

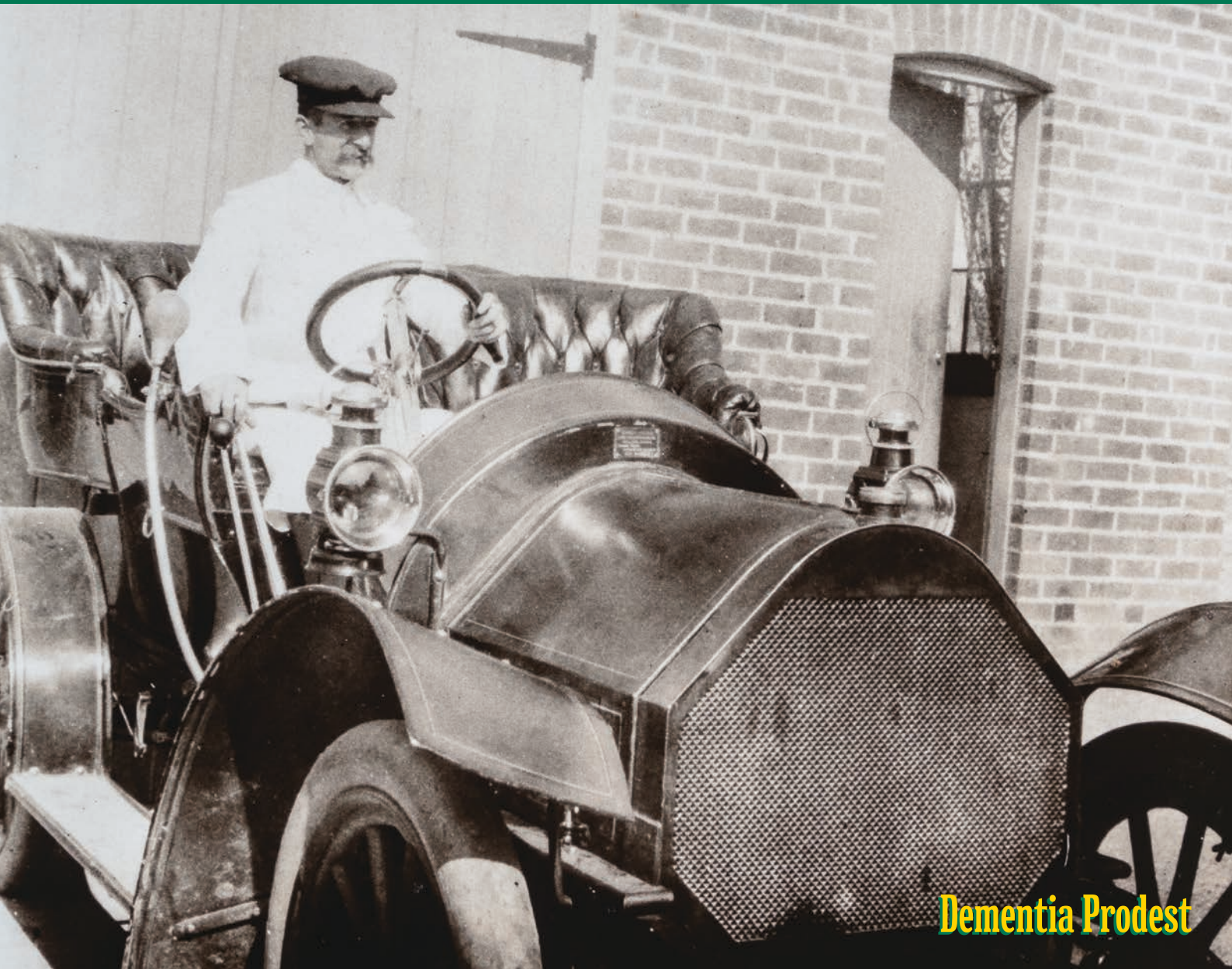
October 2023



# 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

# CONTENTS

President's Message.....	4
Editorial.....	4
Letters to the Editor.....	5
Flashback Response for September.....	5
AGM Nominations.....	6
AGM Meeting Agenda.....	7
14th National Veteran Motorcycle Rally.....	8
Front Cover Photograph.....	10
Pre-1905 Pioneers Run, Forbes, NSW.....	12
Pre-1905 Pioneers Run, Forbes, NSW.....	16
Cyclecar Corner – A Long Journey.....	17
Michelin & the 125th anniversary of the Louis Renault.....	18
What Is It?.....	20
What Is It – September Response.....	21
Harry Stutz - Origins Of The Bearcat, Part 2.....	22
Findings, Feedback and Follow-up.....	28
The Lady Driver.....	30
Private Classifieds.....	31
What Is It?.....	31
Natter Night Meeting Minutes.....	32
Events.....	33
Membership.....	33

# Flashback

By Greg Smith



This month flashback photograph features another c1908 Swift. Although similar to the Swift from last month, this is a different vehicle. It also featured in a newspaper cutting with a Russell which allegedly belonged to famous opera singer, Dame Nellie Melba. Both the Swift and the Russell were owned by Leo Dwyer, a dairy farmer from Newry. Hopefully this clue will jog memories and help us find out subsequent history of both the Swift and the Russell. The first photo of the Swift was taken in 1961, I believe, and probably on an Annual Rally. It differs slightly from the other photo, in that a windscreen was fitted and the horn placement different. It is, however, definitely the same Swift.

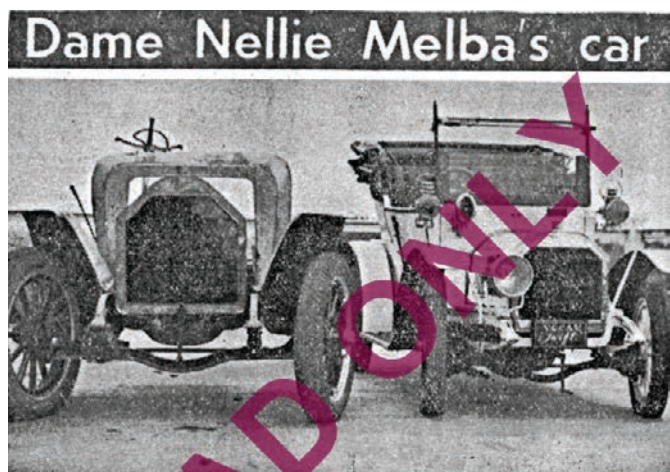
I have no recollection of where these two vehicles ended up, and we would love to know. The Russell is a car, if the suggestions are correct, that is quite significant, and it would be most interesting to gain details of this car. Please help us out on any relevant details of these two vehicles. All information should be sent to the Editor.

Last month's flashback Swift received some feedback and I sincerely thank David Wright for taking the time to help with some details. I also was very glad to hear from Greg Hill (Queensland) on some earlier history of the Swift. The engine story was very entertaining. See Page 5 for the details.

Both John Moulding and Robert Smith were great supporters of our club, and the Swift was seen out with these two very regularly. To be honest, I thought there may have been a greater response to these popular people and the car. Perhaps I will put it down to the poor quality photograph I provided. Please always feel free to add further details of the people or the flashback car if you know more.

## Front Cover:

Our Front cover photo this month comes from new members, Frank and Robyn Lewis from Castlemaine. The car is a Beeston Humber owned by David Thompson. To find further details on the story of the Thompson Humber please see page 10.



**A 1910 RUSSELL CAR** (left), once owned by Dame Nellie Melba, is being restored by Gippsland dairy farmer Leo Dwyer, of Newry, near Sale.  
The 30 hp Russell was imported from America and given to Dame Nellie Melba by her father. New Russells cost \$1375 in 1910.  
Mr Dwyer discovered Melba's car under a boxthorn hedge at Heyfield, eight miles from Newry. He recovered its back axle from a car trailer at Bairnsdale.  
The car on the right is a 1908 Swift, also owned by Mr Dwyer.

After restoration in the late 1950s.

Date and publication are unknown.

## Coming Events

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
10 - 11 November 2023	<b>Bendigo Swap Meet</b> Prince of Wale Showgrounds - Holmes Road Bendigo, Victoria
12 November 2023	<b>Interclub Petanque Day</b> Clubrooms - Wakefields Grove, contact Andrew McDougall
26 November 2023	<b>Geelong Revival</b> Contact: Simon Anderson

## Major Events

17 - 19 November 2023	<b>RACV Veteran Car Club Annual Rally - Euroa</b> Entries now open - closing soon
14 - 17 March 2024	<b>RACV 1 &amp; 2 Cylinder Rally - Echuca</b> Rally Directors: Adam Auditori & David Provan
19 - 21 April 2024	<b>RACV Four &amp; More Rally</b> Rally Director: David Boyd

## 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

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by Ben Alcock

As you read this, a number of our members will be in Griffith at the National Veteran Vehicle Rally celebrating our hobby with our interstate friends and enthusiasts. If you aren't, hopefully you are busy getting your car ready for the RACV Veteran Car Club Annual Rally in Euroa coming up very soon, 17 – 19 November. Entries are now open and we already have over 30 entries, if you haven't entered yet, make sure to check out page 33 for the latest update, then head to our website to do your online entry.

October sees the start of a new club year and this months Natter Night is our Annual General Meeting where we will say goodbye to some faces and welcome some new ones, I would encourage as many of you as possible to attend the meeting either in person or online. We will have a full committee for the next 12

months that will help continue to grow the club through continued membership growth, great events and re-energised natter nights.

Our technical team have been spending a fair amount of time at the clubrooms trying to perfect our audio visual experience. Last month we managed to get the audio working very well both in the rooms and online, however I am always interested in people's feedback from the online meeting experience as I only witness it in the rooms. If you do have any feedback, bad or good, please pass it on. We are also working hard to find some guest speakers for next years meetings, so again, if you have any ideas, please get in touch with me.

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

## Editorial

---

by Greg Smith

There are some contributions that really motivate and give me great excitement. I have received two of these recently and I am excited to present one in this edition, with the other following next month.

So what has got me so up and about? We have recently gained two new members to our ranks. Frank and Robyn Lewis became members in August, and Andrew Benoit became a member this month. That alone is very good news for our Club, but the "icing on the cake" for me is that both have provided excellent articles for me to publish in Brass Notes. What an amazing score, and the photographs they have provided have been of the quality to present on our Front Cover. I truly thank these people for their contribution and what they have already provided to our Club.

Frank and Robyn have purchased a 1908 Beeston Humber and it is undergoing restoration, and they have promised to keep us abreast of its progress. Andrew has an incredible stable of French cars including a Sizaire et Naudin, Le Zebre (my personal favourite-ed.) and a Panhard et Levassor.

Please enjoy Frank and Robyn's wonderful contribution in this edition, and Andrew's fascinating story of a Panhard et Levassor in next month's edition of Brass Notes.

