

September 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 flashback photograph features a Swift. The photo was taken during the 2004 1&2 Cylinder rally that was run at Castlemaine. In the Swift are two well-known gentleman that sadly are no longer with us. Hopefully someone will be able to share their knowledge of this Swift and who the owner was at this time. Any past history would also be most appreciated. I have not seen this Swift for some time, and as such I would also be grateful if we are able to find out where it is now. This Swift was a regular on our runs and especially on our 1&2 Cylinder rallies. Please forward any relevant information about this Swift and the owners to the Editor.

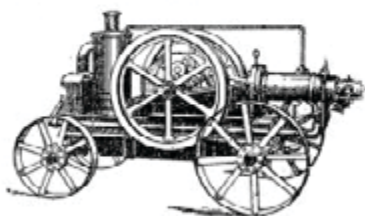
Last month's Flashback photograph featured a c1910 Star. We have been fortunate to have received a couple of responses that are very interesting. One from Michael Sheehan in South Australia, where the car was first discovered and restored, and the second from Joe Young in Tasmania, who is the present owner of the Star. Joe has been able to provide some excellent history of the car. I am still very hopeful that I may get an article on the Star from the owner of it when the photograph was taken, back in 1975. It has been a great outcome to find where the Star now resides, and some of its subsequent history. As always, if you are able to add further information please contact the Editor.

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## Ronaldson Bros & Tippett

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### Front Cover:

Our front cover for this month is courtesy of Rick Thege. We thank Rick so much for providing this local photo and connection to Ballarat. We are always so pleased to receive these contributions from our members.

The image is a Vulcan (year and model unknown) of Mr. G. T. W. Tippett and family and friends taken at “Glengyron”, Dean. Dean is a small community between Ballarat and Daylesford. Gilbert Thomas William Tippett was the older brother of Herbert John Tippett.

Herbert was the Tippett in Ronaldson Brothers & Tippett, engine manufacturers of Ballarat.

## Coming Events

9 September 2023	<b>VDC Coffee &amp; Chats</b> VDC Clubrooms - Norcal Road, Nunawading
12 September 2023	<b>Natter Night</b> 8pm - Clubrooms and Zoom
1 October 2023	<b>Euroa Show &amp; Shine</b> <a href="https://events.ticketbooth.com.au/event/australian-national-show-and-shine-euroa">https://events.ticketbooth.com.au/event/australian-national-show-and-shine-euroa</a>
10 October 2023	<b>AGM &amp; Natter Night</b> 8pm - Clubrooms and Zoom
22 October 2023	<b>Ford Flathead Festival</b> National Steam Centre, 1200 Ferntree Gully Road Scoresby, Victoria
11 November 2023	<b>Bendigo Swap Meet</b> Prince of Wale Showgrounds - Holmes Road Bendigo, Victoria

## Major Events

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, Euroa</b> Entries open soon, book accomodation now!
14 - 17 March 2024	<b>RACV 1 &amp; 2 Cylinder Rally - Echuca</b> Rally Directors: Adam Auditori & David Provan

## National Events

2 - 8 October 2023	<b>2023 National Veteran Vehicle Tour - Griffith NSW</b> Contact: Roger Gottlob 0493 266 643 or <a href="https://griffith2023.vvccaact.org.au">https://griffith2023.vvccaact.org.au</a>
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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# President's Message

by Ben Alcock

The Club year for 2023 was another successful, eventful year. We continue to run our monthly members meeting, Natter Night, as a hybrid online and in person meeting with committee meetings following suit. This has proved very successful with our regional and interstate members now able to participate in our clubs' meetings.

Our membership continues to grow and we are lucky to welcome new members at most meetings, a very positive sign for the club and our movement. It has also been great to see some of our 'older' cars coming back into commission after years of retirement.

Brass Notes is always well received by our membership and the editorial team led by our editor Greg Smith continue to do a fantastic job to get this magazine published each month. We have been lucky to have a large number of contributors this year ensuring that we have an interesting magazine full of articles, both old and new to engage with all our members.

Work in our library and archives is an ongoing project that Daryl Meek looks after and has done a great job of digitizing images and ephemera, from new donations and sources. It is an ongoing process that regularly unearths treasures that have been long forgotten. A lot of these items we are able to use in Brass Notes and our members enjoy helping with the "what car is it?" section.

We were able to run our full suite of events this year. Each of these events were very well received and a big thankyou and appreciation was given to the rally directors for all their efforts in running these events. We were also fortunate enough to be able to secure RACV sponsorship of our major events with a 3 year contract which will continue the long and successful relationship between the RACV and the VCCA (VIC).

Our social media platforms have been a big hit this year. We have made a conscious effort to collaborate with the local areas in the lead up to our events to post jointly, widening both ours and their online presence. In general, our online engagement is up and in a sign of the times, the old car hobby is generally embracing of this. It has encouraged the worldwide sharing of photos, videos and information and this only enhances our hobby and its viability within the community.

Our online event entries have been expanded to memberships, both new and yearly renewals. The uptake of the online payment option has seen a very positive change in the quick renewal of memberships, creating some efficiencies in the workload on our registrar and treasurer. While we will continue to work with and help those that aren't technically minded, I am very proud of how our membership has generally embraced our online systems and we welcome their feedback to continue to improve on this process.

The scrutineering & safety team continue their work in support of those members who may need help and

direction with restoration issues and, more particularly, with matters related to roadworthiness and the road-going capability of their car.

Bob Ballinger (Technical Advisor) and Brian Hussey (Chief Scrutineer) are there for all of the above. Both operate state wide for members' convenience with a safety officer in each region of the state supporting them and ensuring we have good reliable cars continuing to rally on our events.

I would like to thank and acknowledge the work of the executive team. The support they provide our committee is very much appreciated and their work allows us to continue letting our members enjoy our Club and hobby. Thanks also go to our committee who help maintain the club and keep us running as we are. A special thank you to those that are stepping aside this year as we welcome some new blood to the team. This years AGM will see a new treasurer step into the chair. After 4 years in the official role of Treasurer, following many years of behind the scenes support, Claudia Holding has decided it will be her last. I would like to thank Claudia for all of her years of support and work in the successful running of our clubs' finances, ably supported by Michael who has been a valuable committee member for the past 3 years (and longer behind the scenes) who will also be stepping aside at the end of this year.

We look forward to 2024 in what we hope will be a great year of motoring for all of our clubs.

*Keep safe and well,  
Ben Alcock, President VCCA (VIC)*

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- David & Aleisha Straughan of Worongary Qld
- Mitchel & Brianna Williams of Newstead.



**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

# Editorial

by Greg Smith

Part of our job as an editorial team is to constantly evaluate what is working with Brass Notes, and what we could possibly improve. Although not bombarded with feedback, we do occasionally get verbal comments, very little written views, but in the main, feedback received is of a positive nature. It is quite motivating to receive this input, as Brass Notes doesn't just happen, it does take some time and effort to compile. The end result is to hopefully give you, our members, an experience of reading enjoyment, some increased knowledge and also to keep us all informed.

I vividly remember during COVID times our Brass Notes magazine was a vital link in keeping us together, as we had no formal meetings, rallies or gatherings, to promote that feeling of being a club. However, receiving Brass Notes somehow kept us informed and entertained to enhance that feeling of belonging.

I believe that now that we have our freedoms again to rally and meet, Brass Notes still has that unifying factor. No matter whether you are able to get to these events, or possibly because of geographical or other factors that prevent attendance, we rely on Brass Notes to still give us that unifying element.

Our analysis of Brass Notes was that we are doing pretty well, but if there was one weakness, it was our reporting on our 4 major rallies. In our last issue we made a conscious effort to rectify this deficiency and were lucky enough to have two volunteers produce two rally reports from two very different perspectives. Great praise should be conveyed to both Lillie Keogh and Murray Murfett for their excellent contributions to keep us all informed on what transpired on our RACV Midwinter Rally. The detail conveyed meant, even if you were not present, you knew pretty much everything that occurred, and this was backed up with photographic evidence from Frances McDougall which compliments the words. Tables of the Cold Start were featured, along with the entry list of those attending the rally. This is one aspect we have been negligent with, but feedback has been forthcoming to say readers actually wish to know who was present on the rallies. Space in the newsletter has been a dictator of this sometimes not happening, but we have decided it is now a requisite.

Hope you enjoyed the RACV Midwinter Rally report featured contribution last month, and feedback and responses are encouraged on all aspects of Brass Notes. After all it is your club's publication, and we wish to do it right and to the best possible standard.

## Time Is Running Out

Membership renewals are closing.

Membership Subscriptions were due on the 1st July and 272 members have renewed.

However, we still have 52 members who have not yet renewed.

92% of Email Brass Notes members have renewed

75% of Posted Brass Notes members have renewed

You can still renew, either on-line on our website [www.veterancarclub.org.au](http://www.veterancarclub.org.au) or by completing your hardcopy Renewal Notice and Declaration and following the instructions on the form.

If you have misplaced your renewal form, don't stress. Simply contact the Registrar. (Contact details below)

Please note that for those who do not renew:

- This will be the last edition of Brass Notes you will receive.
- Any VCCA(Vic) sponsored CPS veteran is "un-registered" if you are unfinancial.

- You will lose continuity of membership and will need to re-apply for membership, which includes the payment of the \$25 joining fee.

If you have any questions regarding your membership, please contact the Registrar,

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



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# Flashback Response for August

by Michael Sheehan

Michael Sheehan from South Australia has provided a photo and description of the 1910 Star we featured in the August Flashback Column. This helps provide the proof that the car was found and restored in South Australia. We thank Michael for his contribution. -Ed

Attached is a photo of L. Breen's Star which I took on a Rally in the mid-1960s. It bears a resemblance to the one in your latest magazine but the windscreen and head lamps look different.



Star photographed in South Australia in the 1960s.



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Star photographed in Victoria in 1975.

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# Flashback Response for August

by Joe Young

Joe Young of Dromedary, Tasmania is the current owner of the Star, and previous to that it was owned by Jim Wheatley of Devonport, Tasmania. Joe has kindly supplied a "mountain" of information on the Star, and in this information he also has provided a letter from George Brooks, a highly respected and eminent historian in South Australia, that outlines some of the Star's history. A summary of the late George Brooks letter to Robert Smith (a friend of Jim Wheatley, the car's owner at the time) is as follows:

George states in his letter the car was very familiar to him, being found in the early 1950s by H.C. Cook. It then passed to M. Rainey and from him to Leith Breen, who brought it up to standard. (As pictured by Michael Sheehan)

It then got sold to Victoria. We are hopeful we will get the Victorian owner to help fill in the Victorian history.

George states that the bore and stroke of the engine are 82 X 127 mm. The only year of these dimensions for Star was in 1910.

What is also very interesting is that George also states that the body was built around 1919, the car having spent its life up to that stage in chassis form. Autocars Ltd. was previously the firm Murray Auger Ltd., October 1917 being the date of the change of name. Vivian Lewis Ltd. was the Star agents back in 1910.

So from this letter we now have some of the Star's early history and what year it is.



493 Magill Road,  
Tranmere,  
S.A., 5073.

4th. June, 1989.

Dear Robert

I have to thank you for the return of the film and photograph. Also for the bird book. I was surprised to see that three of our most common birds here, the magpie, magpie lark and willy-wagtail are apparently not classed as common in Tasmania. It has been pointed out that these three birds with their black-and-white colour scheme are amongst the very few native birds that have benefitted by the arrival of the white man, but no explanation is offered.

Yes, the Star is quite familiar to me. It turned up in the early 1950's about a mile from here. The first owner of it - as a veteran car, that is - was H.C. Cook (deceased). It then passed to M. Rainey and from him to Leith Breen, who brought it up to the standard you see in the 1962 slide, but soon sold it to Victoria, after which I heard no more of it until your letter.

You will find, I believe, that the bore and stroke of the engine are 82 x 127mm. (3 1/4" x 5"), those being the figures given to us when the car was dated in 1958. From the attached list (compiled from "The Autocar Buyers' Guide"), you will see that 1910 was the only year in which those dimensions appear for a Star. Also we were told that the number 2328 had been found on the wheel hub plates and this was taken to be the chassis number. Star No. 2227 has been dated by the Veteran Car Club of G.B. as 1910 which confirms our date of 1910.

The body now on the car was built in about 1919, the car having spent its life up to that time in chassis form. Autocars Ltd. was previously the firm of Murray Auger Ltd., October 1917 being the date of the change of name. Vivian Lewis Ltd. were the Star agents back in 1910.

