

Events

VCCA (VIC) PRE 1905 PIONEERS RUN

8 – 10 SEPTEMBER 2023
FORBES, NSW



Rally Directors: Chris & Russell Holden

0422 219 911 or russell@veterangarage.com.au

ENTRIES OPEN: https://veterancarclub.org.au/?page_id=7215



RACV VETERAN CAR CLUB ANNUAL RALLY

17 - 19 November 2023
EUROA



Join us as we tour through Euroa and surrounds for our Annual Rally. Euroa is located at the base of the Strathbogie Ranges in Victoria's High Country, a charming heritage town complete with majestic buildings and stunning landscapes, perfect for us to explore.

Book your accommodation *now*, entries open soon!



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

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

PRESIDENT
Ben Alcock
t 0404 917 366
e president@veterancarclub.org.au

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

SECRETARY
Darren Savory (Jennifer)
t 0438 873 053
e secretary@veterancarclub.org.au

TREASURER
Claudia Holding (Michael)
t 0402 484 036
e treasurer@veterancarclub.org.au

IMMEDIATE PAST PRESIDENT
Paul Daley (Lena)
t 0417 583 064
e paul.daley@neo.com.au

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Craig Emmerson
t 0410 663 292

Deb Alcock
t 0412 777 676

Peter Hammet (Joan)
t 0428 282 631

Michael Holding (Claudia)
t 0407 008 895

Callum Walsh (Francesca)
t 0447 766 724

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

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

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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

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

SAFETY COMMITTEE / SCRUTINEERS
Brian Hussey
t 0418 561 910
Bob Ballinger (Helen)
t 0439 488 386

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Greg Smith
e editor@veterancarclub.org.au

LAYOUT EDITOR
Roger Berg
t 0403 727 228
e editor@veterancarclub.org.au

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

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

Download the application form at
veterancarclub.org.au.

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

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

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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.



Find us on
Facebook

RACV Midwinter Rally Maryborough

Images by Frances McDougall



Colin and Merrilyn Sargent in the 1913 Overland



1914 Triumph and 1911 Scott of Peter Fagan and Richard Blackburn at the railway station



Murray Murfett and Colin Dennis in the Buick going to breakfast



The Boyd Renault with the McDougall Ford T and the Emmerson Cadillac in the background



Chris Dillon has his 1909 Minerva parked at the Maryborough Train Station



1912 Napier first time out in the ownership of Rick Thege and driven by Daryl Meek

RACV Midwinter Rally Maryborough

Images by Frances McDougall



First time out in the 1915 T-Ford of Robert and Christine Dalton in front of the Maryborough train station



Louise Formby and family in the 1912 T-Ford (Scott Emmerson at the wheel)



Mr. "Cadillac" Emmerson finally sees sense, realizing that T-Fords are the best.



Murray and Julie Wright out for the first time in the 1912 Enfield



The length competitors will go too! 1911 Buick with electric blanket – Shame on you Murray Murfett



1911 Stoeber of John Stanley ready for the cold start procedure