### Apology

As editor of this great Club magazine I am responsible for what goes into Brass Notes to be published. Last month I made a monumental mistake that I would like to sincerely apologise for. I received a wonderful and insightful article from Greg Hill from Queensland on an extremely early De Dietrich that came to Victoria in 1901. In presenting the article to me, Greg rightly

acknowledged that a lot of the information provided was from Queensland's Motoring Dawn, written by Rick McDonough. I messed up big-time by not conveying this fact. I would like to firstly apologise to Greg Hill for this omission, and also to Rick McDonough for this blunder, as it was inexcusable. Rick is a highly respected and eminent historian who has contributed so much to the Veteran car movement, and for those who know him, a real nice bloke. You may recall he kindly responded some months back when we featured the Standard motor car, and sent us an article and photo of a Queensland Standard (Brass Notes, March 2023, page 12). Again my apologies to you both, it was not intended, but it did occur.

If you want an informative and well-resourced and presented book, I can thoroughly recommend "Queensland's Motoring Dawn" by Richard McDonough. Our Librarian, Daryl Meek, informs me that we are fortunate to have a copy in our library. See page 32 for the front cover of this book.

I was hoping the "historians" in our club would have provided extra information on the event we featured last month on the De Dietrich in Victoria, but up to now we have received nothing. Let's hope we get something in the future on Aucher, Sutton, Kellow and Dunlop and their vehicles on this event in Warrnambool.

### Late News

Well my prayers were answered, and Daryl Meek has provided a great response in the Findings, Feedback and Follow-up column on page 28. This was a late contribution and I sincerely thank Daryl for his wonderful contribution that adds very nicely to article submitted by Greg Hill last month.

# Letters to the Editor

---

Hi Greg,

With Mum and Dad moving and a few other little things going on it has taken a while to get back to your regarding the photo of the STAR in Brass Notes but here you go!!!

Regards

Lis Donald

## Dad First.....

I refer to the FLASHBACK in the August Brass Notes and confirm that Greg Smith was right and that the photo was taken at the 1975 Annual Rally to Geelong and features in the Third James Flood Book. The 1909 STAR (rebodied in 1912) was driven by me (Colin Daniels) on my very first rally.

If I recall, the club ran a hill climb at Keilor and after stalling the STAR on all 3 attempts I was told that the car had gravity feed.

After lunch at Bacchus Marsh the cars drove to Geelong along a road with large downhill. On the main run I failed to change into 2nd gear and the car went faster and faster, much to the excitement of my daughter Kate. After crossing a major road at speed, we eventually went uphill so I could change down. On the Sunday at lunch the photograph was taken with myself at the wheel, Elisabeth in the centre and Melinda with Kate sitting on her knee. We drove back to Melbourne through heavy downpours with Kate asleep and the rain in her face. Coming down Flemington Road to Mount Alexander every modern car had to stop whilst the Veterans, with their larger wheels and higher bodies, all ran through the water over the road with no problems.

The STAR was a lovely car to drive but I had to sell it because the four of us couldn't fit in the front seat and Melinda wasn't keen to do a second rally with an ever growing Kate on her knee.

## Lis' Memories

It was lovely to see this photo of the STAR from what Dad reminds me was my first rally. You can't really see me in the photo but my sister Kate is there sitting on mum's knee ... you would not get away with that nowadays! My memories of the STAR are that it was a lovely red colour but it was a bit cosy all sitting together on the front seat (let's face it, it was only a two-seater!). I remember the early rallies always had an old-fashioned dinner dance on Saturday night and everyone dressed up! On this rally I remember on the way home there was lots and lots of rain and I think we all wore black rubbish bags to keep dry.

Lovely to hear more about what happened to the car after we had it as well. Thank you.

Lis



*The Star belonging to Colin Daniels photographed in 1975*

## Flashback Response for September

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by Greg Hill

The 2 cylinder Swift was owned by Ron Griffith (was painted blue then) at Toowoomba and has ended up down your way somewhere. You probably know the story that it was found on a property at Glamorganvale outside Ipswich with a 4 cylinder engine installed. In the early 1960s Ron had it running and went on a few outings but nobody could identify the engine. It was either Frank Muggerridge or George Gilltrap Snr. that looked at it on a rally and identified it was a Model N Ford. The engine came out and went to make up a car at Gilltrap's Museum.

A few months later, a Model N chassis was found in a paddock in the Glamorganvale area.

Ron's chassis number was 1960, and he always got rubbished about this. I believe the chassis/car was dated as 1906. Ron found Swift parts near Toowoomba and used the 2 cylinder engine which I believe was probably 1910, so the dating committee went half way and called his car 1908.

Lindsay Barram found the correct engine with separate cylinders and Ron got this, but I believe it was never fitted to it. Don't know definitively, that the engine went with the Swift when it was sold. Maybe the new owners can confirm this.

Greg,

Congratulations, another excellent issue of Brass Notes. The Swift featured in this month's 'Flashback' could be the late John Moulding's car. The photo is not very clear but it shows a likeness to John and his friend, Robert Smith in the car. John's Swift was acquired by Paul Goethel after his death and I believe he still owns it.

Kind regards

David Wright

# AGM Nominations

## ANNUAL GENERAL MEETING

A reminder that the 2023 Annual General Meeting will be held at the VCCA (Victoria) Clubrooms, Lynden Park, Wakefields Grove, Camberwell on Tuesday, 11 October commencing at 8.00 pm.

## NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

The executive positions of President, Vice-President, Secretary and Treasurer (for a twelve-month term of appointment) as well as two general committee positions (for a three-year term of appointment) need to be filled this year. Members are advised that the following nominations for executive and general committee positions have been received.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Ben Alcock	Darren Savory	Pam Hill
Vice-President	Daryl Meek	Fiona Lane	Rick Thege
Secretary	Darren Savory	Ben Alcock	Pam Hill
Treasurer			
General Committee	Robert Anderson	Ben Alcock	Darren Savory
General Committee	Scott Emmerson	Ben Alcock	Darren Savory
General Committee	Callum Walsh	Ben Alcock	Darren Savory

## APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as his/her proxy if he/she cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. Please contact me and I will post or email the proxy form to you.

## MINUTES OF THE VCCA (VICTORIA) 2022 ANNUAL GENERAL MEETING

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2022 AGM.

2. **Apologies** – Joan Forryan, Jennifer Atherton, Fiona Lane, Margaret Lethborg and Stan Bone.

3. **Proxies and declaration that a quorum** for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Ben Alcock confirmed we had a quorum with 54 members present & 8 online.

4. **Minutes of the 2021 Annual General Meeting** (as presented in October Brass Notes)

Resolution: That the minutes of the 2021 Annual General Meeting, as published in the October 2022 edition of Brass Notes, be accepted.

Moved by Darren Savory. Seconded by Bob Ballinger. Carried.

5. **The President's Annual Report** on the activities of the Club during the 2021-2022 year (as presented in October Brass Notes)

Resolution: That the President's report, as published in the October 2022 edition of Brass Notes, be accepted.

Moved by Ben Alcock. Seconded by David Wright. Carried.

6. **The Treasurer's report and presentation of the financial statement of the Club for the 2021-2022 year** (as presented in September Brass Notes)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Paul Daley. Carried.

7. **Treasurer to confirm the annual membership subscription and joining fee** for the 2022-2023 year

Resolution: That the annual membership subscription and joining fee for the 2022-2023 year be accepted. Fees unchanged.

Moved by Claudia Holding. Seconded by Bill Lindsay. Carried.

8. **Appointment of auditor** (and fix any remuneration) for the 2022-2023 year

Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.

Moved by Claudia Holding. Seconded by Bill Lindsay. Carried.

9. **Election of the executive and general committee positions for the 2021-2022 year**

Paul Daley announced there being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Darren Savory** shall be declared Secretary and **Claudia Holding** shall be declared Treasurer, all for a twelve-month term.

We have the following candidates for the general committee positions:

- Andrew McDougall has been re-elected to the committee for a three-year term.
- Peter Hammet has been re-elected to the committee for a three-year term.
- Greg Smith has been re-elected to the committee for a three-year term.
- Stephen Hobbins has been elected to the committee for a three-year term.
- Craig Emmerson has been elected to the committee for a three-year term.

Paul Daley thanked Geoff Payne, retiring committee member, for all of his work over the many years he has held positions on committee, registrar and treasurer.

10. **Meeting was closed at 8.11 pm by the President, Ben Alcock.**

# AGM Meeting Agenda

VCCA (Victoria) via Zoom Meeting

On Tuesday, 10 October 2023 commencing at 8.00 pm

## AGM AGENDA

**1. Opening and welcome** by the President – Ben Alcock

**2. Apologies –**

**3. Proxies and declaration that a quorum** for the meeting is present (rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Darren Savory

**4. Minutes of the 2022 Annual General Meeting** (as presented in October Brass Notes) – Darren Savory

Resolution: That the minutes of the 2022 Annual General Meeting, as published in the October 2023 edition of Brass Notes, be accepted.

**5. The President's Annual Report** on the activities of the Club during the 2022-2023 year (as presented in September Brass Notes) – Ben Alcock

Resolution: That the President's report, as published in the September 2023 edition of Brass Notes, be accepted.

**6. The Treasurer's report and presentation of the financial statement of the Club for the 2022-2023 year** (as presented in September Brass Notes) – Claudia Holding

Resolution: That the Treasurer's report be accepted.

**7. Treasurer to confirm the annual membership subscription and joining fee** for the 2023-2024 year – Claudia Holding

Resolution: That the annual membership subscription and joining fee for the 2023-2024 year be accepted.

**8. Appointment of auditor** (and fix any remuneration) for the 2022-2023 year – Claudia Holding

Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.

**9. Election of the executive and general committee positions for the 2022-2023 year** – Paul Daley

There being only one candidate nominated for each **executive** position, **Ben Alcock** shall be declared President, **Daryl Meek** shall be declared Vice-President, **Darren Savory** shall be declared Secretary and **TBC** shall be declared Treasurer, all for a twelve-month term. There were no vacancies for the general committee positions.

**10. Closure**

**Ben Alcock**



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# 14th National Veteran Motorcycle Rally

by Catrina Sargent

14th National Veteran Motorcycle Rally. Bundaberg Qld, 19-25th Sept

Bundaberg was the destination for the 14th National Biannual Veteran Motorcycle Rally. Bundaberg being famous for rum, but apart from the major distillery and brewery industry, Bundaberg is on a rich coastal plain supporting one of the nation's most productive agricultural regions. This was clearly evident with us riding among the sugar cane fields, macadamia and avocado plantations, and strawberry farms.