Please return the slides in due course, after having prints made from them if desired.

Tasmania keeps cropping up. The daughter of the late Gordon Pugh is in Adelaide at the moment with her husband, and was at a veteran car run we had yesterday.

Yours sincerely,

*George Brooks.*

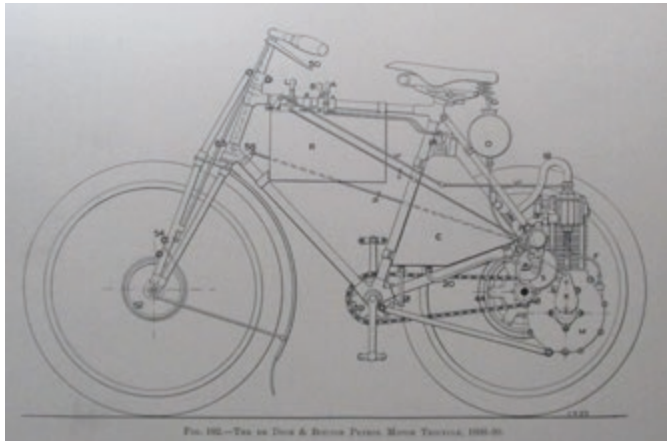
P.S. I cannot see Tasmania in my crystal ball.



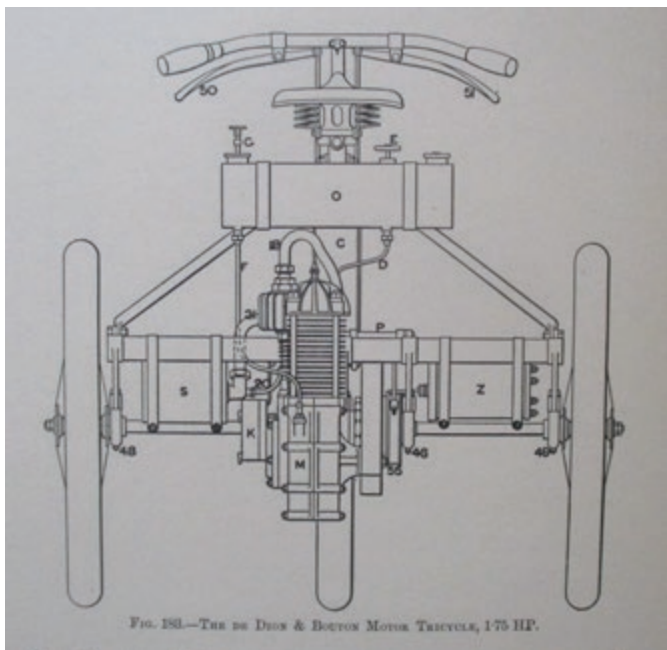
# The 125th anniversary of the automobile constructed by Louis Renault

by Rodney Anderson

'A ¾ h.p. car? They'll think I'm crazy, thought Louis. And yet it would be easy enough to install the motor and the gear-change mechanism on a modified tricycle chassis with four wheels instead of three. All moving parts would have to be on ball bearings, in order to avoid any loss of efficiency, it was an expensive solution ... this was the first solution of the eternal problem of the balance of power and weight in the history of the automobile industry.' [Renault Saint Loup The Bodley Head London 1957 pp. 18 & 19]



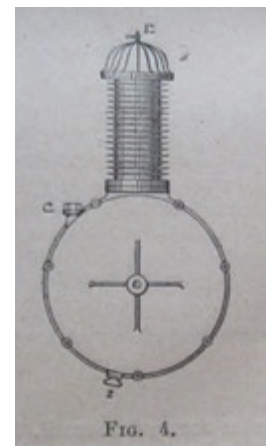
1. The de Dion & Bouton Petrol Motor Tricycle 1898 -99



2. The de Dion & Bouton Motor Tricycle 1.75 HP. [Worby Beaumont p. 260]

Harking back to an earlier tale that tells of '... When 20 years old – which was in 1897, he started riding a tricycle fitted with a de Dion-Bouton motor of 1 ¾ h.p. [1] The automobile industry was at that time confined to the manufacture of large expensive cars; but with the increasing popularity of the pastime, the public was beginning to look out for a lighter and cheaper type of vehicle. As only a very few outside firms had attempted to supply this demand - with unsatisfactory results, it

was feared that the building of a thoroughly reliable light car was a mechanical impossibility... After riding the tricycle for some time, he came to the conclusion that this combination of motive and manual power did not constitute a practical means of locomotion. [2] He therefore decided to take the motor from the tricycle and fit it into a small car on the lines of the big vehicle. As the motors then available did not exceed 1-¾ h.p., it was necessary to devise a transmission which would absorb as little of this power as possible. In a word, Louis wanted to make a small carriage which would at the same time offer the conveniences of the large car.' [The Tales of the Cycle & Motor Industries - The World on Wheels H O Duncan Herbert Clarke Paris nd c 1926 p. 523]



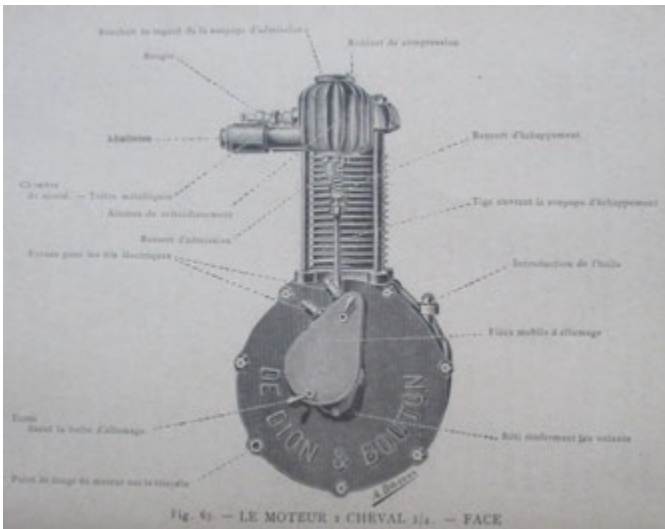
3. Le Moteur ¾ Cheval Face Fig. 4

In 1950 Kent Karlake writes 'Louis was crazy ...' before going on to say he '...proceeded to remove the 1 ¾ h.p. air-cooled engine from a De Dion tricycle and fit it to a small 4-wheeler of his own construction...' [Racing Voiturettes Motor Racing Publications Limited Abingdon-on-Thames p.37]

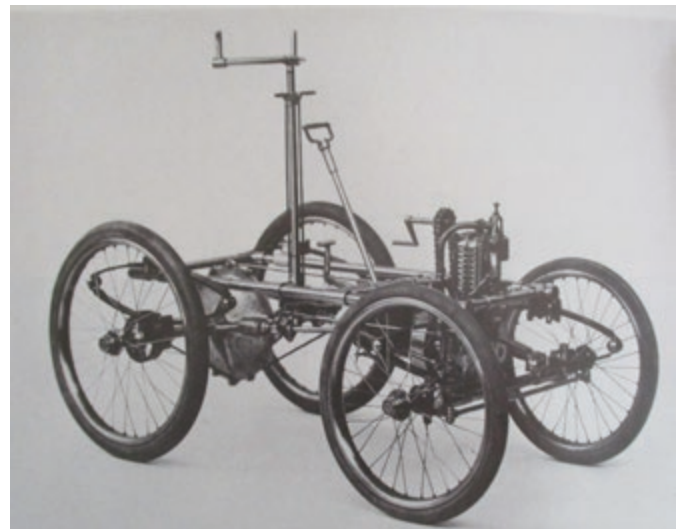
H O Duncan is referred to in a similar tale saying Louis had '... purchased a De Dion Bouton tricycle in 1897. While this machine made a strong appeal to his youthful and engineering mind, he appreciated its drawbacks as far as lack of comfort and excessive vibration was concerned... and in October 1898 he started to build a car of his own design...' and that '... the actual engine he used is said to have been the one he removed from his De Dion tricycle, but here we are again faced with statements made by writers which contradict each other - in this instance, by one writer who contradicts himself. In giving the power of the engine used in the first Renault car ever made, the late H O Duncan states in The World on Wheels that it was 1 ¾ h.p. but adds that the De Dion tricycle was acquired by Renault in 1897. This is impossible; no 1 ¾ h.p. De Dion engine was made in that year; if the year is correct, the h.p. was 1¼, the bore and stroke being 62 by 70mm., [4] [5] but if the year is 1898, then the correct h.p. is 1¾, the engine dimensions being 66 x 70 mm. Either the h.p. is wrong or the year is wrong. A small point perhaps, but interesting seeing the enormous growth that resulted from this early experiment.' [The Antique Automobile St John Nixon Cassell London 1956 p. 64]

Returning to the storyteller that left St John Nixon in 'no doubt that, in the main, the story is accurate', Saint Loup describes the ¾ h.p car constructed in 1898 by Louis Renault as a '...Louis Renault'. [Renault de Billancourt Saint Loup Paris 1956 p. 19.] The same description appears in the English translation Renault Saint Loup 1957 p. 24.

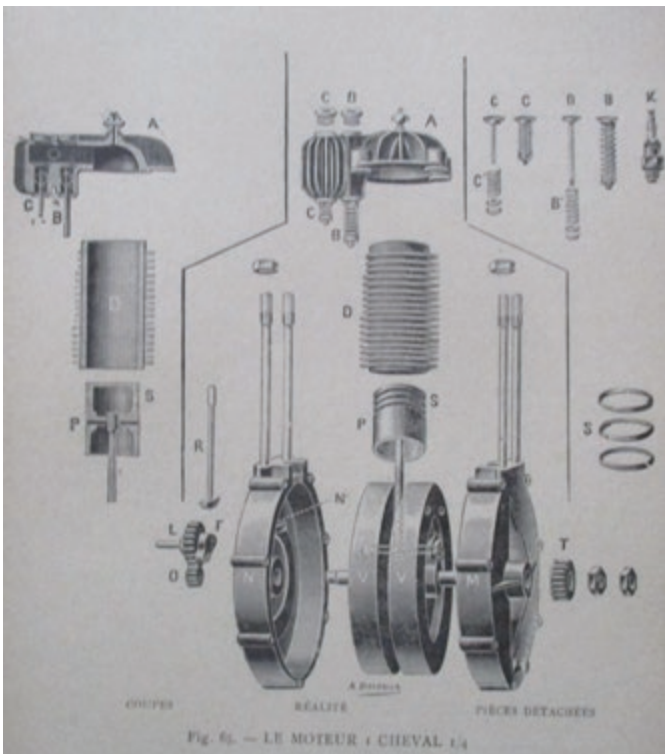




4. Le Moteur 1 Cheval 3/4 - Face Fig. 63 facing p. 127



6. Châssis – Voiturette a moteur De Dion d'un cheval 3/4 [Renault l'Empire de Billancourt p.16]



5. Le Moteur 1 Cheval 3/4 - Pieces Détachées Fig. 65 facing p. 132



7. La Première Renault 3/4 cv (1898) Louis Renault Lucien Dauvergne 1954 opp. p. 33

Other descriptions include -

'Son automobile...' [1929]; '... la voiture...' [1931]; 'La première Renault 3/4 cv (1898)' [1954]; 'voiturette...' [1968]; '... the 3/4 hp 1898 voiturette prototype ...' [Louis Renault a biography Anthony Rhodes Cassell London 1969]; '... Louis's little car...'; '... Louis' new voiturette...' [1973]; '... the 1898 voiturette prototype...' '... lighter than most vehicles on the roads in France.' '... Louis Renault's first car, based on a De Dion tricycle, with 1 1/2 hp engine.' [A Pictorial History of the Automobile – Peter Roberts London 1973 pp. 45 & 61]; '...Prototype 3/4 cv...' [Toutes les Renault par Rene Bellu des Origines aux années 80 1979 p.10]; 'la voiture 3/4 de cheval de 1898.' [Renault l'Empire de

Billancourt par Borge et Viasnoff avec la collaboration de Rene Bellu Hatry & Pérot 1977 p. 21]; '... a small car based on a de Dion tricycle [1977]; '... d'un tricycle! [1977]; '... a De Dion – engined vehicle of 273 cc...' [The Illustrated Encyclopedia of the World's Automobiles David Burgess Wise 1979 p. 280]; '... the car (that) had been built for fun [1981]; '...voiturette a moteur de Dion-Bouton ...' [1982]; '... the 1898 prototype...' '... the first Renault car...'; '... smart little runabout...' and '... insubstantial-looking but strangely beautiful contraption [RENAULT The Cars and the charisma Dewar McIntock Patrick Stephens Cambridge 1983].

Further descriptions being '... looked lighter than contemporary cars...'; '... the 1898 voiturette prototype...'; '... it...' [Renault Régie Nationale]; '... this wonderful machine...'; '... the vehicle.' [Grand Prix History.org Renault Frères]; '... the 3/4 - hp 1898 voiturette prototype...'; '...de sa voiturette 3/4 de cheval...'; [nda] '... le prototype de 1898...' '... la première Renault de 1898...'; [7] and 'la voiture 3/4 de

cheval de 1898.' [Renault l'Empire de Billancourt supra pp.16,17 & 21 respectively] ; 'Prototype ¾ - 1 cylinder' ; '... the ¾ hp 1898 voiturette prototype...' [Renault 1898 -1966 par Yves Richard] ; '...du prototype ¾ cv 1898...' [Renault Cent Ans D'Histoire par Jean-Louis Loubet 1998]

And also described by others as '... a small car based on a de Dion tricycle...'; '... motor-car using the 1 ¾ -h.p. tricycle engine which he mounted, Panhard fashion, in front of a tiny tubular chassis.' [The Motor Car 1765-1914 Anthony Bird 1960 p.100]; '... he removed the Dion-Bouton engine from the tricycle and fitted it in the front of a small four-wheel vehicle.' [Anthony Rhodes 1969 p.21]; '... spindly, bare structure on four cycle type spoked wheels with pneumatic tyres and a simple 'Tilbury', body for two... a regular rectangular, tubular steel frame with full-elliptic multiple leaf springs front and rear. ... The most

noticeable things ... the almost delicate shaft drive and the indecently large and opulent split aluminium casing containing the differential. ... The controls were a handle on the left of the steering column the gear shifting and column controls for ignition advance/retard and accelerator; a hand brake acting on the rear wheels; and the brake pedal linked to the clutch. [6] The steering was semi-circular. ... the body for the car - little more than a bench seat, a few floorboards and a tiny dashboard or scuttle.' And '...also looked lighter than contemporary cars...' [Dewar McLintock pp. 10 & 11].

These are just some of the many descriptions used by storytellers to describe the automobile constructed in 1898 by Louis Renault - the automobile Saint Loup simply refers to as the Louis Renault.

Rodney C Anderson  
(Melbourne)

# Financial Statements

## STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2023

	June 30 2023	June 30 2022
<b>ASSETS</b>		
Current Assets		
Cash and cash equivalents	153,447	121,914
Accounts Receivable	15,000	0
Club Stock	0	1,000
Other current assets	2,866	147
<b>Total Current Assets</b>	<b>171,312</b>	<b>123,061</b>
Non Current Assets		
Property Plant & Equipment	39,564	40,580
<b>TOTAL ASSETS</b>	<b>210,876</b>	<b>163,641</b>
<b>LIABILITIES</b>		
Current Liabilities		
Event Fees rec'd in advance	6,964	5,145
Memb'ship Subs rec'd in advance	10,103	8,355
Sponsorship received in advance	15,000	
<b>Total Current Liabilities</b>	<b>32,067</b>	<b>13,500</b>
<b>TOTAL LIABILITIES</b>	<b>32,067</b>	<b>13,500</b>
<b>NET ASSETS</b>	<b>178,810</b>	<b>150,141</b>
<b>EQUITY</b>		
8020 - Retained Earnings	150,141	149,997
Net Income	28,669	144
<b>TOTAL EQUITY</b>	<b>178,810</b>	<b>150,141</b>

## STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDED 30 JUNE 2023

	July 2022 - June 2023	July 2021 - June 2022
<b>Income</b>		
Club Event Entry fees	48,556	26,936
Sponsorship received	0	3,000
Donations received - general	33,713	2,070
Donations received - library	1,275	833
National Rally Badges	0	3,164
Interest received	821	191
Natter Night Proceeds	364	520
Newsletter Advertising received	1,455	560
RACV Spons'p applied to events	25,000	15,000
Sale of Club Stock	210	630
Sale of Club History Books	155	45
Membership Subs & Joining fees		
Membership Subs Rec'd - Print	16,418	14,748
Membership Subs Rec'd - Email	7,783	7,755
Joining Fees Rec'd	160	170
History Book Postage Received	0	0
<b>Total Income</b>	<b>135,910</b>	<b>75,621</b>
<b>Expense</b>		
Annual Return Expense	61	60
Bank & Credit Card charges	1,080	1,334
Club Event expenses	72,678	43,582
Cost of Stock sold	300	784
Depreciation expenses	1,016	1,185
Donations paid	0	520
Fundraising costs	3,307	0
Insurance	3,076	2,426
Low Cost Asset write off	276	0
Maintenance & Repairs	0	69
Natter Night expenses	849	1,084
Newsletter printing and distrib		
Newsletter Stationery	0	64
Newsletter printing	11,507	11,944
Newsletter postage	4,170	3,964
Newsletter production	4,576	4,125
On-line Communication	2,729	1,039
Postage and telephone	355	387
Printing and Stationery	0	48
Rent of clubrooms	118	41
Subscriptions to other Organ's	386	585
Trophies and Awards	755	1,945
Website expenses	0	292
<b>Total Expense</b>	<b>107,241</b>	<b>75,477</b>
<b>Net Income</b>	<b>28,669</b>	<b>144</b>

## STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2023

	Retained Earnings
Opening Balance at 1 July 2021	149,997
Surplus attributable to the entity	144
Closing balance as at 30 June 2022	150,141
Income attributable to the entity	28,669
<b>TOTAL</b>	<b>178,810</b>

## SUMMARY OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME \$	EXPENSES \$	SURPLUS DEFICIT \$
2022 Midwinter	6,965	6,972	-7
2022 4&More	7,425	7,381	44
2022 Pre-1905	6,115	6,173	-58
2022 Annual Rally	12,686	12,395	291
2023 1&2	14,595	14,366	229
2023 4&More	4,920	4,658	262
<b>TOTAL</b>	<b>52,706</b>	<b>51,944</b>	<b>762</b>
<b>Percent Surplus</b>			<b>1.4%</b>



# Cyclecar Corner – Weird Discoveries

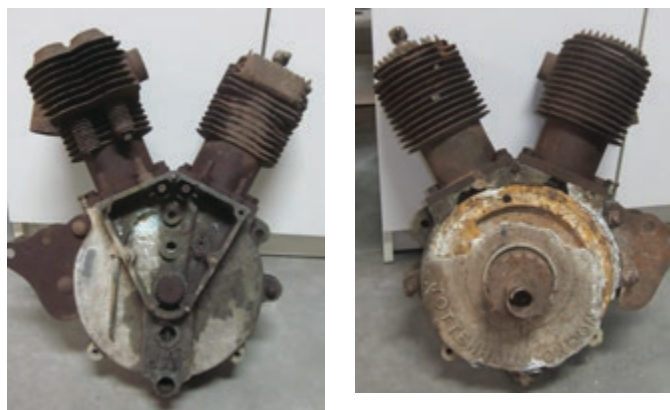
by Graeme Jarrett

There are really odd things that turn up unexpectedly – like an unknown relative that arrives wishing to be included in the family will.

## Weird find No 1

And so it was on a visit to a local scrap metal yard (now called “Recyclers”) that one of our members found a 1915 JAP vee-twin engine suitable for a Cyclecar. This is a life changing experience not often encountered. Well, at least for a Cyclecarist.

He could not believe his luck – at first glance. However, closer inspection revealed it was too far gone for saving. In any event it will yield some parts that may be helpful in completing another engine of similar era.



The engine is incomplete, missing the timing gears, valves lifters, manifold and cambox chest cover.

The front cylinder was without the valve chamber, having been cut off and replaced with a welded on plate covering the combustion chamber. Perhaps this cylinder was being used as a compressor. Apart from this, it did look more or less OK.

On viewing from the rear the engine had experienced a huge deterioration of the rear casing – oxidized substantially. Oh dear what a disaster. Perhaps the reason for its being sent to the scrap yard.

## Weird find No 2

I was alerted to the unusual discovery of an identification plate for a GN Cyclecar – thank you those two generous souls John and Dave.



This plate was found by a “Mud larker” in the river Thames, UK. Mud larking is a pass time whereby, at low tide, you sift through the exposed river bed mud and detritus. The usual items include coins, sailor’s jacket buttons, empty bottles, watches, nuts bolts and jewellery etc.

Anyhow, that plate likely came from a GN like the one above right.



## Weird find No 3

My sister lives in the UK and recently posted a booklet containing a number of original photographs featuring the workings and staff of the J A Prestwich works, London. They were the makers of the famous JAP engines as featured in many Cyclecars and motorcycles. The booklet appears to date from late 1912 or very early 1913 – the former being the most likely.

These original photographs are truly delightful and not seen previously. I have included two shots herewith featuring their engine, a dedicated item for use only in Cyclecars. However, I have noted at least a few motorcycles were also fitted with them.

These engines were rated at 10hp having a bore of 85mm and stroke of 95mm – approximately 1100cc capacity.



*This first shot shows an engine assembler fitting up an engine – the new style 1913 type.*



*This second shot shows senior staff sitting proudly in front of an engine – the new style 1913 type.*

Input to this column is invited and welcome.

# De Dietrich Comes To Victoria

by Greg Hill

Greg Hill from the Queensland Veteran Car Club sent the following to me as he has a friend Moya, who happens to be the Great Grand-daughter of Arthur Aucher who imported one of the first vehicles, if not the first, into Queensland. What is very interesting is the fact that this car came to Victoria in 1901. It was also reported in a newspaper to have travelled with some very famous pioneer motorists on the Warrnambool bicycle race. –Ed



132 Arthur Aucher's De Dietrich 'Petit Duc'.

Photo taken from Terry Parker's upcoming book, 'Australian Motoring Events 1903-1930'.

Mr Arthur Constant Aucher imported one of the first cars into Brisbane in 1901. He had gone to Paris to study the motor-car development and after evaluating the various vehicles on offer, he decided that a De Dietrich would be best suited to Australian roads. The vehicle was landed on the Brisbane wharves (the SS Wodonga) on the 28th February 1901 and over the next few months was given trial runs around Brisbane streets. Mr Aucher had started the Helios Incandescent Gaslight and Novelty Company and this company was the sole agent for the famous De Dietrich motor cars. The vehicle had a two-cylinder water cooled motor rated at 6 1/2hp and was allegedly capable of up to 50kmh. In May a 15km trip from the city to Pinkenba, near the mouth of the Brisbane River, was done in a very creditable 15 minutes, while subsequent runs to the seaside village of Wynnum were also successful. In September 1901 Mr Aucher shipped the De Dietrich to Melbourne to have it officially tested by that city's postal authorities for mail delivery/collection purposes. Over the next two months Mr Aucher took the opportunity not only to join in on weekend motoring jaunts with the handful of Melbourne motorists, but to try and interest the Footscray Municipal Council in purchasing De Dietrich motor buses. Apparently the Footscray Council had been trying to persuade the Railway Department to lower the fare on the Williamstown line to the same rates as charged to Essendon, Brighton and other Melbourne suburbs.

The council thought buying buses and going into competition would force the Railway Department to reduce the fare. History records that the Railway Department didn't back down and that the council did in fact buy a bus, but not a De Dietrich from Mr Aucher. To add insult to injury, the Melbourne Postal Department decided not to purchase a De Dietrich either. Rather than incur the expense of freighting the vehicle back to Brisbane, it is likely that Mr Aucher took advantage of the greater awareness of the motor car in the more populace Melbourne and found a buyer for the vehicle there – it is certainly not recorded as ever coming back to Queensland.



The Dietrich at speed (Thus blurred photo).

The article below comes from the Otago Witness (New Zealand, 30th October 1901, p55).

— The Kellow, the Dunlop, the Sutton, and the Aucher motor cars went to Warrnambool for the purpose of following the road race, but none of them came through successfully. The Kellow went wrong early; the Dunlop was bust by excessive speed. Mr Aucher's car was running all right, but the run had to be abandoned at Colac for want of oil. When Mr Aucher found that his oil had been taken by another driver, he spoke French and German and all the other languages of Europe for an hour on end. Mr Lenne and Mr Oon Dwyer, who were with him, helped him with colonial and Irish.—Exchange.