*Richard Blackburn's 1911 Scott in front of Bundaberg sign*

Sunday - Register at rally HQ and shake down run. It was here we learnt that Frances and Andrew McDougall were very close to Bundaberg when Andrew's mother became unwell and they needed to head back home. Looking at the entrant list there were just over 100 bikes and riders listed from all over Australia, along with Bevars Binnie visiting from New Zealand, an entrant from South Africa riding a borrowed bike and Richard's mother Margaret and son Leon who flew over from the UK to take part in this event. Dad loaned his 1915 Rover to Leon for the rally. It seemed like a good bike for Leon to be introduced to veteran motorcycling as it has a clutch and 3 speed gearbox. I remember being introduced on a run and jump Minerva motorcycle, perhaps when Leon is over next, he could ride the Minerva for a real challenge. We were camped at rally headquarters which was the showgrounds on the outskirts of Bundaberg. The shake down run was out the gate and turn left, left and left and if you felt you needed to do more than 8kms, you could keep going around the block. It was the usual mayhem with bikes stopping and starting all over the place. Richard wasn't immune to this as his rear brake pedal broke going downhill to a stop junction and he needed to use Leon as a bumper when they approached the stop sign. A poor welding repair from a previous owner gave way when asked to do more than look like a weld. With some careful riding back to HQ Richard took the brake pedal off and brazed it back together. Many thanks to a local rally entrant with an excellent shed who provided the oxy and rods.



*Leon Blackburn 1915 Rover, Catrina Sargent 1915 Scott, Richard Blackburn 1911 Scott, Colin and Merrilyn Sargent 1915 Royal Enfield with wicker sidecar*

Monday - A ride to Moore Park for lunch and return. We were enjoying this warmer weather. Every day was a sunny 24deg. Not too hot and perfect for veteran motorcycling. The route was okay, very flat and for some reason stopped a few km from the beach rather than giving the riders a glimpse of the ocean. A tasty bakery lunch was devoured, the backups finished mopping up the morning attrition and we were off back to camp. Richard rode his Scott back to base but it had started to develop a misfire and after some investigation he discovered his point screw had sheered and was upsetting the timing. The points were just being held in the end cap, surprising it ran it all. Luckily dad had a spare magneto which was handy to borrow a replacement screw from. Dad, Leon and I cleaned and checked over our bikes ready for the next day. Leon had already mastered the foot controls and manual carb on the Rover, grinning from ear to ear.

Tuesday - A ride to Woodgate. Today there was a supporter's bus provided which is why, perhaps, there seemed to be more at the lunch stop. We opted for some meals, but not today. We loaded Margaret with a large eski as a picnic box for our crew and we enjoyed our lunch on the edge of the beach looking out over the South Pacific Ocean. A few locals from Woodgate visited to view the circus that was in town and we enjoyed a walk on the beach and a trouble free run back to camp. A few of us from the Veteran Car Club and Antique Motorcycle Club got together at the nearby caravan park for a communal BBQ.



*Julie Mansbridge 1914 Triumph and Catrina Sargent 1915 Scott were two of the female riders*



Wednesday - It was a short ride today to Macadamias Australia for morning tea, and once there we found the coffee machine was set up and we had cappuccinos, lattes and hot chocolates made from macadamia milk. There was a plethora of macadamias to sample. There seemed to be an endless supply of these moreish nuts, from plain, savory, honey coated and chocolate salty balls. We were also treated to some fancy slices, cakes and muffins, and if still wanting to try something different we could purchase a macadamia ice-cream. There was a visitor centre and shop to look around and read about the history of the place and how they recycle all waste products and turn it into useful things for use on site like heating and fertilizer. After enjoying lots of tasty treats we headed back to rally HQ for the rally meeting and discuss the destination for the next rally in 2 years' time. The biannual rallies rotate around the states, and it was New South Wales' turn to host the next rally but for various reasons NSW asked to pass for 2025. After some discussion the 2025 rally will be hosted by the Antique Motorcycle Club of Australia and in the state of Victoria. An exact location and date are yet to be determined. It is a matter of finding a town that can accommodate those who want to camp, to those who choose hotels and be able to cater for 100+ for lunches and around 200 for the evening dinner. Discussions and planning is well underway. Leon was in Bundaberg for his 21st Birthday present so around 20 of us got together, cooked a birthday BBQ and shared cake to celebrate.

narrow gauge rail lines. A few times we had to stop for trains crossing, or had the trains both empty and full running alongside the roads were we riding on. Quite different to Victorian scenery!

All in all a great event with my 1915 Scott, Richard's 1911 Scott, dad's (Colin's) 1915 Royal Enfield outfit and dad's (Colin's) 1915 Rover ridden by Leon completing each days ride. It was funny to hear Leon praise the 500 side valve 4 stroke Rover, after being such a one eyed 2 stroke, Scott owner. Leon is now on the hunt for a veteran motorcycle, but he appreciates this event can't be replicated in the UK given their roads and traffic congestion. We really are lucky we can host such events.



*The motorcycles used by the Sargent's and the Blackburn's*



*Line up of motorcycles right to left, Royal Enfield, Premier, Zenith gradura, then four Ariel's*



*Line up of motorcycles right to left, Ariel, FN in the second row, Douglas, Scott*



*Jack Hume 1915 Rover (from WA) and Leon Blackburn 1915 Rover (from UK). Both flew into Brisbane then made their way to Bundaberg to be on the event*

Thursday - Today we rode to Childers along some spectacular roads, once we finally got off the dreaded Highway 3. Away from this busy road we were treated to stunning views over rolling farmlands. Childers is a thriving metropolis and I think everyone enjoyed walking along the main street, with many of us supporting the local community. The final rally dinner was set for the Thursday rather than the Friday to allow entrants to get away early Friday. Speeches were made and there were some goodbyes as some entrants weren't going on the Friday ride.

Friday - A ride to South Kolan Hall. Definitely less riders, but still well supported. By now we were all too familiar with the A3, Isis Highway. After around 15kms we turned off for a quick regroup, then back on our way, crossing over many sugar cane train crossings. It was a real treat to see the thick tall cane fields being harvested and the cane being transported on historic

Richard has started to edit a short video series of the event.

You can view the first one here:

<https://youtu.be/1TIJdLzSpxc>

Subsequent videos will follow.

# Front Cover Photograph

by Frank and Robyn Lewis

Note to Greg

Hello there

We are new members of the club and thought you may be interested in this for your newsletter. The Humber U.K. has asked us to report on the restoration of our 1908 Coventry Humber as it develops over the next year so we provided this background piece first. We thought we could also send the reports to our local group as well.

Hope you find a use for this

Frank and Robyn Lewis



*David Thompson sitting in his 16-20 hp Beeston Humber in front of his "brick motor stable"*

In 1998 we purchased our home in Castlemaine, Victoria. With the house came two large framed photographs of the original owners. One was Florrie Thompson doing her embroidery in the billiard room and the other was David Thompson sitting in his motor car in front of the garage. These photographs sparked our interest in the builders of our 1901 home.

1901 was the Federation of Australia and a time of great wealth and pride. Castlemaine was the heart of the 1851 goldrush and became the world's richest alluvial gold fields. From this early rush, successful businessmen invested in the town and within 50 years had built imposing public buildings and grand homes. The Thompson family came from Ireland and had success with mining, flour milling and then a foundry which is still in operation today.



*Florrie Thompson doing her embroidery in the billiard room*

The Thompson children grew up in a very mechanical environment and young David undertook an apprenticeship with the firm learning all aspects before taking over the management from his father. In early 1904 he and Florrie embarked on an extensive business exploration tour to investigate overseas developments in the United Kingdom, Europe and America.

When he returned, he must have been exposed to, and impressed by, early motoring efforts as he immediately advertised a tender in November 1904 for the construction of a 'brick motor-stable' – this garage still exists with a deep service pit and a man's room beside it. Clearly a motor needed 'a man' to go with it and the word 'garage' was not yet in use.

We identified the car in the photo as a Beeston-Humber and began to explore the early cars of Castlemaine helped by research through the 'Mount Alexander Mail' newspaper which has been in continuous operation since 1854. TROVE online newspaper research also provided further references.

In Motor Notes section of 'Punch' on 19 October 1905 it was reported that 'David Thompson, of Castlemaine, has ordered from C.B. Kellow a new four-cylinder 16-20 h.p. Beeston-Humber, fitted with side-entrance body and dual system of ignition. Mr. Thompson has driven a 10-12 h.p. two-cylinder Beeston-Humber for the past year, and is so satisfied with the vehicle that he has decided to purchase the same car but in a larger



Photo courtesy of Shannon's: The Lewis Humber as purchased at Shannon's Auction



Thompson's Foundry as it is today in Castlemaine

h.p. The new 16-20 h.p. motor landed by Mr. Kellow on Tuesday from S.S. Marathon and was observed by a large number of motorists, who pronounced it to be the best car ever seen.' From this we learn that David Thompson definitely used his new motor-stable from 1904 and may have even brought a vehicle home with him from his overseas travels.

David entered the Beeston-Humber 16-20 h.p. in the first motor race event held in Melbourne on January 29th 1906 at the Aspendale Race Course, on the opening of one of the earliest motor tracks to be laid down anywhere. He also entered the same car in the Dunlop Rubber Company 1000 mile Reliability Trial held around Victoria over six days in November 1906 and involving a heavy expense for those taking part.

David's brother R.A. Thompson also had a great interest in early motor vehicles as he drove a 10 h.p. Richard Brazier (or Brasier) and we have reports of him entering the 2 gallon fuel consumption test in December 1906 – the 'first automobile consumption test held in the Commonwealth' according to 'The Argus' newspaper. In October 1905 he also 'very kindly placed himself and his motor at the service of the (church fete) committee' where 'it proved an important source of revenue, as on every trip the motor was crowded ... the motor ride was one of the events of the afternoon, the takings amounting to 3 pounds 15 shillings.'

R.A. Thompson applied for membership of the Automobile Club of Victoria in March 1907.

Sadly David Thompson was killed in an accident at the foundry in 1916 aged 50.

For 25 years we have kept an eye out for an early Humber to once again park in our 'motor-stable' and were delighted earlier this year to find a 1908 Coventry-Humber, which we have acquired and have now begun the restoration process. This story will be a work in progress.

I'd better start growing my moustache now in readiness!

Frank Lewis

Castlemaine Australia

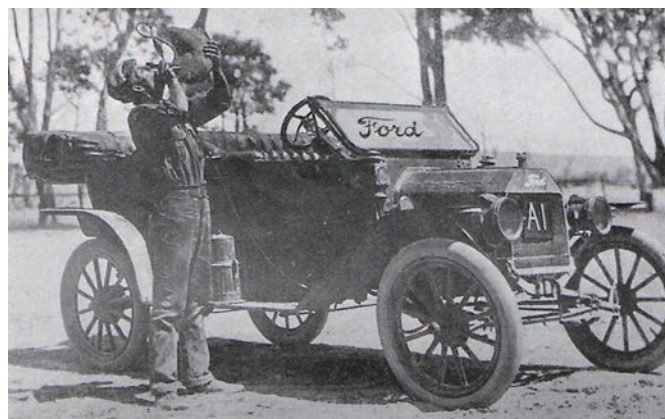
## "T" Ford Time – Victoria

by Graeme Jarrett

The Ford T was everywhere and no more so than here in Victoria.