This article poses some very interesting facts and I am very hopeful someone will be able to provide further details of this event. Questions that would be interesting to know are ones like, what was Kellow driving? Was it the 1901 Darracq, he owned early in the piece. And what was Sutton driving? Was it the Sutton motorcar that he constructed in Ballarat? Also, what became of the De Dietrich, and are there any photos of any of these vehicles? Please be forthcoming with any relevant information that can add to this fascinating story from early in the 20th century. - Ed

# More on the Manifolds Cars

by Murray Murfett

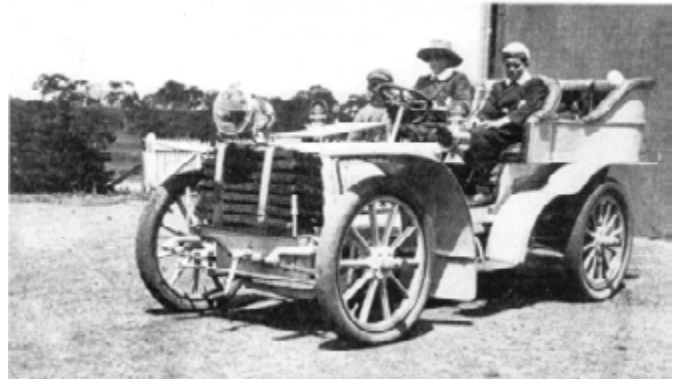
A few weeks ago I was excited to receive from Ian Irwin, some photos of early veterans owned by members of the Western Districts Manifold families or, in some cases, perhaps visitors to their homesteads. Many are additional vehicles not previously included in my earlier articles on these pioneering families and include marques such as Panhard&Levassor, Lorraine-Dietrich, Talbot, Napier, Straker Squire and Minerva, plus some other unidentified makes.

The background to this was Ian's fortuitous meeting with Ann Manifold (born 1920's and a grand-daughter of Sir Chester Manifold) which resulted in him gaining access to the photo collections of the branch of the Manifold family who lived at the 'Talindert' Homestead at Camperdown.

Ian was given permission to copy the images, which he has forwarded for publication in Brass Notes. Unfortunately, captions identifying the vehicles, its occupants or the date photographed were either scant, or non-existent. Over the next few issues, they will be shared, for identification where possible, and will begin with what appears to be the earliest of the Manifold family vehicles.

The captions here were not included on the original photos but are believed to be correct, based on close comparisons with similar vehicles.

(Please forward any alternative identification and further information to the Editor)



*c1901-1902 chain-drive Panhard&Levassor owned by the Manifold family. A similar vehicle was owned by the Chirnside family of Werribee Mansion.*



*The Manifold's chain-driven, fully imported c1904 60 HP 6cyl. Napier beside "Talindert" Homestead, Camperdown.*

*Club member and long-term veteran Napier enthusiast David Rentsch (who has the makings of 3!) had heard of the Manifolds Napier and confirmed the details on the caption.*

## History Review

by Graeme Jarrett

### History Review– De Dion Bouton Vis-a-Vis

In the article that appeared in the August 2023 edition of Brass Notes, headed "The De Dion Bouton Vis-a-Vis & 125th Anniversary of Renault Freres", there were some interesting points raised.

In that article it was stated that the De Dion Bouton of 1900 in the possession of our state was "..... the first car imported into Australia....."

The above words might be misquoted from the Museums Victoria website.

This is a little confusing when first viewed. I expect the writer was trying to indicate this car was the first De Dion Bouton car imported into Australia. However, in any event, I wish to clarify that it was not the first car imported into Australia. There is a difference there.

The very early Hertel motor vehicle imported by Mr Pender of Brunswick in 1897 was an earlier import - rather than the De Dion Bouton. The internet is a great source of history profiles covering many subjects – motoring does feature.



*Above: - Mr Pender's Hertel motor car imported here in 1897.*

Our own state Museum, here in Victoria, has a well-researched web site to explain the above matter. Indeed, the Hertel arrival is well covered on their site – it is in their possession having been donated in 1914.

# Wilkinson Radiator – A Response

by Terry Parker

Hi Graeme,

I saw your article on Wilkinson radiator in the August issue of Brass Notes - well done!

As a young lad while working on various Vinall projects with coffee in hand, Laurie would take us wandering through the sheds. He would point out this and that asking if we could hopefully identify them and give them a name. Over time, most were identified but the identity of that radiator remained elusive.



In the 1950s Laurie Vinall recovered a Swift from Brown's, the only significant scrap dealer in Adelaide, and he struck an arrangement so that they would put aside any early brass carburetors, magnetos, lamps, radiators etc. that came in. He thought that was where your radiator came from but knew no more.

I have never seen reference to a Wilkinson agent here in South Australia though there are 3 registration records (courtesy G H Brooks, OAM). Guess the number was painted out and re-registered in SA 11653, details below.

SA registration details:-

*J. G. Christine, Prospect, SA – June 1915 – Registration No 5614 – 10hp Wilkinson.*

*A. G. Bottcher, Dulwich, SA – 1920 – Registration No 6289 – 10hp Wilkinson.*

*Robert Norton, Brighton, SA – 1921 – Registration No 11653 – 10hp Wilkinson.*

Glad that it finally has a name.

Best Terry Parker.

*Left: the radiator in question.*

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# Editor's Lamps

by Mal Grant O.A.M

Headlamps, side lamps and a tail lamp; all fitted to our vehicles and each one is usually of a different type either kerosene or gas; plus most are from different manufacturers. In days past I personally accepted the various types used on Ford motor cars but never gave much thought to makes like Ducellier, Rushmore, Lucas etc.; that really was out of my interest even when repairs needed to be done; the make was immaterial. It was not until our editor's passion for lights that I personally wondered at a few matters!

*"What is Light?"* was the first question and how could it be described.

*"Light is electronic radiation that shows properties of both waves and particles. Light is a form of energy electromagnetic radiation of any wavelength, whether visible or not."*

Great, now I understand; [well in some ways!]. To me it meant those kerosene or gas lamps used on motor vehicles before electric lamps were invented, created light and that was it: correct until I attended [metaphorically] a Trial in the County Court at Hamilton in 1910.

Whilst my attendance was in my mind rather than in fact, the details of CAMERON - v - HUTTON resonated back to a time when such attendance was for me a regular occurrence, but in this instance it was a Civil matter emanating from a motor vehicle accident which had occurred in Peshurst when the defendant had run over the plaintiff and injured his leg. All done and dusted as might be stated, but no, the Plaintiff, Edward Cameron, told the Court his leg was damaged and he suffered back pains as a result of this accident and thus needed to pay for medical treatment.

The hearing went on for a minimum of two days and at one point the [now] controversial matter of lamps arose. Were they actually buggy lamps as suggested by the defendant's groom [whom it appears didn't give actual evidence!] and was completely denied by the Defendant - as he had sent some lamps back and got new [?] ones from "Kellows!" Various statements, denials and legal suggestions wavered backwards and forwards until a "Motor Expert" arrived to give evidence.

Mr. Neil McDonald stated:

*"I am a Motor Proprietor in Hamilton and an expert in motor cars. I taught the defendant to drive. I think he is a very capable driver. I know his lamp [sic]. I saw them lit last night between five and ... [unable to be read] it was not dark then. Kerosene motor lamps of this type could be seen by anyone approaching. They could be seen distinctly a quarter of a mile away; sixty yards would be the limit to see distinctly by the best motor lamp. I have acetylene lamps on my car. The value of the light would depend on whether the front was clean. It often happens that the oil runs short and the wick gets out of order."*

At the end of the Trial before a Judge and Special Jury of four men it found Defendant Stanley Hutton guilty and brought in a Verdict for £150. Now some readers may ask just what all this has to do with us and why bother to research same? My answer lies in our editor seeking detail of lamps as previously mentioned, plus "material" which was not been included in the Hamilton / Peshurst matter.

Stanley Hutton's address in 1910 was "Eden" Peshurst. He was a grazier and may have had at least two cars, one possibly purchased from "Kellows" [via Neil McDonalds' Motor Garage, Hamilton?] and another car later when his address was "Cheviot Hills" Peshurst. There are lots more history questions such as what makes of cars were those he owned, similarly what make did Neil McDonald own? Without delving into Family History, there were two more HUTTON's in Peshurst at that time - David Aitken and Robert Oswald Alexander - all of whom were licensed to drive motor vehicles. What about the Legal Representatives who appeared in this matter; did they own cars as well: a question asked and wondered at due to their legal statements, opinions etc. given at the trial. There are many more matters which could be sought including more detail of evidence given at this County Court matter, all because I personally hadn't wondered at makes of motor lamps before.



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# Harry Stutz - Origins Of The Bearcat, Part 1

by John Stanley



## The Relationship Between Harry Stutz, The Founders of the Indianapolis Speedway and the Marion and Empire Motor Car Companies

### Origin of the Bearcat as documented by the Journalists of the day

Much has been written about “The Car That Made Good in a Day” the Stutz Bear Cat (later marketed as Bearcat). This popular catch phrase depicting the history of the Bearcat has no doubt been influenced by Harry Stutz’ personal marketing ability. He capitalised on the claim that he built a car in just five weeks specifically for the first Indy 500 mile race and it placed 11th without any mechanical problems excluding tires. It was a good marketing strategy but just what was behind the development of this car? Was it really designed and built in a five-week period and raced untested as the marketing maintained? There is more to this story. The details and chronology documented here were obtained from motoring journals of the day as referenced. In some instances, they correct misinterpretations that have appeared in some books and carried over into web sites including Wikipedia and that of the Classic Car Club of America.

### PART 1

Harry Stutz before creating his “Stutz Car Company”

Harry Clayton Stutz was born in 1876 to a mid-western farmer. He was resourceful, mechanically minded and was confident he could do anything he tried. Aged 21 in 1897, after opening a machine shop and repair business, he put together a motorised vehicle using farm machinery parts and a stationary gasoline engine (1). The next year he built a gasoline engine of his own design. In 1904 Stutz introduced engineer George Schebler to financier Frank Wheeler. They then formed the Wheeler-Schebler Carburettor Company and they appointed Harry Stutz as their Sales Manager. He was also good at marketing! In 1906 Stutz moved on to American Motors and a year later to the Marion Motor Company where he became its chief engineer and racing driver.

In 1908 while employed by Marion, Stutz designed a steering box of “worm and gear type” with unique linkage couplings. He also designed a transaxle combining a 3-speed gearbox with differential and dual operated braking system. These two developments were first fitted to the 1909 model Marion which was powered by a 28.9 horsepower, Model R Continental engine (2). The transaxle was not branded Marion, it was branded Stutz although the Stutz Auto Parts Company was not incorporated until a year later in December 1909 (3)!

In December 1908 J N Willys and E B Campbell “bought a controlling interest in the Marion Motor Car Co” (4). In June 1910 (5) they stated that “We bought the Marion because it contained some immensely desirable features which no car ever had ... one was the silent transmission which never gets out of alignment ... another is the steering gear protected from accident, and acting without lost motion”. Willys also acquired Kinsey Manufacturing Co. of Toledo, Ohio and probably for a similar reason (6). We know that Kinsey pressed the chassis frame for the 1911 Marion and most likely the 1910 and earlier models (7). Kinsey also had a large plant for manufacturing radiators, and these were also very likely to have been fitted to the Marion range (8, 9).

In January 1909 Willys and Campbell were granted permission by the Supreme Court to change the name of their new company from Marion-Overland Automobile Co to the Overland Co (10). It was widely reported that “As a result the Marion has been discontinued and the plant is being used as part of the Overland factory” (4). Marion denied that they had been discontinued but their manufacturing was relocated to make way for Overland in their original building (2). Marion cars continued to be produced although Overland marketed them as the “Prince of Overland” (5).

In October 1909, the 28.9 horsepower Marion was upgraded to the “Marion 10” with a 35-horsepower engine (11). The speedster bodied option of the





Marion 10 was called the “Bobcat”. The 1911 model Marion had a further engine upgrade from Continental raising its output to 40 horsepower (7). Each of these Marion models used the Stutz designed transaxle and steering gear. One might expect that the Marion Motor Company, Stutz’ employer, would own the intellectual property contained in the development of these components. However, it seems not as the transaxles fitted to the Marion cars were clearly branded “Stutz” (2). So, if Stutz retained ownership of this intellectual property, why did Willys and Campbell buy Marion in order to access this technology? Why did they not simply negotiate with Stutz?

The Horseless Age of December 15th 1909 (3) reported the establishment of The Stutz Auto Parts Company with financier H F Campbell, H C Stutz and brother C E Stutz as incorporators. The Stutz Auto Parts Company was established for the purpose of manufacturing the Stutz designed transaxle. As early as February 1910, Stutz Auto Parts advertised two models, one for 20 - 25 horsepower and one for 25 - 35 horsepower (12). The transaxle fitted to the Marion 10 would have been the larger of the two models. When the 40 horsepower 1911 model Marion was introduced the power rating of the larger transaxle was increased to 40 as advertised in the Cycle and Automotive Trade Journal of January 1911 (13). It would appear from their advertisements that Stutz Auto Parts only produced two transaxle models with the larger undergoing an upgrade from 35 to 40 horsepower in late 1910.

It appears that after the incorporation of the Stutz Auto Parts Company in December 1909, Stutz then stayed with Marion until June or early July 1910. It was reported on July 13th 1910 (14) that “Harry C Stutz, who until recently was factory manager and engineer of the Marion Motor Company, of Indianapolis, has resigned to accept the position of president and manager of the Stutz Auto Parts Company”. These companies were all based in Indianapolis.

Contemporary with Stutz’ employment with Marion, the Indianapolis News reported on July 5th, 1909 (15), that

four eminent businessmen in Indianapolis had joined together to form the Empire Motor Car Company. They boasted that they were going to “build two thousand cars during 1910” with the implication; place your order now or you will miss out (15). The four founders were: Arthur Newby, also president of the National Motor Vehicle Company; Carl Fisher, the founder of Presto-O-Lite; James Allison who subsequently achieved fame for the development of the Liberty aircraft engine and Robert Hassler, an engineer also from National.

Empire introduced two models in August 1909 (16). These shared a 154 cubic inch displacement, T head engine developing 20 horsepower delivered through a “two speed selective sliding gear” and “side chain drive...entirely enclosed in dust proof cases”. The chassis was fabricated from mild steel angle iron. Front suspension was  $\frac{3}{4}$  elliptic leaf spring, the rear suspension was described as “four-sided platform spring”. “The steering gear is of the pinion and sector type” (17). The Model A priced at \$800 was a run-about geared to run from 4 mph to 35 mph in top gear. The Model B at \$850 was a race-about/speedster with higher gearing and a top speed approaching 50 mph. Wikipedia states without a source reference that the first Empire car “was designed by Harry C Stutz”. No evidence has been found to support this claim, or to suggest that Stutz was involved with Empire at this time.

Concurrently, the Empire Motor Car Company founders joined with Harry Stutz’ former employer, Frank Wheeler to establish the Indianapolis Speedway based upon the Brooklands circuit built in the UK. This banked oval circuit of 2.5 miles length had two long straights each  $\frac{5}{8}$ ths of a mile long. The track surface consisted of graded and packed soil covered by 2 inches of gravel, 2 inches of limestone covered with asphalt, 1–2 inches of crushed stone chips that were also drenched with asphalt, and a final topping of crushed stone. Construction involved “the laying of the 20,000 yards of gravel which will be put on the course. This will be rolled with the big 15-ton steam rollers and then mixed with 300,000 gallons of asphalt oil” (18). The Indy

speedway was opened with a disastrous 3-day race meeting on 19th/21st of August 1909 (19). The track surface was intensely abrasive resulting in catastrophic tire failures. On the first day, Louis Chevrolet was temporarily blinded when a stone smashed his goggles. Shortly after, a driver and his mechanic were killed when their car flipped, and the remaining races that day were cancelled to enable track repairs. The next day was uneventful but day three saw a mechanic and two spectators killed when a car left the track and ploughed into the crowd. The meeting was abandoned. As a consequence, 3.2 million bricks were then hastily used to repave the surface and the new track was officially opened on December 17th 1909 (20).

The first car to compete on the new circuit on opening day was an Empire-20 Model B, driven by Newell Motzinger (5). It was the sole entry in the smallest engine size class, less than 160 cubic inch, and so it established a class and track record of 48.31 seconds for the flying kilometre averaging 49 mph. In the 20-mile free for all race, Motzinger averaged 46.5 mph. While not competitive with cars of larger engine capacity and horsepower, the little Empire Model B was quite spritely for its size at the time.

Just six months after releasing their first Model A and B vehicles, Empire announced in "The Horseless Age" of June 29th 1910 (21), the release of their new model for 1911. This was their Model C and it was fitted with a "Stutz" branded, Type A transaxle described in The Horseless Age, August 1910 as "the company's (Stutz Auto Parts) first product" (22). The Model C had clearly been designed and built between December 1909 when Stutz Auto Parts was incorporated and June 1910 when the new model was released. The Model C development was done before Stutz had left the Marion Company as this didn't occur until June or July that year (14). Just how involved was Stutz with the Empire Company in early 1910 while still officially employed by Marion? Interesting things were taking place in Indianapolis during this time.

It would appear clear that Stutz had established a close relationship with the Empire Motor company well before June 1910. But how involved was Stutz with the design of the new Empire-20 Model C? Let's examine what was radically new about the Empire-20 Model C. Most obvious is that it replaced the former Empire 2-speed gearbox and chain drive with the new Stutz, 3-speed transaxle "comprising a rear axle with brakes, combined with a change speed gear and propeller shaft ... intended for cars of 24 horsepower and under" (22), but it also had a completely new chassis frame and suspension. The old chassis was fabricated using mild steel angle iron (17) while the new one was of a purpose designed, pressed C-section construction. The old 3/4-elliptic front suspension was replaced with semi-elliptic leaf springs and the rear "four-sided platform spring" suspension was replaced with 3/4-elliptic leaf springs. While the original Empire 4-cylinder, T head, 20 HP engine and pinion and sector steering gear were retained (21), the new chassis frame, suspension and Stutz transaxle made this model a significantly new car.



From the timing of the new model announcement, Empire was likely to have been the first client outside of Marion for the Stutz transaxle. (Surviving Empire engine number 684 was fitted with transaxle type A, number 530. If all the first 530 transaxles were supplied to Empire for their Model C this would suggest that 154 Model A and B Empires were built, and this figure appears to be "about right".) Given the commercial opportunity Empire provided to Stutz Auto Parts, it would be expected that Stutz be personally involved in the design of the new Empire chassis in order to ensure its success. There is evidence to support this. While the Marion 10 and Empire Model C chassis have significant differences, there are aspects of design and construction details including riveting patterns that are shared. Harry Stutz is a common factor behind these design details. The Empire Company claimed in July 1910 (23) that "the Empire 20 is not an assembled car, being made entirely within the company's plant". But in October 1911 (24) they corrected this claim by conceding that "all of the framework is done at the Empire works with the exception of the placing of the side rails". This provides evidence that the main chassis rails were pressed by a third party, that party was almost certainly Kinsey Manufacturing Co. and that the frames were pressed to Stutz' specification. Did the successful introduction of his transaxle to the radically new Empire Model C then provide the reference needed for Stutz to increase the capital of Stutz Auto Parts from \$10,000 to \$50,000 in July 1910 immediately after the release of the Empire Model C? (25). Maybe!

While the evidence indicates that Stutz was freelancing for Empire well before July 1910 while formally employed by Marion Motors, it was reported in "The Horseless Age" on December 21st 1910 (26) that Stutz had "recently joined the staff of the Empire Motor Car Company, Indianapolis". This was confirmed in "The Horseless Age" on January 4th 1911 (27) but this article acknowledges also that Stutz remained "head of the Stutz Auto Parts Company". Later in "The Horseless Age", 8th March 1911 (28), it was announced that H C Stutz "is now designer and factory manager of the Empire Motor Car Co. He is making radical and beneficial changes in the design of this car". It has been commonly interpreted, as stated in the Horseless Carriage Club of America Gazette, January 2013 (29)

and reported on web sites such as that of the Classic Car Club of America (15), that this is reference to Stutz designing the Model C after joining Empire in 1911. However, this is clearly wrong as the Model C was already in production by the end of June, 1910. Maybe in March 1911 there were plans for Harry Stutz to develop a successor to the Model C? Were the joint owners of both Empire and the Speedway contemplating having Stutz develop their own race car to succeed the Model C? It is noteworthy that the March issue of "The Horseless Age" also reported that W D Myers, formerly of the Marion Motor Co where Harry Stutz had previously worked, had joined Empire as their new Sales Manager. Myers presumably saw a future for Stutz with Empire, and maybe Stutz had encouraged his employers at Empire to make a place for Myers. This relationship continued beyond Stutz' involvement with Empire.

At the same time of Stutz' appointment as designer and factory manager for Empire, his employer, the owners of the Indianapolis Speedway were taking entries for a new, 500-mile event to be held on May 30th the next year, 1911. It would seem that the "radical and beneficial changes" Stutz was reported to be making may have been the proposed development of a new racing car for his employer's new speedway event in which case this new vehicle would logically be marketed as an Empire. But no, "The Automobile" reported on March 9th 1911 (30) that at the close of entries on March 1st, Stutz had entered a car in the name of his own company, Stutz Auto Parts. It seems the race organisers had no objection to him doing this and no doubt they would have welcomed an entry from a colleague. Maybe also, their interest in the Empire Company was declining. Stutz later claimed that the car he raced on 30th May had been built in just five weeks but he clearly had at least 22 weeks after joining Empire for revising his design and the sourcing of parts. The first entry for the 500-mile event was received on October 22nd, 1910 (31) and so it is clear that Stutz would have known about this race at the time he joined Empire, if not before.

While now employed as designer and factory manager by Empire, in his parallel role as President of Stutz Auto Parts, Stutz prepared a car that he called the "Bear Cat" using a 60 horsepower, Wisconsin motor (32,33). It is well documented that on May 30th 1911, the Bear Cat driven by Gil Anderson placed 11th in the inaugural Indy 500 averaging 67.75 mph (this speed varies a little between reports) after pit-stops and tire changes (34). It is also understood that Stutz gave Anderson specific instruction to drive very conservatively and to aim only for a top ten position. Was the reason for this caution because the Bear Cat had 60 horsepower available which was to be applied through a transmission officially rated to just 40 horsepower? It would appear so.

By June that year, Stutz would have been well aware that the Empire Motor Car Co was not meeting its manufacturing and sales targets and was likely facing liquidation. Buoyed by his racing success he then quickly moved on from Empire and with further financial backing from Henry F Campbell formed his

own company, the "Ideal Motor Car Company" to manufacture and commercialise what was now to be called the "Bearcat". W D Myers again followed Stutz to become his sales manager (35). Curiously, an "Ideal Motor Car Company" was already in existence and was owned by stockholders in the Kinsey Motor Company, Detroit, including its principal, Solomon Kinsey (36, 37). The principle founding stockholder in the Kinsey Manufacturing Company, Toledo, was Isaac Kinsey. Were Isaac and Solomon brothers? This would appear likely. Was the Kinsey Motor Car Company closely connected with the Kinsey Manufacturing Company, who were the supplier of chassis frames and most likely, radiators, to Marion, and if so, what was the deal done between Stutz and the Kinsey's?

The first delivery of the Bearcat had been aimed for August 1st, 1911 and this vehicle used the same chassis frame and was probably little changed if at all from the original race car (38). In late August 1911 it was announced that the Empire Motor Car Company had been appointed sales agents for the Stutz built car (39) so it appears that there was no animosity between Stutz and his recent former employer. According to the Indianapolis News, the first car off the new production line was sold in January 1912, off the floor at the Chicago automobile exhibition (40).

Although the original Bear Cat survived the Indy 500 with the cautious application of its 60 horsepower, Stutz recognised a need to upgrade and strengthen the design of the Bearcat with a larger, stronger transaxle. This became the Series B Bearcat that we are more familiar with, and it was released for sale in January, 1913 (41). In June 1913, after the merger of Stutz Auto Parts with the Ideal Motor Car Co, the new entity was renamed the Stutz Motor Car Co (42).

Having announced at the time of formation in mid-1909 that Empire planned to build 2000 cars in 1910, it seems that sales of the Models A and B were disappointing, and this would have fast-tracked the development of the Model C with Stutz' assistance. Maybe the two chain-driven models with a 2-speed gearbox didn't suit the market or were already outdated. But even with the 1911 Model C released in June 1910 total sales of Empire cars in 1910 were well short of expectation although in October, Empire reported: "its 1911 models are now being placed upon the market as fast as the factory can produce cars" (43). It is difficult to source reliable production data. The Encyclopaedia of American Cars lists production as 289 in 1910 and 343 in 1911, a total of just 632 cars (44). Bill Cuthbert in the Horseless Carriage Gazette (29) said 1000 were produced in 1910. Neither of these, sources provide a reference. The youngest surviving car today has an engine number of 923 and this car was delivered in Australia in late 1911. It was probably one of the last made suggesting that total production was about 1000. With these low numbers, there was little incentive for the company owners to stay interested. After all, they had their speedway amongst many other commercial interests. The "Empire Motor Car Company" was liquidated in 1911 and the assets sold for \$80,000. The syndicate buying the business was headed by Cecil Gibson, Carl Fisher's business partner

in the Fisher-Gibson Company and the company was renamed the "Empire Automobile Company" (45). As Fisher required the original Empire factory site to expand the manufacture of his other interest, Prest-O-Lite, the production of a new range of models was undertaken in Pennsylvania by the Greenville Metal Products Company. However, some cars were assembled from unsold stock of Model C parts and these were sold as "Fay" cars named after the manager of Greenville Metal. But later models produced between 1912 and 1919 bear no similarity or relationship with the products of the former Empire Motor Car Company.