Above: - This 1913 model T Ford is pictured in Geelong, outside the Art Gallery.



Above: - Another 1913 model T Ford shown here with a Dealers and Manufacturers registration plate attached. This number, A1 was assigned to the Tarrant Motor Co in 1910; they were Melbourne based agents for the Ford Motor Co.

# Pre-1905 Pioneers Run, Forbes, NSW

by Fiona Lane



1903 Haynes Apperson, 1901 Argyll, 1904 De Dion Bouton

The 5th staging, and the first running of this rally outside Victoria, was held in Forbes over the weekend of 8/9 September with entrants from NSW, Victoria, Queensland, and South Australia participating.

Quite a number of those attending decided to make the journey in two days, and so it was that we came across some others on the Thursday night in Narrandera enjoying an evening meal at the local RSL. Having previously exhausted the offerings of Narrandera during last year's National Rally, we were underway the next morning, but not before a quick trip to the barber in the main street who was also visited during the aforementioned rally. He does quite a good job and is keen to get across to Griffith to observe the vehicles during this year's National.

While the weather on the Friday enroute to Forbes was overcast and raining in parts, Saturday and Sunday were shaping up to be crisp mornings and clear days. The aftermath of last year's flooding was quite evident along the Newell Highway, with many verges physically blocked, numerous potholes, but not much roadwork going on.

Arriving in Forbes in the early afternoon many vehicles were being unloaded at the motel. We called in first to Bill and Jan McFeeters' Motor Museum where we were welcomed by rally directors Russell and Chris Holden. Rally bags collected, motel check in complete and car unloaded, it was back to McFeeters for an evening welcome function. Plenty of finger food, courtesy of the local Men's Shed, and some lovely wine from Russell and Chris' hometown of Mudgee was on offer. A pleasant time was spent looking through the museum, grazing and generally chatting with the others present.



1902 Elmore and 1904 De Dion Bouton



1904 Antoine and 1903 Romania motorcycles

The lovely thing about these Pioneer runs is that they are never in a hurry to depart. This allowed time for a leisurely breakfast in town on Saturday morning, although after grabbing a newspaper, the café we chose only had outdoor dining "due to the flood" - the indoors still presumably unusable. The morning itinerary saw all vehicles and bikes lined up at McFeeters for some photos while the drivers and navigators enjoyed morning tea. The sun was out and things were gradually warming up.

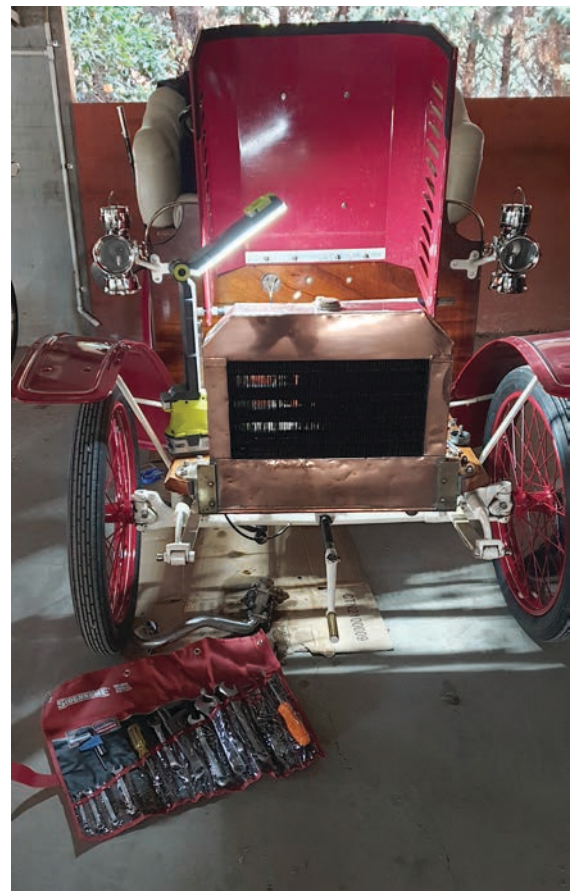


Victoria Combination Consultative Committee

Over the years I've settled on the realistic position that when you go on a veteran car run, you might not end up starting, let alone finishing. It's a good day as a passenger/navigator if you don't get lost and don't get wet. So, Saturday was a good day despite having to arrive at lunch in Eugowra in the 4WD rather than the De Dion. You may remember that the small township was devastated by floods late last year, with flood waters rising rapidly and unexpectedly in the early hours of the morning, leaving locals both stunned and submerged.

Our visit to the town was much needed and we were welcomed with a two course meal at the local café. As we finished lunch, a large group of modern motorcycles rode through town, with a few of them stopping to contemplate the veteran contraptions, particularly those of the two-wheeled variety. We waited until all veterans had departed before following the route back to Forbes. Back with the "car that refused to start" we had another go. Of course, without the morning's onlookers and a fresh look at things, it promptly fired up. We jumped in and drove back along the inbound route about five miles just to prove a point. Turns out that brand new spark plugs can't be relied upon.

Saturday afternoon back at the motel, the underground carpark became a mass of people and machines in varying states of repair. Chris Holden and some of the other ladies present introduced "Tailgate Tipples". I can't remember whose tailgate was used, but the food and drink served upon it certainly hit the spot. Most had to be prised away in order to wander across the road for the evening dinner at the RSL Club.



*Humberette by Torchlight*



*Tailgate Tipples*



*Secret Men's Business- trying to find a needle (pin) in the haystack*

Despite the heinous crime of having no roast on offer nor the staff not even knowing what “Port” was, let alone having any that we could purchase, it was an enjoyable meal and evening. Fortunately, Jane and Julian McNeil admitted to having a bottle of Port back in their motel room, so a few of us retired there for the remainder of the evening. I must find a good bottle to take to Griffith.

Come Sunday morning we were somewhat more confident that our borrowed De Dion would be able to get up and go. We packed up at the motel and gathered again at McFeeters for a mid-morning departure. I must admit that having previously travelled on one of Chris and Russell’s rallies and having had to exit the mighty Fafnir and watch it drive off up the hill without me, I was a little concerned that “generally flat smooth running” might mean something different to them than it does to me. Admittedly, potholes aside, they were right.

The drive to Jemalong Weir was immensely enjoyable, past fields of canola with hardly a modern car in sight. Lunch at the Weir was a BBQ affair, again more ably cooked and catered for by the Forbes Men’s Shed. Somewhere along the line it was said that I had four sausages in bread. I’ll admit to two, maybe three, but no more. Before heading back to Forbes, I was given the opportunity to take the De Dion (under supervision) for a spin around the camping area. I loved it, so if anyone has one, I’m in the market!

We left Forbes that afternoon and headed south for an overnight stay in Finley. The following morning, we brunchd in Tocumwal and made the mistake of going into an antique store that had some 1940’s dresses in the window. A couple of hours, and 28 dresses later, we finally crossed back into Victoria.

What a great weekend! Congratulations to the Holdens for taking on the event this year and to everyone who made the effort to participate. We can’t wait until we head across to Naracoorte next year.



*Vintage dress haul*

Daryl and I would like to sincerely thank John and Lynne Prentice in allowing us the privilege of borrowing their 1904 De Dion Bouton Model Y.

<b>DRIVER</b>	<b>PASSENGERS</b>	<b>Vehicle</b>
Peter Allen	Terry Rowe	1903 Madison
Rob Anderson	Leonie Anderson	
Tess Anderson	Simon Anderson	1903 Humberette
John Bennett	Kathleen Bennett	1904 Antoine Motorcycle
Maxwell Boardman	Darius, William and Samual Boardman	
Larry Clarke		1903 Humberette
Roy Dalton	Bernadette Dalton	1901 Crestmobile Model B
Rob Duffy	Bruce McGregor	1902 Rambler C
Peter Fagan		1904 Clement Garrard Type D
Doug Fulford	Vivian Fulford	
Deane Hill	Pam Hill	
Russell Holden	Christine Holden	1902 Elmore Model 6
Andrew McDougall	Frances McDougall	1904 De Dion Bouton Model Y
Julian McNeil	Jane McNeil	1904 De Dion Bouton
Daryl Meek	Fiona Lane	1904 DE Dion Bouton Model Y
David Provan	Ben Alcock and James Dunshea	1904 Oldsmobile 6C
Greg Smith		1903 Romania Motorcycle 1 3/4 hp
Ivan Smith	June Smith, Glen and Sue Goldie	1901 Argyll 5 hp
Greg Smith		1900 Victoria Combination
Richard Thege	Malcolm Bandy	1903 Carlton Rear Entry Tonneau
Michael Turner		1904 Clement Motorcycle
Andrew Winter	Alison King	1904 Minervette Type A

## THE BALLAD OF A PRE-'05 WOULD BE IF HE COULD BE

by Doug Fulford

Written to be sung to a theme from the "Dance of the Hours" from Amilcare Ponchielli's grand opera "La Gioconda" - later popularised as the comic song "Camp Granada" also known as "Hello Muddah, Hello Faddah" by Allan Sherman. If you want to sing it karaoke style or just need to revise the tune you can go to <https://musescore.com/user/28725707/scores/7419194>. I set the tempo to 90%. Ignore the music for verses 5 and 6 on that site and just return to the beginning. You may not be a great singer but you will almost certainly be better than me. I sang it to Vivian (before finding the karaoke accompaniment) and she described it as "painful" and suggested that if I "inflicted" it upon the group I might not be welcome at future rallies. A bit harsh perhaps. But she did think the words were clever. As it turned out there wasn't any ideal opportunity to put such "infliction" into practice.

<i>You all know that A full entrant And I think that Imagine just how great that surely would be</i>	<i>I sure would be If I could be I sure should be I am just a I've been told that To go buy a But in my dreams that is the marque that's most starred</i>
<i>Perhaps I'll buy Go on rallies But my wife said And besides we simply do not have enough cash"</i>	<i>An old curved dash Make a big splash "That's a bit rash Lubrication For a curved dash Otherwise it To let you down when the weather is torrential</i>
<i>I might stretch to Such a great make Then I'd be part I'd start to feel that I might truly then belong</i>	<i>An old Ding Dong Could I go wrong? Of this great throng I suppose that Or a very Surely not a Would mean that I could join in on the Pre-0</i>
<i>All the cars that Would of course A hood would be So when it rains we don't get saturated</i>	<i>I have stated Have to be dated Highly rated So this poem I must admit 'Cos although I I understand I'm not allowed to go buy</i>
<i>And since I want Want to have a Though offers here If you want to sell please go and see my dear wife</i>	<i>To avoid strife Quiet home life Have become rife</i>

<i>Rick These drove off Hit a pot hole Managed to wreck For a moment they thought it might be their end</i>	<i>With his good friend Round a big bend His whole front end After really One big wheelie Grim and steely But instead they could still laugh at life quite freely</i>
<i>I have yet one I met Adam Got to drive his After lessons that were quite explanatory</i>	<i>Other story Auditori Pride and glory Just leave London Head to Brighton I don't want my Wife to frighten She'll walk up hills The load to lighten Because the bands I simply never got to tighten</i>
<i>We'll see you all When we head to Drive your car or 'Cos you're a pre-'05 type vehicle saviour</i>	<i>Without failure South Australia You can trailer Bring gas or steam Or electric Bring cars or bikes We're eclectic And of course we're Quite eccentric When measured by Any metric</i>



There are two known Clement Garrards in going condition here in Australia. We were most fortunate to have both running at Forbes. Seen here are the two Clements at Clement Street Forbes. Owners Peter Fagan and Mick Turner

# Pre-1905 Pioneers Run, Forbes, NSW

by Leonie and Rob Anderson

**Pre 1905 Rally – Forbes 8th September to 10th September 2023**

## An observers view

It was after 2pm on Friday and there was both tension and excitement in the air as the trailers began to appear. Check in time at the Forbes Victoria Inn Motel had arrived and each entrant group attending was keen to see who else was attending and which Pre-05 car or bike they had brought with them. The trailers were opening and vehicles were rolled out for inspection.