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*Stutz Bearcat from 1912.*



*A Marion Bobcat from 1911.*



*Marion Bobcat 1911.*



*The oldest surviving Stutz Bearcat from 1912.*

*Uncaptioned photographs through the article are of a 1911 Marion.*

# “T” Ford Time – The Upside-Down Club

by Graeme Jarrett

The act of rolling a model T Ford is usually a matter of accidental adventure. I cannot imagine anyone doing such a thing voluntarily.

This first shot comes to us from the city of Toronto Archives, Canada. How the vehicle ended up in this

situation is unknown but I expect the lack of a more meaningful barrier along the road probably had much to do with the unfortunate accident. We do hope no one was seriously injured in the accident. The year of manufacture appears to be 1912.



Far Left: This second shot comes to us via the courtesy of the Model T Club of America. Again, we do not know the circumstances of this dilemma but hope no one suffered any serious injury. Inattention is very often the cause of these situations. The year of manufacture appears to be 1918.



Left: A Ford Model T has run off the road on the way home from the bottle-O, after the owner picked up a barrel of booze.

*Photo courtesy of the Alex Gow Collection*

# What Is It?

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*Nick Gibbs has sent this photo asking if members can possibly identify this car that is photographed outside a mansion in the Western District. Please help us out and respond to the Editor with your suggestions. -Ed*

Hi Greg,

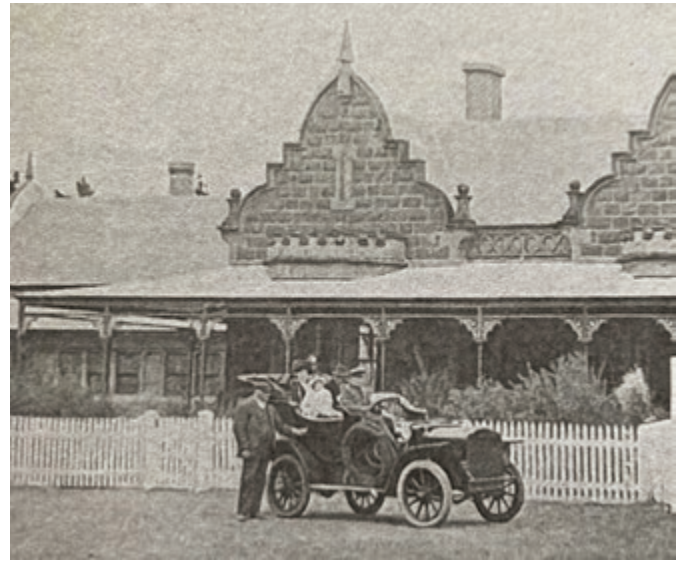
My brother Neil, never one to shy away from a challenge, has purchased and is restoring "Berrambool", a grand stone mansion in the Western District near Lake Bolac. His partner, Jane, sent me this photo and wondered if anyone in the Club might be able to shed a little light on it. They believe that the family in the car outside their property is most likely that of Mr William Moffat, nephew of John Moffat the original owner of both Berrambool and the more famous Chatsworth House. The photo appears in "Pastoral Homes of Australia" published in 1910.

If you feel it's appropriate, we would appreciate you including this photo in a future 'Brass Notes', with a call out to our fabulously knowledgeable membership.

All the best and thank you,

Regards,

Nick



*We had a zero response to last month's what is it. I have placed it in again in the hope that someone will attempt to identify this vehicle so as our hard working secretary can reply to the lady who contacted Darren desperately trying to find out any details of the vehicle. Please help out by contacting the editor.*

# Findings, Feedback & Follow-Ups



*The 1913 Hupmobile whilst on the Adelaide to Darwin Rally.*

## More Hupmobile Follow-Up

*by Bevars Binnie*

Gavin Mutton's Evers Motor Co bodied Hupmobile roadster is indeed the unrestored car I referred to in my article. (July Brass Notes Page 8). So as far as I know there are still only two known survivors. I have never found out how many were built.

In return - I am the "overseas entrant" referred to in Gavin's last paragraph. August Brass Notes page 24). I did the run in a 1913 tourer, and not the 1914 3 seater roadster covered in my article. I didn't however buy the tourer from Shannons auction in Sydney, but bought it from Charlie Tuckey, of Adelaide, who had previously bought it from Shannons.

When the Adelaide to Darwin Rally was announced, my wife Lois and I decided that we wanted to enter, and were going to do so with our 1914 Evers bodied Hupmobile. But circumstances (hip and knee replacements, as well as preparing for and completing a shift back to NZ after 24 years in Melbourne) conspired against my being able to prepare the car for such a trip.

I knew that Charley was contemplating selling his Hupmobile, so after a test drive of about 20kms I purchased the '13 tourer in late January 2014, then trailered it to Warrnambool to store it in a friend's shed. In March we left Melbourne and returned to NZ.

In late July I went back to Warrnambool and spent a few days preparing the Hupmobile for the long trip ahead. Indicators and brake lights were fitted, extra spare tyres were attached, and space was sorted for tools and personal gear. I then drove it to the rally start at the Birdwood Motor Museum, then to Darwin as part of the rally, an overall total of just on 5,100 km - all without any problems other than a puncture 40kms short of Darwin.

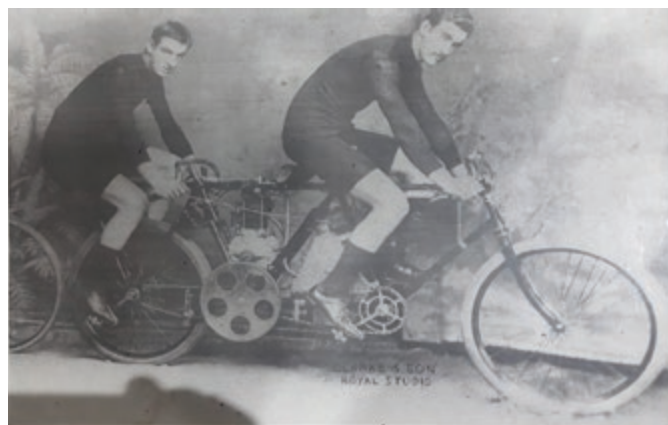
After the rally it was trucked back to Adelaide, then shipped to New Zealand. Since then it has been fully road registered and has done another 15,000 (or more) km - and counting. The only work it has needed in this time is new king pin bushes to meet the rather stringent NZ roadworthy requirements.

## Follow-Up from December 2021

*by Andrew Repton*

In the December 2021 edition of Brass Notes there was a terrific article titled "The Boy from Ballarat" written by Gavin and Loretta Mutton. For those unable to go back and look at the article I will give a very brief synopsis.

The article was focused on the Studebaker that is owned by Gavin and Loretta. Their Studebaker was the one allegedly that broke the Sydney to Brisbane record and was driven by Alexander Fraser ('Alec') Jewell. He was the "Boy from Ballarat" and was the central figure of the article. It talked, firstly, about his life growing up in Ballarat, and then about him and two brothers' move to Western Australia as they were all very good cyclists and the prize money in the West was an attraction for 'fame and fortune'. Alec worked for the Armstrong Cycling Agency, and it was the owner of this company that imported a De Dion-powered vehicle that eventually Alec converted into a motor powered tandem used for pacing cyclists. Alec was certainly bitten by the motoring bug and worked for various companies before importing and selling cars himself, before going bankrupt. He then went on to work for the Canada Cycle and Motor Agency in Queensland and they employed him as their competition driver. Racing was a huge part of his life.



*The De Dion powered tandem used for pacing cyclists.*

What is relevant in this article is the De Dion powered tandem Alec put together for pacing cyclists. It turns out that some of this tandem survived and is subsequently being restored back to its former glory.

The man who is undertaking the restoration is Andrew Repton. The following is what Andrew has written to me about the restoration:

Last year we visited the car and bike museum in Forbes. I got talking to the owner about bikes and the subject of motor pacing bikes came up and he gave me a copy of the club magazine (Brass Notes) with an article about the Jewel brothers written by Gavin Mutton.

I have here the remains of that machine here including the original engine. It is under restoration with a new frame being made as the old one was pushed up in a heap down near the Swan river in Fremantle and not much survived .



*The surviving De Dion Bouton engine from the tandem.*

The machine was purchased by Peter Briggs (now deceased) probably 10 years ago now from Ray Selley over here in WA.

The engine had been stored in the green keepers shed at the Fremantle football oval. (There was a velodrome around the outside I believe). After its riding days were done the frame was pushed down to the river and not a lot remained.

Peter asked me if it would be possible to make a frame from the remains, so I started that project. Unfortunately, I was side tracked into making a steering box for a 4-cylinder 1903 Renault for Alan Tribe. This was a great success and I ended up making over 50 patterns and castings for the car and doing the machining (7 month's work).



*The 1903 Renault 4-cylinder of Alan Tribe.*

Then we started up a business making vintage motorcycle mudguards and sending these all over the world and this has become all time consuming.

I am going to get the machine to a stage where it is a rolling chassis and then Graeme Cocks is going to do all the rest, like the pedal gear. The frame was scaled up using the original picture that I had blown up to full size using the cylinder as the base measurement. A new surface carby was sourced from the UK along with muffler and coil. Although a fair bit will be reproduction the engine is the original so a worthwhile job.

I have been riding Peter's 1898 De-Dion tricycle with surface carby and it is an interesting ride while all the levers are sorted out. I can take pictures of various parts we have made including the reproduction of the original pedal parts, all very ornate.





*This is the frame and components that have been roughly assembled to show the huge amount of work that has been done to get this De Dion powered tandem back on the road.*



*This is the c1898 De Dion Bouton tricycle complete with trailer that is the late Peter Briggs. It is located at the York Motor Museum in York, Western Australia. The museum has some 60 cars and 16 motorcycles as well as motor memorabilia. Most of the vehicles there are still part of the Briggs' collection.*

*Andrew has been riding this De Dion tricycle to get the hang of the surface carby.*

Brendan Walsh has kindly supplied as a follow-up to Peter Fagan's article on the Vinall IHC buggy from the June edition of Brass Notes. The following article that was published in the Australian Motor Sports June/July 1955 magazine edition, and we thank Brendan for submitting it.

## MR. L. E. VINALL'S 1909 I.H.C. BUGGY

(By George Brooks)

**T**HEIR resemblance to a horse-drawn vehicle of the 1890s being so obvious, it is understandable that many people are unable to accept the fact that the International Harvester Buggy was first placed on the market in 1907, by which time the ordinary motor vehicle had almost settled down to the form in which it has, with changes in detail but not basic layout, remained until today. At the time that the I.H.C. was introduced, there were some eighteen companies in America making motor buggies in twenty-eight different models, most of these being of far cruder conception than the I.H.C., some even having wire rope drive in place of the usual chains.