They had come from four different states with a most impressive effort undertaken by Roy and Bernadette Dalton, determined not to endure yet another Greg Smith YouTube video of a Pre-05 rally, they had made the enormous journey from just west of Mackay Qld with the 1901 Crestmobile.

In all 12 cars and 6 motorcycles made it to the Saturday start line-up at McFeeters car museum.

Among the first time attendees were the Crestmobile, the 1903 Carlton of Rick Thege, Russell and Christine Holden's 1903 Haynes Apperson, Andrew and Alison Winter with the 1904 Minervette and the newly acquired Greg Smith 1903 Humberette.



*Work being performed on the 1900 Victoria Combination.- the coil was the issue.*

Saturday's run was to Eugowra, heavily impacted by the NSW floods last year and largely forgotten at the time. The town has worked hard to get back on its feet and the local café laid on a superb meal for everyone.

The roads leading to and from Eugowra proved to be an excellent test of both man and machine with the impact of past flooding evident in the various sized potholes specially designed to highlight any weakness, rust in a fuel tank? a loose chain link? or even an ancient repair to a front axle!

Thankfully, while the list of required repairs continued to grow as the day progressed, with only a few spared any problems, the entrants all made it safely back to the Motel in time for the drinks and nibbles in the underground garage accompanied by various lessons on how to ensure the maximum number of cars and bikes possible would again be present for Sunday morning roll call.

Sunday broke with another sunny welcome as everyone assembled again at McFeeters for a leisurely run out to Jemalong Weir along part of the Monuments trail for a BBQ lunch prepared by the Forbes Men Shed.

If you have never been to a Pre-05 rally in the past, you have been missing a fantastic opportunity to make new friends and see unique vehicles in an atmosphere where everyone is ensured a good time.

Many thanks to Russell and Christine Holden for organising the first Pre-05 rally outside Victoria, and to Bill and Jan McFeeters for their generosity in making the Museum and grounds available throughout the Rally.

The next one is at Naracoorte on the second weekend of September 2024, put it in your diary now!



*The 1901 Crestmobile of Roy and Bernadette Dalton all the way from Mackay Queensland motoring along wonderfully*



# Cyclecar Corner – A Long Journey

by Graeme Jarrett

626

The Light Car and Cyclecar

30TH MARCH, 1914.

## CROSSING A CONTINENT BY CYCLECAR.

The Perils and Hardships of the Sport in Australia.

ON Tuesday, 27th January, thousands of people assembled in front of the G.P.O., Sydney, for the express purpose of watching the arrival of a travel-stained cyclecar which had just completed the arduous journey from Melbourne, over miles of sandy desert tracks, through creeks and roads inches deep in mud. The driver, Mr. W. J. Beach, is not unknown to Brooklands habitués as the rider of a N.U.T motor-cycle, and he is now a director of Cyclomobile Proprietary, Ltd., Melbourne. The Beach is the first Australian cyclecar to make this journey, but that it should come through so successfully proves that the simple machine is undoubtedly suited to Australian conditions. The frame is of Tasmanian blue gum, an 8 h.p. J.A.P. air-cooled engine providing the power, which is transmitted through friction gear to a countershaft and thence by long belt drive. The long cantilever springs at the front will be noticed, and they are so designed because of the large holes which exist in all Australian Bush tracks.

Leaving Melbourne on 7th January in company with the cars engaged in the Inter-State Reliability Trial the tiny cyclecar kept up with them all day, but in the evening tyre troubles were experienced. The night was spent at Benalla, but the next day heavy going was experienced, the car behaving extremely well, despite the adverse circumstances. No mishap occurred from Benalla to Wangaratta, and on to Albany and Germanton. The next stage lay through heavy sand to the Billybong, and missing the track as night closed in the car was bogged for half an hour. Punctures also were numerous, no fewer than 15 being experienced in the day's run. The heavy going made steering a hard task, the veins in the driver's wrists standing out like cords as the car floundered all ways through the deep sand.

### A Snake in the Belt.

From the Billybong to Torcutta the road was a motorist's nightmare; for miles the track (it was nothing more) wound along the sides of hills, and the water had worn great furrows across it. The heat was exceptionally severe, being over 100 degrees in the shade, and to make matters worse the driver found his stock of drinking water exhausted. His lips and tongue were cracked and swollen, and speech was impossible; he was reduced in one case to drinking the water out of the generator.

In places the bridges were broken down, and huge trees blown across the track were a common feature. One tree was seen too late, and the cyclecar went over sideways, dragging its driver for a distance of 30 ft., fortunately without damage to man or machine.

B36

Torcutta was eventually reached, and the hilly stage to Gundagai entered on. Mr. Beach knows English hills, but regards them as unworthy of comparison with the ranges he now had to cross.

This stage provided the most exciting adventure of the trip, as a snake was unavoidably run over and, getting caught in the belt, was whirled round and round in close proximity to the driver, who momentarily expected to feel the fatal fangs. He was able, however, to catch the whirling head in his gloved hand, but no wonder that he arrived at Gundagai trembling from head to foot.

### A Night on the Track.

The sand was so bad that the throttle refused to shut, and pulling off the high-tension wires made no difference, as the heat was so great that the gas was fired on compression. Reaching Yass in a state of exhaustion the driver had to be lifted out of the machine and restoratives applied.

The next stage saw more hills over atrocious roads, and, to make matters worse, the starting handle was

lost, starting having to be done by pushing. Eight miles from Marulan a blinding rainstorm caused a stop, and the night was spent under the car, with water pouring down the hillside in torrents.

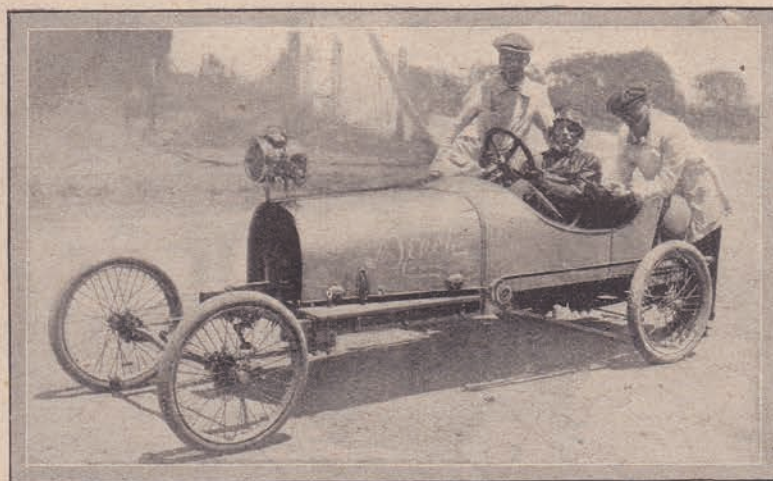
The next incident was a back wheel coming off at speed, the driver vol-planing for several yards into a wire fence. This involved a return to Marulan and the obtaining of two new wheels from Sydney by rail. No serious

trouble was experienced after this, but sand storms and rain storms made heavy going, and although water-splashes and wet roads were experienced, no vestige of belt slip was found.

Mr. Beach is loud in his praise of the trusty J.A.P. engine and the behaviour of the long belt drive, but, nevertheless, most English cyclecarists will be glad that such severe conditions do not exist here.

The factory in which Henley tyres are manufactured will shortly be trebled in size, owing to the large growth of the tyre business.

From an American contemporary's notes on the definition discussion we learn that "the present definition . . . places the maximum limit for a cyclecar engine at 1100 cubic inches." Regarding the various proposals to enlarge the definition, we learn that one is to the effect that "a light car shall have a displacement of more than 1000 cubic inches but less than 1500." Evidently Mr. Hornsted's big Benz is now a light car, as its engine is well within the limit of 1500 cubic inches.



Mr. Beach and his Australian-made cyclecar, on which he crossed a continent. Note the long cantilever springs.

# Michelin & the 125th anniversary of the Louis Renault

by Rodney C Anderson

Following a lengthy exchange with Security, the barrier was raised. It was Autumn in France and I had arrived at the place where the pneumatics for the *Michelin* entries for the 1895 *Paris-Bordeaux-Paris* course were produced - *Clermont-Ferrand*. At the time my 'French' was so entertaining I attracted an audience that ultimately included François Michelin's secretary, a charming lady, and afterwards *M. Michelin*.

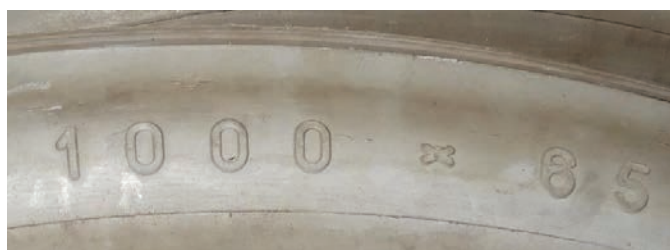
I was again at *Clermont-Ferrand* in the Autumn of 2017.

Following is a summary of some of what happened in between the 1994 and 2017 visits to *Michelin*.

At the centenary celebration of the 1894 *Paris-Rouen* that coincided with the 50<sup>th</sup> anniversary of D-Day, I met the *Michelin Équipe* beginning a wonderful relationship.



Prior to the centenary of the 1895 *Paris-Bordeaux-Paris* a set of pneumatics – 1000 x 65 mm and 1100 x 65 mm – had been produced using the original 1895 moulds.



The plan was to test a theory by making a set of wheels the same as used on the *Michelin* to replace the original solid rubber wheels on the Peugeot Model No. 1 *vis-à-vis* - Car No. 178 - that won the *Bordeaux-Langon* Test and finished 3<sup>rd</sup> in the 1896 *Bordeaux-Agen-Bordeaux* course, after having stopped to extinguish a fire caused by the flame going out on one of the pressurized petrol burners!

Around the same time *Michelin* also produced a set of *Michelin* pneumatics *sans carbone* (without any carbon) that resulted in a colour not dissimilar to an art gum rubber for *de Dion Bouton vis-à-vis* 1128 DX 75. In contrast to the size of the pneumatics fitted to the

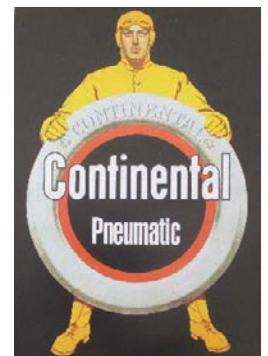
*Michelin* (supra) the sizes fitted to most, if not all early voituresses, were much smaller - 650 x 65 mm & 700 x 65 mm.



In October 1996 an exposition was held at the *Musée national de la Voiture et du Tourisme* in the *Chateau de Compiègne* - ' *Continental Trente années de publicité d'un pionnier du pneumatique 1892 – 1920*' [Continental Thirty years of advertising by a tyre pioneer 1892 – 1920].

And *Pneu Continental le Temps des Pionniers* (1996) [Continental Tyre the Time of the Pioneers] was released that contains a photo captioned -

« *Louis Renault et Mme. en 1898 sur le premier véhicule phaéton équipé de pneus Continental.* » [Louis Renault and Mrs. in 1898 on the first phaeton vehicle equipped with Continental tyres]. [p.20]



In 1996 *de Dion Bouton vis-à-vis* 1128 DX 75 was the official *Michelin* entry in the Centenary RAC London to Brighton and carried *Bibendum* across the finish line.

Up to this time I believed *Renault Frères* were using *Vital* pneumatics but on the strength of the Continental publication and follow up contact with the people at Continental, I was satisfied Continental were being used as depicted.



At the 2016 *Epoqu'Auto - 38<sup>e</sup> Salon International Autos & Motos Anciennes* – held annually in November at Lyon, by chance I was introduced to a person with similar interests.

In 2017 I received information from the person I met at Lyon and on 24 September 2017 I came across a record of a payment to *Michelin Cie* in 1898!

The following day I was back at *Clermont -Ferrand* meeting with the archivists at *Michelin*!

Following is a summary of what happened after making the 'discovery'.

Using contemporary English price lists for 'Tyres, Tubes, Rims, etc.' and 'Pneumatic Tyre Accessories, Parts, etc.' as a reference, I worked out that the amount recorded as being paid to *Michelin Cie* in 1898 did not tally with equivalent price in Pounds Sterling for a set of *Michelin* tyres & tubes. Not long after, I realised the tyres used on the *de Dion Bouton vis-à-vis* are often 26" x 2 ½" Dunlop Motor Cycle tyres! And France had different tyres for the *voiturette léger*, *voiturette renforcé* and *voiturette extra-fort ou voiture* (light small car, reinforced and extra-strength small car or car). On re-visiting the English price list there are prices for *Clipper-Michelin Voiturette*, *Clipper-Michelin Motor Cycle* and *Clipper-Michelin Car Voiture*. The prices shown for the same size tyre say 650 x 65 mm for example varied from GBP 1/8/6 to 5/7/6 and 10/6 to 1/2/0 for the tube!

The price for a set of 650 x 65 mm and 700 x 65 mm tyres and tubes suitable for a *de Dion Bouton vis-à-vis* in Pound Sterling tallied with the payment made by Louis Renault in French francs to *Michelin* in 1898.

And the wheels on the *de Dion Bouton vis-à-vis* are the same as on the replicas of the Louis Renault – *voila!*

Satisfied the payment made by Louis Renault to *Michelin Cie* was for a set of *Michelin* pneumatics, I took the opportunity to don a really impressive *MICHELIN* jacket on the 2018 RACV Pre-1905 Pioneer Run where some delightful scenes were captured of the Louis Renault doing laps in the main street of a quintessential Victorian town, Creswick. It was not only a delight to have Ian Heyme alongside but also somewhat serendipitous as Ian is responsible for my joining the Club more than 50 years ago.

Sitting on the bank in the picturesque village of *Segur le Chateau* in August 2019 the phone rang.

It was 'Uncle Ralph' whom we met when still at school, visiting him in his workshop from time to time, and who made a massive impression on us taking genuine interest in what 'we' were



getting up to. Ralph was over the moon when he saw the Louis Renault and like so many others found it hard to believe the cornerstone of the Renault Empire was before his eyes! He also took on the job of re-furbishing the differential of Renault Car No. 3 saying – ‘... leave it with me young Rodney ... you will not be able to pick the difference...’.

At the 2019 RACV Veteran 1 & 2 Cylinder Rally at Bright, Ralph surprised me by asking me to take him for a drive in his beloved Renault AX. A very special moment for both of us. Afterwards he introduced me to his son, Rod, who may hold some sort of a father-son record having being told he participated in all but a couple of annual rallies with his dad.

However, the call was not for me but Rod, with whom we just happened to be enjoying a picnic on our way home from the market!

And on parting the following day Captain Rod Provan kindly offered to take the set of *Michelin sans carbone pneumatique* stored in the cellar still wrapped in *Michelin crepe* to Australia.

And this year, the Louis Renault will be celebrating her 125<sup>th</sup> anniversary as coincidentally is *Bibendum*, still two of the most iconic marques in society and the annals of the automobile.

A further coincidence is the Managing Partner of *Michelin* in 2017 is today the Chairman of Renault.



# What Is It?

by Mick Turner

Hi Greg

Regarding the vehicle outside the homestead, I believe it is a White Steam Car. It is certainly pre-1910. The short dumb irons and the bar across with the painted “radiator” are identifying features. I may be imagining, but I can also see the second wheel near the steering wheel, again a feature of the White Steam Car. See accompanying photos

Regards

Mick Turner



Close up of the vehicle in front of the homestead showing the short dumb irons and crossbar



Couple of examples of White Steam cars with the distinguishing features



# What Is It – September Response

by Alex Gow & Graeme Jarrett

We received this response to the question asked on page 22 of last month's Brass Notes from Alex Gow, via Greg Hill. -Ed

Always a great read. The Victorians do a very good magazine don't they? The mystery car on page 22 is an 8 hp Gregoire. The one in the small picture, top r/h corner is a bit tricky given the size of the photo, but I'm pretty sure it's a 1904 Columbia.

Thomas made a similar looking car at about the same time, but it had a slightly longer bonnet.

Alex Gow



The car offered as a What Is It last month is most likely to be a Gregoire, in my opinion.



The radiator cap stand up height, dumb irons and other lesser details tend to indicate the work of French manufacturer, Gregoire. I expect this is earlier than 1909 or perhaps as early as 1905. I believe this one is a twin cylinder model of 12hp.

The Gregoire company produced cars for over 20 years between 1904 and 1924 approximately. They were largely seen as a second-tier company that produced vehicles in limited numbers. Some of their vehicles did come to Australia, however, this photograph appears to have been taken in Europe, France probably.

Graeme Jarrett

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# Harry Stutz - Origins Of The Bearcat, Part 2

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 2

#### Heritage of the Bear Cat

Harry Stutz claimed that he built a car in just five weeks specifically for the first Indy 500 mile race and he named this car “Bear Cat”. While he may have assembled the car in the last five weeks before the race, research shows that most of the Bear Cat design and its testing had already been done by Stutz at the Marion, Stutz Auto Parts and Empire companies during 1910 with many components available “off the shelf” from these companies or their third-party suppliers. All that was required was the installation of a new, larger, more powerful engine and a conservative change to the rear suspension. A powerful, tried and proven third party engine was sourced from the Wisconsin Motor Manufacturing Company, Milwaukee.

The heritage of the Bear Cat becomes clearly apparent when a close comparison is made between it and the two preceding cars that Harry Stutz was closely involved with in developing and testing. After identifying the similarities, the changes that Stutz would have required to produce his race car can be isolated. How long did these changes take to design and to construct? The changes were small and the five months available from when Stutz joined Empire and the Empire management conceived the race until race day, was clearly adequate.

#### A. The Chassis

Figure 1 shows the rolling chassis of the Marion 10, Figure 2 the Empire Model C and Figure 3 shows the chassis of the Bear Cat that Stutz entered in the first Indy 500. Figures 4 and 5 show side views. The resemblance between the three is striking, despite

some differences. When making a comparison it would be nice to have reliable evidence of dimensions. In some cases, the reporting of the day does give measurements. Where reliable measurements have not been available, estimates have been made from scaled photographs.

From Figures 1 and 3, the chassis rail design and construction from the rear cross-member forward appear identical for the Marion 10 and the Bear Cat. The only difference is the positioning of the foot pedal, gear change and brake control cross-members and the associated configuration of the brake linkages. The two main rails of the Marion 10 chassis are “of pressed steel, dropped in the rear and narrowed in the front to allow for short turning”. They are “2 5/8 inches wide in the centre and heavily reinforced at all corners to prevent horizontal as well as vertical strain” (1). These rails are pressed into a C-section of depth estimated to be 4 1/2 inches. Except for the stepped-out section in the centre where the flange width is known to be 2 5/8 inches, the flange width is estimated to be 1 3/4 inches. The drop down in front of the rear axle is estimated to be 2 1/2 inches, about half the depth of the C-section channel. The rear of the chassis was terminated with a simple C-section channel triangulated with flat iron. The flat-iron brackets joining these members were fixed using a distinctive pattern of five rivets. The total length of the chassis rail is 144 inches. As the rear suspension was of full-elliptic design, the chassis mounting for this was set just forward of the chassis rear giving a wheelbase of 112 inches. The front suspension is semi-elliptic and dumb-irons curve downward from a point just in front of the axle. These are fitted with forgings that house the shackle pins. These forgings are shaped to attach to the chassis rail by a very distinctive pattern of 3 horizontal and 1 vertical rivets. There is a tubular cross-member between the shackle pins adding rigidity to the chassis and preventing resonance.

Comparing these dimensions with those of the Bear Cat and we see that the chassis length in front of the rear cross member is also 144 inches. The rails are C-section of pressed steel, dropped in the rear and narrowed in the front to allow for short turning as per the Marion description. The depth of the channel is known to be 4 1/2 inches and the flange width in the strengthened middle section is 3 inches (2). So, while the flange width appears to be 3/8 inches greater than that of the Marion chassis, these two chassis could have been pressed using the same patterns and dyes. Reference (2) states, that the drop down in front of the rear axle is 2 1/2 inches, the same as estimated from photographs for the Marion chassis.