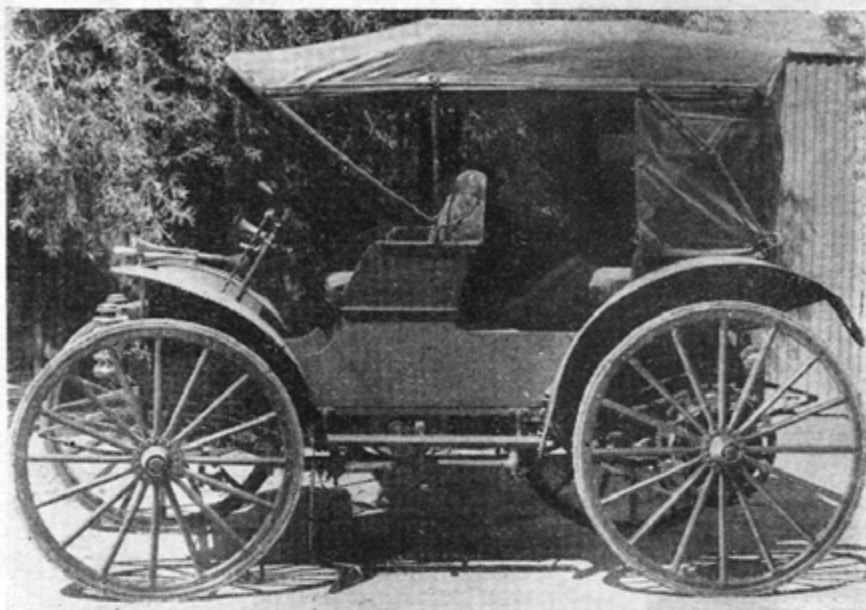
In the booklet "Historical Facts about early International Harvester Automotive Vehicles," the International Harvester Company, of Chicago, U.S.A., state that the first production I.H.C. Buggy was completed in Chicago in February, 1907, production being transferred to Akron, Ohio, in October of that year after about 100 had been built. A simplified list of serial numbers taken from the booklet follows. The serial numbers are those shown on a brass plate which was screwed either to the left of the box seat or in the centre of the back panel; the plate also recorded that the car weighed 1900 pounds.

Auto Buggies, 101 to 2972, February 1907 to March 1910; 2973C to 3428C, 1910 and 1911; 101D to 1288D, 1908 to 1911.

Auto Wagons, 101A to 3541A, 1909 to 1912; 101B to 950B, 1909 to 1912; 501AA to 624AA and 3542AA to 3770AA, 1912; 625AA to 3770AA, 1913-1916.

There was also a series of motor trucks built between 1912 and 1916 and some four cylinder passenger vehicles built in 1910 and 1911, models F, G, K and J30. The models F, K, and J30 had low wheels and pneumatic tyres; models F and G were air cooled, and others water cooled.

More detailed reproduction of the serial numbers is not possible here, but the writer will be pleased



L. E. Vinall's 1909 I.H.C. Buggy resembled more the horse-drawn vehicle than the more normal motor car of that period.

to help anyone requiring more information.

The most striking thing about the car is, of course, its wheels, which were intended to make the car at home on rough tracks and in sand, while there is no question that the Buggy runs very smoothly, even over present-day suburban roads, in spite of the solid rubber tyres. These latter, no longer available in their original form, which had a special device to prevent them from coming off when taking the drive, are a source of worry to the present-day Buggy owner. Up to 1909 the rear wheels were 44 inches in diameter, the front 40 inches, these figures being changed to 42 and 38 for 1910 and thereafter, except for the model E of 1915, which had four 36 inch wheels. Full elliptic springs were used at each corner, these being attached to an angle-iron frame with angle-iron cross member at front and back and two tubular members amidships as engine bearers. Wheel steering was used—other buggies of the period, e.g. the Holsman, had a tiller—with an internally toothed segment reduction gear. The wheels ran on Timken tapered roller races.

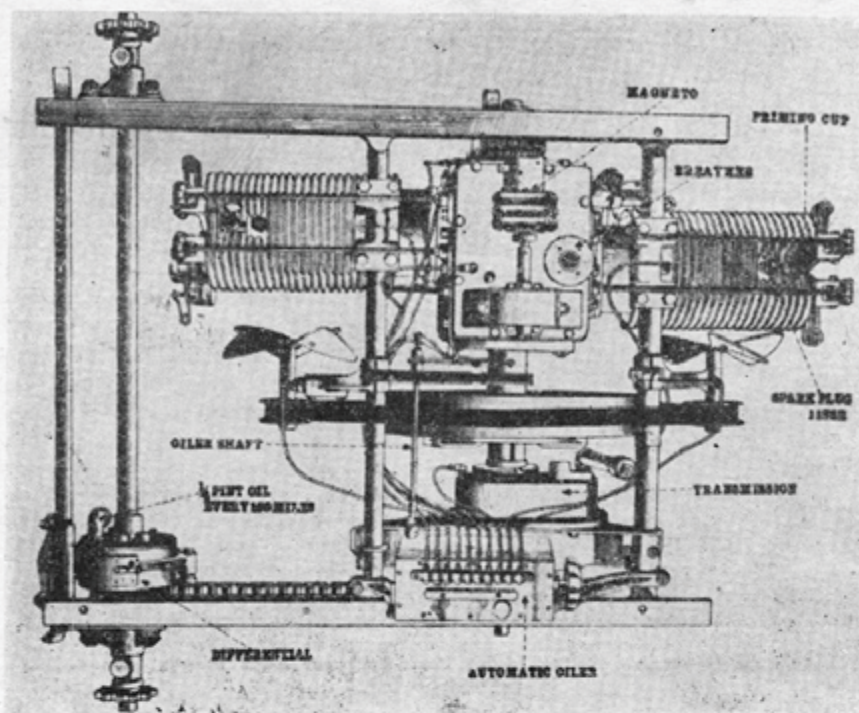
The engine had two horizontally opposed cylinders of 5 inch bore by 5 inch stroke with a maker's rating of 20 h.p., the cylinders being offset as a result of the cranks being at 180 degrees. The valves were overhead, seating in detachable cages and were opened by push-rods from a camshaft enclosed in the cast iron crankcase, while hair-

pin valve springs closed them. The engine is mounted on the left side of the car and a large flywheel is keyed and clamped by a bolt to the crankshaft on its right side. Two fans, one for each cylinder, were driven by a flat belt which ran over a pulley for each fan and was in contact with the flywheel over an arc at top and bottom. The fans were attached by brackets to the engine bearing cross tubes which latter were inside the path of the belt.

A starting handle projected from the left side of the car and connected to the crankshaft by reduction gearing and a ratchet. The running board was hinged to allow unobstructed access to the handle.

A simple float type carburettor supplied mixture to the cylinders through a manifold which would appear to be made up from ordinary water piping with screwed elbows and tees, while an exhaust pipe of similar appearance, but larger diameter, ran into a silencer which lay across the back of the chassis. In 1907 ignition was by trembler coils with a roller contact type make-and-break and ordinary type sparking plugs, but by 1911 dual ignition was provided, a Heinze Low Tension Magneto supplementing a coil.

Lubrication of the engine was by means of an Automatic Oiler, in which a camshaft was driven from the engine crankshaft by pulleys with a long tension spring as a belt. This camshaft operated ten small plunger pumps which supplied oil to the engine bearings, cylinder



This drawing shows the horizontally opposed offset cylinders rated at 20 h.p. Note the two belt-driven fans for cooling purposes.

walls, cooling fan spindles and transmission gear. The big ends were oiled by splash, it being most important that the level in the crankcase was maintained at that shown by  $1\frac{1}{2}$  pints of oil. Frequent checking of the oil level in the automatic oiler box was also necessary, access to it being gained by lifting the back floorboards.

On the right hand end of the crankshaft is mounted the two speed epicyclic gearbox the drive from which is taken back to the countershaft by a roller chain. From this countershaft, which is mounted on brackets with slotted holes for chain adjustment, a separate chain takes the drive to each rear wheel, a spur gear differential being incorporated in the countershaft. There is no adjustment provided for the driving chains, other than by adding or removing links—from the spare parts list, one sees that half links were available.

On earlier models, expanding shoes in  $13\frac{1}{2}$  inch diameter drums on the back wheels were the only ones fitted, these being operated by a foot pedal with a ratchet locking device. Later models had an external contracting brake on the differential housing, operated by a second foot pedal, but it was unwise to use this, as it overheated the oil inside the housing.

Originally fitted long-ways along the right hand side of the chassis under the front seat and back floor

boards and feeding by gravity through a filter to the carburettor on the far side of the car, the petrol tank was later moved to the very front of the car, in the form of a bolster tank in front of the dash. The Auto Wagon had a short dummy bonnet which was, in fact, the petrol tank. Beginning with the Model A, this dummy bonnet carried a metal "I.H.C." monogram, but from 1914 onwards all International Harvester vehicles carried the name "International."

The body was of very simple form, following the principles of the horse-drawn buggy. The back seats were detachable, converting the vehicle into a load-carrying truck, it also being possible in the case of the Auto Wagon to add a third forward-facing seat so that six passengers could be carried.

In 1907 lighting was by oil lamps, but in due course acetylene headlights appeared, the oil lamps being relegated to the position of side lights.

So much for I.H.C. Buggies in general. Mr. Vinall's machine carries serial number 631D, which means that it was built in about May of 1909. It has the leather dashboard and oil lamps which identify the earlier models.

Found on a farm at Wandearah near Port Pirie, in 1937, its departure from its original home was a sad event, its owner since new weeping to see it go. The silenc-

ing arrangements of the I.H.C. were never very effective and, when the car was new, its owner was told to keep the car out of Port Pirie, as the noise frightened the horses—incidentally, they say that in America today the only time that a horse is frightened is when it sees another horse. During many years of inactivity, it had been standing in a shed to which the farm fowls had free access, and they found it an excellent roosting place, but two years of intermittent work restored it to excellent condition. It is at present original except for the paintwork and headlights, even including the sidecurtains.

No car ever made could have a better forward view for the driver, who sits in a comfortable seat four feet from the ground, with the gearcum-clutch hand lever on his right, the spark and throttle levers in front of him below the steering wheel, and the brake pedal beneath his right foot. The gear lever performs two functions: downward pressure on the handgrip, which projects forward at right angles to the lever, releases the clutch, while forward motion of the lever as a whole engages low gear and backward motion high gear. To move off, one therefore sets the throttle and spark to the desired speed, kicks off the foot brake ratchet, declutches and engages low gear with the right hand, allowing the drive to take up gently, as an abrupt start may break the teeth off the pawls of the free wheel mechanism in the gearbox, which will then become caught in the gearwheels. Having achieved a good speed in low gear, one then declutches and moves the lever back into high, taking care not to overshoot into reverse, which lies behind high. The vehicle will now accelerate up to its maximum designed speed of 20 m.p.h., greater speed than this being obtainable by free-wheeling down hills. This free wheel, by the way, prevents any form of push start.

Mr. Vinall is fortunate indeed to possess such an early and unspoiled example of the type. A considerable number came to South Australia, where they were especially popular north of Port Augusta and on Eyre's Peninsular. There are four Buggies and one Auto Wagon appearing in Veteran Car Rallies in Adelaide and at the time of writing there are at least three other known specimens. For anyone who wants a veteran that really looks veteran, a Buggy should be ideal, so long as he is ready to face the fact that it is years younger than it seems.

# Comings, Goings, and Restorations

by Greg Smith

*I thought it was pertinent to let people know where some of the vehicles that have been recently advertised in Brass Notes have ended up.*

*In the May edition of Brass Notes the lovely twin cylinder 1913 De Dion bouton of Barry Smith was advertised for sale. It was sold and is now is the possession of Phil Ruge of Portland. Phil wrote to me with the following details:*

Hello Greg,

I note in The June issue that you invited the new owner of the De Dion Bouton DW2 (ex-Barry and Ros Smith) to contact you. Yes, it is OK Greg to publish that we are the new owners. We are enjoying our new purchase. Unfortunately, we are going to miss both of the 1&2 cylinder rallies in March next year due to previous commitments but we will get to others. Soon after acquiring this car, I was contacted by a Sydney based gentleman who has just imported the exact same car from England; except that his has an English built body and ours has an Adelaide built body. Both engine and chassis numbers are within 60 digits of each other. He says the Veteran Car Club in the UK has been aware of what is now our car since the 1950s and that his car is the only other one they know of. So, the score is England – Nil, Australia – 2+. It's been a pleasure to share with him copies of Instruction Manuals etc. which fortunately, ours came well equipped with.

Cheers, Phil



*The ex-Barry Smith De Dion Bouton DW2 now owned by Phil Ruge.*

Also in the May edition of Brass Notes, a 1908 Sovereign Motorcycle was also for sale. I can happily report this has gone to a good home of about a dozen other motorcycles with Hein Otten.



*The ex-Smith Sovereign now in the Hein Otten collection.*

August saw a Renault AX on the market in Tasmania of Tony Thompson. This ex-Victorian car has changed hands and has been purchased by Geoff Paynter from Kalgoorlie. These Renaults are certainly a popular vehicle at the moment, and no wonder as they do go so well.



*The ex-Tony Thompson Renault AX now been sold to Geoff Paynter.*

In the June edition we had a very nice 1913 Buick roadster for sale from the Fagan family. I can very happily report this Buick has found a home here in Victoria, and from all reports will be on our Annual Rally at Euroa. Well done to Geoff Brown on your purchase.