There is one other difference between the two chassis, and this is a real give-away of the Bear Cat’s inheritance from the Marion design. Stutz chose to replace the full-elliptic rear suspension used on the Marion with semi-elliptic and to achieve this he had to add on a “shepherd crook type of spring horn” (2) either

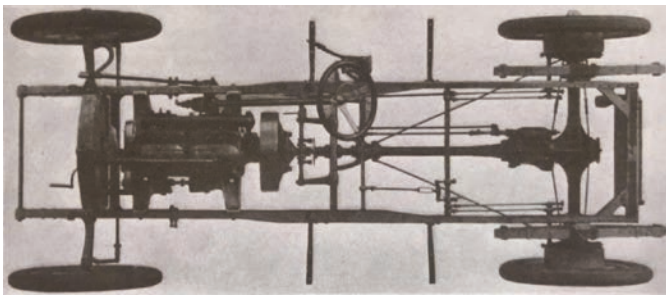


Figure 1. Plan view of the 1910 Marion 10 chassis

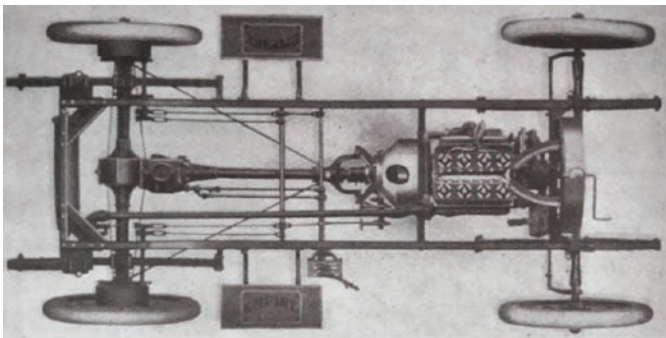


Figure 2. Plan view of the Empire-20 Model C chassis.

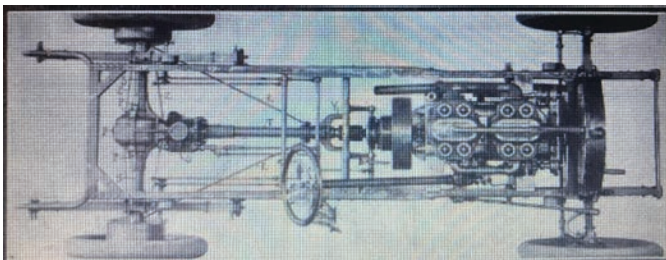


Figure 3. Plan view of original Stutz Bear Cat chassis.

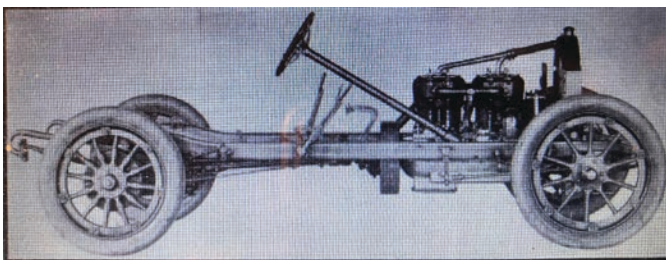


Figure 4. Side view of original Stutz Bear Cat chassis.

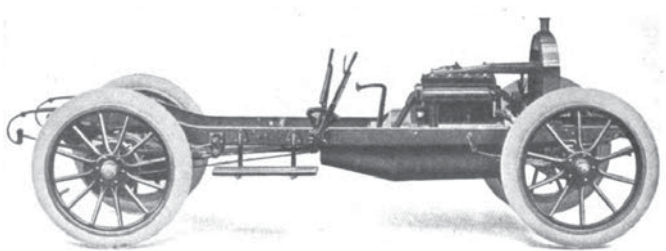


Figure 5. Side view of the Empire-20 Model C chassis.



Figure 6. The Type A Stutz transaxle fitted to the Empire 20. Note the two independent brake control levers at the top of the picture.



Figure 7. The Marion 10 front axle.

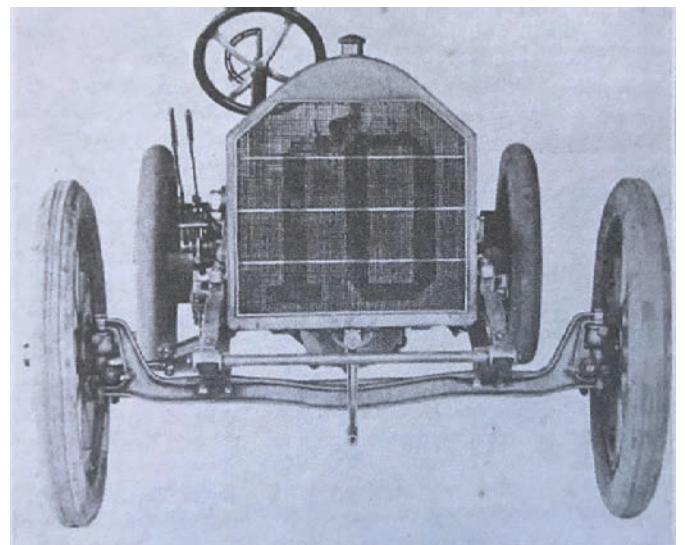


Figure 8. The Stutz Bear Cat front axle.

side of the original chassis rails from which to mount the rear spring shackles. This has simply been riveted into the rear cross-member C-section channel. All the evidence presented would appear conclusive that the chassis frame rails for the Bear Cat were sourced from Kinsey Manufacturing in Toledo making use of the same press and dies specified by Stutz for the production of the Marion 10. Stutz then only had to fabricate and fit the additional spring horn.

The Empire Model C chassis is quite different from that of the Marion 10 and Bear Cat in some ways but identical in others. The Empire chassis is of pressed C-section of known depth 3 ½ inches, flange width 1 ½ inches and has a 3 ¾ inch drop down in front of the rear axle (3). Unlike the Marion and Bear Cat, the rails are parallel the whole length with constant flange width. However, the rear of the Empire chassis is terminated identically to the Marion and Bear Cat chassis, with a C-section cross member that is fixed using the same, distinctive 5-rivet pattern. As the Empire has a smaller engine, the total length of its chassis is 123 inches. The rear suspension of the Empire was of ¾-elliptic design with the chassis mounting for the centre support set just forward of the chassis rear resulting in a wheelbase of just 92 inches. The front suspension is also semi-elliptic but the dumb-irons of the Empire may curve down more sharply than on the Marion and Bear Cat. However, the shackle mounting forgings appear to be of the same design as those used on the Marion and Bear Cat, with the same 3 plus 1 rivet pattern. These characteristics shared with both the Marion and Bear Cat serve to define a “Stutz fingerprint”. When combined with evidence already presented that Empire outsourced its frame rails, it is highly probable that the Empire frame rails were also sourced from the Kinsey Manufacturing Co. under instruction from Stutz.

## **B. The Transaxle and Braking Systems**

In February 1910, two months after the formation of the Stutz Auto Parts Company, they advertised two transaxle products (4). The smaller one was described in August 1910 as “the company’s first product, the Type A rear system ... intended for cars of 24 horsepower and under”. It was described as “comprising a rear axle with brakes, combined with change speed gear and propeller shaft”. The brake drums on the Type A were “11 3/8 inch diameter by 3 ¾ inch width” (5). Before this, a Stutz branded transaxle was fitted to the 20 horsepower Empire Model C. The transaxle on a surviving Empire C (Engine/production number 684) has brakes of exactly this dimension and is stamped “A 530” which may be interpreted as “Type A, serial number 530” (Figure 6). It is assumed that the transaxle fitted to the Empire was a Type A, developed and built before the Stutz Auto Parts company was incorporated.

The larger product advertised in February 1910 was rated for cars of 25 – 35 horsepower. This would have been the product fitted to the 28.9 horsepower Marion 10. But when Marion introduced their 1911 model with its horsepower increased to 40, Stutz upgraded the specification of the larger transaxle to 40 horsepower (6).

In 1911 when Stutz built the Bear Cat, Stutz Auto Parts were producing just two transaxle products (6). The smaller of these, the Type A was rated for 20 – 25 horsepower and the larger, presumably identified as Type B, was rated for 25 – 40 horsepower.

The Stutz Bear Cat was fitted with a Wisconsin Type A motor of 60 horsepower (7, 8). Did Stutz build a new transaxle to handle this increased power? It appears that he did not. The brake drums on the Bear Cat measured 14 inches in diameter and 4 ½ inches wide. From scaled photographs, this dimension matches exactly the Marion. Similarly, the dimensions of the Bear Cat gearbox appear identical to those of the Marion. If Stutz modified the Type B transaxle for his Bear Cat then it would appear such changes were very modest and would have been done in-house. But there is another reason to believe that the Bear Cat had a Type B transaxle.

When a product is rated for a certain horsepower, then it is normal to build in about a 50% safety margin. So, the Type B rated to 40 horsepower was likely to survive at 60 horsepower so long as this power was applied with caution. As Stutz himself would have defined the power rating, he would have known how conservative his judgement was in rating the product to 40 horsepower. When Harry Stutz gave instructions to Gil Anderson, his driver in the first Indy 500 it is known that he requested Gil to drive with extreme caution and aim only for a top 10 placing. Why? To protect the gearbox? When Stutz formed the Ideal Motor Company, his first production was cars of the same specification as the original Bear Cat. However, an upgrade, the Series B, was quickly introduced within 12 months and this had a redesigned, larger (and presumably higher power rated) transaxle (9).

## **C. The Front Axle and Steering Box**

The front axle of the Marion 10 was described as “of I beam section, drop forged and heat treated. The front wheels revolve on Timkin roller bearings” (1). The Stutz front axle is also described as “a Timken I beam design” (2). It is known that Timken manufactured front axles with roller bearings for several car makers (10). From photographs, the two axles of the Marion and Bear Cat appear to be the identical, having the same longitudinal profile (Figures 7 and 8). The steering box of the Marion was of Stutz’ design (11) and “is a worm and gear, with adjustment for taking up lost motion” (1). “The steering arm is carried above the front axle instead of below”. From photographs it can be seen that the Stutz designed Marion steering box and linkages were the same as used on the Bear Cat.

The front axle of the Empire is also of I beam section but is distinctly different in longitudinal profile to that used on the Marion and Bear Cat. Similarly, the steering box is an Empire design of pinion and sector type (12, 13).

## **D. The Suspension**

The Marion, Empire and Bear Cat all share a common, semi-elliptic front suspension type. For the Empire with its smaller, lighter engine the spring length is 36 inches and leaf width is 1 ¾ inches. There are just four



leaves. The front spring length on the Marion 10 was 40 inches and the leaf width was 2 inches (1). There were 5 leaves in each spring. From scaled photographs, the front springs on the Bear cat were also 40 inches long and were most likely 2 inches wide. While no suitable photos have been found, it is speculated that the Bear Cat may have had an additional 6th spring leaf to carry the greater engine weight. It would appear from these measurements that the Marion 10 and Bear Cat shared the same front suspension components with perhaps the addition of one extra leaf on the Bear Cat.

In all three cars, the front shackle pins are located in a casting that was riveted inside the end of the chassis dumb irons. This was a common construction for the time. However, the castings used show close similarity between all three cars with three rivets through the vertical member of the chassis C-section and one forward through the flange (Figures 9, 10 and 11). This might suggest a common architect if not also a common foundry at Kinsey Manufacturing Co.