*The ex-Fagan 1913 Buick now in the new hands of Geoff Brown.*



On the restoration front a number of Pre-1905 cars are undergoing restoration in the hope of getting to Forbes in September. I can say the Smith 1903 Humberette is all systems go, and was recently club permitted. Very pleased with how it performs, and it is presently with Simon Anderson to get reverse gear operating and a new set of king pin bushes.

The David Provan 1904 Oldsmobile recently had a differential issue which is presently being fixed by Egge Engineering up at Dookie, and will hopefully back together to attend the rally.

The Rick Thege 1903 Carlton has undergone some re-furbishing and fettling at Up the Creek Restorations, and is apparently all ready to go for the Forbes run. I am really looking forward to seeing this car in action again.

In some excellent news that is still a little sketchy. As we go to print, I can confirm that the Kenner Hupmobile that was advertised in the last Brass Notes has been sold to someone in Ballarat. It is believed the purchaser is going to join the Veteran Car Club. I truly hope so, as I would be very glad to see this early club car back on our runs. Hopefully more details will be known soon.

Finally I was alerted to a McIntyre Highwheeler being auctioned in NSW recently. From my recollections it was one that Russell and Chris Holden had imported from the USA. I believe it sold for around \$38000, so maybe we will see it on the next Highwheeler Rally in Gunnedah

# Private Classifieds

## THE CHENNELLS COLLECTION OF MOTORING MEMORABILIA

MAN'S BROWN TROUSERS & WAISCOAT – (wool)(no suit coat) suit person 170-200cms. Trousers waist 1.00m, trouser length 1.10m. \$40

MEN'S FLAT CAPS – 1 mid-brown tweed wool fine check (L), 1 green/grey/black tweed check (L). \$30 each.

MAN'S STETSON BRAND NARROW BRIM HAT 1960'S grey/green (L) \$5

2 BALACLAVAS – 1 black wool, 1 white cotton. Keep the bugs and sun off while motoring. Free

LEATHER motorcycle style helmet mid-brown (not crash hat) \$30.

MOTORING GOGGLES Assorted prices – gold metal sided with dark and clear lenses(changeable) \$50, Barufaldi brown leather, clear lenses, \$20, other brown leather \$20, 2 prs antique goggles \$20 for both(poor condit).

LADIES CREAM SILK DUSTCOAT(MOTORING COAT) – Size medium, some minor pale stains \$50

2 LADIES HATS (mid 1960's) 1 lolly pink frilled toque, 1 gold trimmed pale feather toque with black bow and veiling. \$40 each.

**Photographs of all items available from [gchennells@tpg.com.au](mailto:gchennells@tpg.com.au)  
Ph 0437 747 042  
Post & Packing at your expense.**

## WANTED

A Stepney wheel for a Renault AX, size 710x90. Can swap for this restored 30x3.5" one, with a new Ward Riverside tyre & tube.



**Contact: Murray Murfett**

**T: 0428 914 848**

## FOR SALE

1914 Grant Model M Roadster

\$18,000 ONO

Regretful sale due to lack of space for other cars.

This rare four cylinder car is one of only three in Australia and roughly 15 in the world, produced in Ohio, USA.

An older restoration but has had a lot of repairs carried out while in our possession including engine work, fuel tank repairs, magneto recondition, diff repair, electric lights rewired, a genuine oil box fitted, new hood fingers, hood and bag.

Also included is a complete spare engine and other small parts.

**Contact:**  
**Catherine Strutt**  
**0411 442 197**  
**[c.strutt@bigpond.com](mailto:c.strutt@bigpond.com) or**

**Chris Duncan**  
**0400 571 781**  
**[chrisduncan2400@gmail.com](mailto:chrisduncan2400@gmail.com)**

**for more info.**



# Natter Night Meeting Minutes

## FREE TO A GOOD HOME

Circa 1915 REO 40/50hp motor, transmission and rear end, If this does not go to a good home I will be donating it to my local charity for scrap!

## FOR SALE

1910 Reliable Dayton High Wheeler – good restoration project of desirable High Wheeler - \$25,000 ono

1903 Cadillac Model A - single cylinder project, new detachable rear entrance tourer body, some spares \$58,000

1906 Cadillac Model K or M - single cylinder project mechanically very complete needs new body produced, some spares \$41,000

**CONTACT: Russell Holden**

**E: russell@veterangarage.com.au**

**M: 0422 219 911**

## FOR SALE

I have 2 books, Vol 1 & Vol 2 THE AUTOMOBILE By Paul N Hasluck 1905 which were only obtainable by SUBSCRIPTION ONLY, not from book shops. Both books are in excellent condition. Hundreds of illustrations are shown as well as many photographic images. Selling for \$150 pick-up, or + postage. I am located in Melbourne.

**Contact: Kurt Schultz**

**M: 0402 117 788**

## FOR SALE

Lucas King of Road Model 144 Brass Generator. Large generator being 13 ½ inch high and 6 inches diameter. This generator is in original condition with a few dings here and there.

Most importantly it is 100% complete including carbide basket, water trap at the bottom, mounting bracket base, knobs and water cap.

Price \$700 ONO

**Contact:**

**Greg Smith**

**M: 0447 395 233**



## VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 8 August 2023 @ 8.02pm

### Opening

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

### Attendance

There were 30 members present in the room and 20 online, a total of 50 who attended the meeting.

### Apologies:

Jennifer Atherton, Michael & Claudia Holding, Stan Bone.

### Club News:

Nil

### New Members

David & Aleisha Straughan of Worongary Qld

Mitchel & Brianna Williams of Newstead.

### Raffle Tonight

Deb announced Wine, cheese, chocolate & biscuits

### Events

#### Past Events

RACV Midwinter Rally - Maryborough. David Nicholls spoke. Greg Orde won the cold start, with his Itala. Thanks to Scott and Craig Emmerson for another fantastic rally.

#### Future Events

National Veteran Bike Rally Bundaberg 20-25/8

Pre -1905 Forbes NSW 8-10/9.

National Veteran Rally Griffith 2-8/10.

Inter Club Petanque competition 12/11.

Bendigo Swap 10-12/11.

Petanque at clubrooms 12/11

Annual Rally 17-19/11.

AOMC American Day 18/11.

1 & 2 cylinder rally for 2024, report from Adam.

#### Library and Archives Report

Nil

#### Wanted, For Sale or Swap

Nil

#### Items of General Business

AM talked about AOMC survey. BA will send out

DM said the 1903 Carlton is back on the road

Nye Residence has items for sale, Garage Sale. 8.30am on 9/9

**Next Meeting: 8.00 pm on Tuesday,  
12 September 2023**

**Meeting Closure at 8.26pm**

# Events

## RACV ANNUAL RALLY 2023 – EUROA

For my Annual rally update, I was told not to promise the world, so I will only say that this 2023 RACV Annual rally is Bigger, Brighter and Better, than ever before! It is going to be huge, so book your spot now for the gala event.

Neatly located in the heart of the Strathbogie Shire and only a short drive from any direction, this little town of Euroa, is loaded with history and hidden back roads that will truly enhance and complement our Veteran cars.

The success from the 2022 RACV Annual rally Tadpole class, demands we reinstate for the 2023 RACV Annual a new class of tadpoles. I place my hand on my heart and truthfully say that, this Euroa rally will be one of the flattest tours imagined and with this said, I expect record numbers of the 1 and 2 cylinder class.

Friday 17th will begin with a collection of rally bags and map information, the afternoon drive will depart from the VC Memorial Park, Kirkland Ave. We've planned a relaxing drive that circles back into Euroa, in all its about 40km distance. I don't want to over sell the drive, but I do have to say this 'troll bridge' tour is uniquely pleasant with a nod to the old days.

In the evening we are planning something extra which will add more sizzle to the Annual rally steak (apologies to the Vegans), at this moment in time we are just finalizing the evenings details and I will share the updates shortly.

Saturday 18th. Priority Parking is arranged along Kirkland Ave. for the Veteran cars, the Rotary club will have their bbq on hand, and Veteran club members can purchase a breakfast egg and bacon roll. The Euroa Farmers market will be set up in the park and there will be a chance to have a look around. Departing from 9.30, for small cars, the drive will travel at leisure out towards Murchison and circle into Nagambie for lunch. The Veteran members will be hosted by the Nagambie historical society, there is entry into the museum and lunch provided.

The Saturday afternoon drive is designed to be as pleasurable as the morning tour, the veteran cars will enjoy long stretches of quiet roads, as we return back to Euroa.

Saturday evening is at the Seven Creeks Hotel, this is a charming building that was built in 1901. A three course meal is planned around a relaxing and sociable evening.

Sunday 19th. Meeting once again at the VC Memorial Park, Kirkland Ave, todays drive I have titled the 'diamond in the rough'. The planned tour will circle via the little town of Ruffy. The scenery is tranquil and the roads are lonely, making the morning drive a pleasure to the antique motorist.

Lunch is planned back in Euroa, after which we can all easily load up and return home.

I have organised trailer parking at the Euroa showgrounds and I will update further details closer to the date of the rally regarding the access.

Lastly - I must urge everyone to book their accommodation with out delay. At the time of writing this message I am aware that the Euroa motor Inn (north side) only has one room left. The Castle Creek Motel (south side) still has 8 rooms available. The Jolly Swagman motel still had 9 rooms available. Unfortunately the Caravan parks 5 onsite cabins were already booked, but there are still plenty of sites available for motor homes or caravans.

The Entry form will be finalized in the next few days and we will have this out to members shortly.

My final words are to say, do not hesitate, come along, and bring your Veteran, be a part of this massive weekend.

The 2023 Annual Rally designed by Emmerson&Emmerson, whose car of choice claims the motto "Standard of the World", and where we believe the Annual rally should share in this motto as well!

2023 Annual Rally – "Standard of the World"

If you require any further advice or information please contact Scott or Ben.



**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!**







Your 1 & 2 Cylinder National Veteran Vehicle Rally 2024 is reaching the final planning stages. 32 expressions of interest have been received with more expected shortly. Your hosts are hoping that additional 1 & 2 Cylinder Veteran motorcycles will join the list we have of car owners.

**RALLY Information:**

The Registration Fee set is \$130 for the driver and \$ 60 for a passenger.

This payment must be made before the end of November 2023 together with any regalia ordered

**September:** Information will be emailed to all who have lodged an Expression of Interest with details of how to Register and Order Regalia. Payment methods will be advised at this time. A measurement guide will be provided to assist you in regalia size choice.

**Photo/Story of your vehicle** for inclusion in the Rally Book

Email to: [hdpyle@bigpond.net.au](mailto:hdpyle@bigpond.net.au) Anytime before end November 2023

*ONE colour photo, angle take from a front corner of the car OR side-on view of your motorcycle  
STORY 60 words*

**REGALIA offered** is unisex in style. Price includes a colourful embroidered Rally logo:

- \* Polo shirt, long sleeves, black with grey trim.....\$40
- \* Polo shirt, charcoal, short sleeves with pocket .....\$36
- \* Jacket with hood, shower-proof, charcoal/black trim, poly-fleece lined.....\$75
- \* Peaked Cap, brushed heavy cotton, black with red/white trim..... \$19

**Expressions of Interest to:** [bobjos89@westnet.com.au](mailto:bobjos89@westnet.com.au)



**1 & 2 Cylinder National VETERAN Rally ALBANY WA 2024**



**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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t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

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t 0407 008 895

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t 0447 766 724

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Andrew McDougall

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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

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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.

# RACV Midwinter Rally

Photos by Ben Alcock



*The 1911 Wolseley of Paul and Kim Williams.*



*The interesting Australian built bodied 1915 Ford T of Robert and Christine Dalton.*



*The Dunshea 1911 Hotchkiss in front of the majestic Maryborough Station.*



*The 1915 Hupmobile of Rick Thege ready for all types of weather at Maryborough.*



*The 1912 Overland of Brian and Maria Love at Creswick.*



*The two Scott motorcycles of Catrina Sargent and Richard Blackburn, and the Triumph of Peter Fagan at Creswick.*

# RACV Midwinter Rally

Photos by Ben Alcock



*The 1915 Ford T of Andrew and Frances McDougall.*



*The 1912 Cadillac of Craig Emmerson showing off the power plant.*



*The 1914 De Dion Bouton of Peter Hammet leaving Talbot.*



*The Hupmobile, 1912 Sunbeam of Terry Mansbridge and the Cadillac in front of our lunch venue.*



*A nice line-up of vehicles at the Talbot Farmers Market.*



*Our two Rally Directors, Ben Alcock and Scott Emmerson with the Goldfields Mayor Cr. Grace La Vella.*