It is the rear suspension that differs between all three cars. The Empire had  $\frac{3}{4}$  elliptic suspension with the main leaf being 38 inches long and the upper quarter being 17 inches long. All 4 leaves were  $1\frac{3}{4}$  inches wide (13). On the Marion “the rear springs are full-elliptic, with scroll ends 40 inches long by 2 inches wide, and with seven leaves” (1). For the Bear Cat, Stutz chose to adopt a conventional semi-elliptic configuration and as previously noted, this involved adding a purpose-built shepherds crook spring horn to the rear of the chassis. The length of the rear main spring was estimated from photos to be 54 inches long and  $2\frac{1}{2}$  inches wide. The number of leaves cannot be determined from information available. Leaf spring technology was well understood and readily available in 1911 making the changes described easy to implement and very low risk regarding performance behaviour.

### E. The Engines

The major distinction between the three cars that Stutz was involved with at this time was the engines although there was a common preference for a 2-camshaft, cross-flow Tee-head design. The Empire had its own 4-cylinder, 154 cubic inch displacement (2.5 litre), 20 horsepower, Tee-head engine cast in a single block. The Marion had a 4-cylinder, Tee-head engine cast in two pairs and manufactured by Continental (14). The displacement was 255 cubic inches (4.2 litre) and the output at 1000 rpm was 35 horsepower (1). For the Bear Cat, Stutz used a Type A engine from the Wisconsin Motor Manufacturing Company. This was a 4-cylinder, Tee-head engine cast in two pairs just as the Marion engine. But the Wisconsin motor was of 390 cubic inch displacement (6.39 Litre) and developed 60 horsepower at 1500 RPM (7, 8). With its differential ratio of  $2\frac{5}{17}:1$  (15) and direct drive top gear, this would give the Bear cat a speed of 80 mph at peak horsepower. It is noted that this Wisconsin motor had a well proven reputation for reliability having been the choice of Bucyrus-Erie for their draglines and power shovels used in the construction of the Panama Canal.



Figure 9. The Marion 10 front axle shackle mount.



Figure 10. The Empire Model C front axle shackle mount.

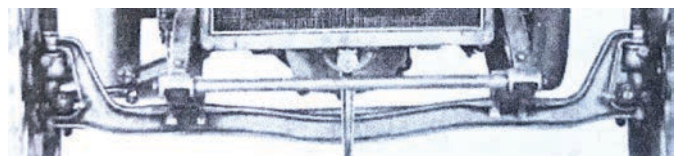


Figure 11. The Stutz Bear Cat front axle shackle mount.



Figure 12. The two Empire-20 Model C survivors in Australia showing drooping eyelids on front fender.

## F. Wheels

All three vehicles shared 34 inch wheels with 10 wooden spokes on the front and 12 on the rear. All shared a 5-stud hub. The Empire had split rims to facilitate easier tire fitting, but the Bear Cat was fitted with a Dorian detachable rim (10) enabling complete inflated tire changes to be made in 10 or 15 seconds (16). While the spoke profile and fellows vary between the cars, it remains quite likely that the wheels were sourced from the same supplier and used the same Timken hubs.

## G. The Raceabout Roadster Body Design

Who can claim to have invented the raceabout/speedster design? It is sometimes associated with the Bearcat but this is not justified. Most racing cars of the day consisted of an engine covered by a bonnet, a firewall behind the engine, two bucket seats and a fuel tank behind. For street use, mudguards and a spare wheel were added. Mudguards can come in all shapes and sizes but in the case of the Marion Bobcat of 1910, the Empire C of 1910 and the Stutz Bearcat of 1912 the front fenders share a distinct similarity as seen in Figures 12, 13 and 14. This was later copied it seems by Mercer and others. In each case, the construction is the same with a characteristic, drooping “eyelid” at the front. Who created this? Was it Stutz? Was it maybe someone at Empire? In either case, Harry Stutz is the common element and there was clearly a close connection that flowed on into the Bearcat released in 1912.

## Manufacturing the Bear Cat in Five Weeks

Assuming that Stutz did in fact assemble the Bear Cat in five weeks, we know that he had at least 17 weeks before this to source parts and he had had two years to comprehensively test his designs all but a few minor changes.

We can summarize with high confidence:

The chassis frame was procured from Kinsey Manufacturing Co, pressed using the same patterns and dyes as used to manufacture the Marion 10 Bobcat chassis frame but with an extra 3/8 inch material allowed to increase the flange width. Only the shepherds crook extension to carry the rear spring shackles required special manufacture and riveting in place.

- The transaxle consisting of rear axle, differential, gearbox, brakes and all the accompanying linkages were obtained “off the shelf” or with minimal modification from Stutz Auto Parts.
- The front axle was identical to that used on the Marion 10 and sourced from Timken.
- The steering box and linkages were identical to those used on the Marion 10 and were designed by Stutz. They would have been available “off the shelf” from Marion if not already manufactured by Stutz Auto Parts.
- The engine was sourced “off the shelf” from Wisconsin Motor Manufacturing complete with Schebler carburettor and Splitdorf magneto.



Figure 13. The Marion Bobcat showing front fender with characteristic drooping eyelid.



Figure 14. A Stutz Bearcat displaying front fender with characteristic drooping eyelid.



An Empire Model C No 684 (with incorrect fuel tank).



An Empire Model C No 923 (with correct fuel tank).

- While the origin of the radiator has not been determined, it is probable that this was sourced from Kinsey Manufacturing of the same design, but maybe a little larger, as the radiator used on the Marion.
- The 34 inch wheels on Timken hubs were likely to have been sourced from the same supplier that Marion and Empire used but they were then fitted with detachable rims obtained from Dorian.

From this summary we can see that the Bear Cat was virtually identical to the Marion 10 except for the fitting of a more powerful engine, a change from  $\frac{3}{4}$  elliptic to semi-elliptic rear suspension and some very minor modifications to the mounting of linkages. The only risk in racing a newly assembled Bear Cat was the application of up to 50% higher power than the Marion through the same transaxle, and Gil Anderson was well briefed of this risk. Everything else was tried and tested.

### The Standing of Harry Stutz in the Indianapolis Community

In 1910, Indianapolis had a population a little over 100,000 but it was the home of at least 10 automobile manufacturers and at least 57 automotive parts manufacturers (17). This is an extraordinarily large number for such a relatively small population. While there was undoubtedly strong competition between these manufacturers, they must have been a quite close-knit community. In this context, what was the place of Harry Stutz? How could Stutz retain ownership of the intellectual property surrounding his transaxle while employed by the Marion Car Company? How could he build a race car carrying his own name while employed by the Empire Motor Car Company the owners of which were the very same people organising the race for which the race car was built?

In documenting the historical events surrounding the involvement of Stutz with the Marion Car Company, the Empire Motor Car Company, his own Stutz Auto Parts Company and the founders of the Indianapolis Speedway, one is left with the impression that Harry Stutz stood tall in this community. It seems that he could dictate his own employment terms and operated as a consultant rather than an employee. It seems that his employers were grateful for any contribution he could make to their product development. He was clearly a highly respected and very capable engineer.

When Stutz left the Empire Company in July 1911 to produce his own car in competition with Empire, Empire was immediately given sales rights to the new product and was maybe the first to have these rights. This would suggest that there was no animosity between Stutz and his former employers at Empire. The same is most almost certainly the case with Stutz', departure from Marion. It seems that they were all friends and together put Indianapolis on the map in automobile manufacture and motor sport.

### Concluding the Origin of the Bear Cat

It has become evident that when Stutz entered a car on the 21st February 1911, in the name of Stutz Auto Parts, for a 500 mile race to be run on May 30th he knew that assembling a suitable car would be straight forward and low risk. He knew that all the design and

testing of the components had already been done except for some very minor modifications. And, given the relationships described above, he also knew where he could source all the components that he required.

We must conclude that Stutz used a fair amount of "marketing licence" in claiming his Bear Cat was "built in five weeks". Maybe the final assembly was achieved in those last five weeks, but evidence indicates that the design, most of the manufacture, the manufacturing facilities and much of the testing preceded this. The Marion Bobcat in particular, but also the Empire Model C qualify, as prototypes from which the Bear Cat was successfully assembled.

We must also conclude that motor sport owes a great deal to the contributions of Harry Stutz, the Marion Motor Car Company, the Empire Motor Car Company and its owners, the founders of the Indianapolis Speedway, and to the cooperation between these parties.

Footnote:

*How many Marion 10 "Bobcats" have survived? Very few if any! It seems that there are four Empire-20 Model C cars surviving. Regrettably, there is not one of either nor an early Bearcat represented in the Indianapolis Speedway Museum. Perhaps surprisingly, of a production of about 1000 Empire cars, there were over 50 delivered to Australia by July 1911 (18). There were 38 registered in the Australian State of NSW in 1916 (19) and as Sydney and Melbourne had the same Empire agent, Roy W Sandford (20), a similar number (but at least 12) might be expected to have been sold in Victoria. Of those sold in Australia, two have survived.*

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14. *"The Motor World"*, V26, P19, March, 1911.
15. *"Motor Age"*, V19, P 15, June, 1911.
16. *"The Horseless Age"*, V27, P 899, May, 1911.
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18. *"Motor Age"*, V20, P43, July 27th, 1911.
19. *"The Holderness Motorist's Guide for NSW"*, Hills Publishing Co, Sydney, July, 1916.
20. *"Daily Telegraph"* (Sydney), P 11, June 24, 1911.

# Findings, Feedback and Follow-up

by Daryl Meek & Doug Palmer

Greg,

In last month's "What Is It?", Nick Gibbs' requested identification of the vehicle in front of "Berrambool", Lake Bolac. The vehicle is a White Steam Car.

Mr. William Moffat is known to have owned a White Steam Car as it is reported having attended the Glenthompson races in April 1908.

It is likely, therefore, that the vehicle is c1907 and similar to the well-known McInnes 1906 White Steamer in the image attached.

Interestingly, in a 1909 article espousing the virtues of the White Steam Car, Mr. Robert Moffat of Hamilton is also listed as owning a White.

William also had a brother named Robert.



1906 White Steamer of the McInnes family

At the end of Greg Hill's article titled "De Dietrich Comes to Victoria", some questions are posed regarding the Kellow, Dunlop, Sutton and Aucher vehicles that accompanied the Warrnambool to Melbourne bicycle race of 12 October 1901.

The Aucher vehicle was obviously the De Dietrich featured in the article.



The Kellow vehicle would have been the 1901 Darracq of 6½ hp imported by Charles Kellow a few weeks prior to the race. Kellow had decided that the motoring business was the way of the future and the vehicle quickly became one of the most notable in Victoria, gaining the name "The Red Devil". A well-known image taken in March 1902, shows a 1900 De Dion Bouton Quadricycle and the Darracq with actress Miss Grace Palotta at the controls. The Darracq was disposed of in early 1903 to Mr. Edwin Thomas of Geelong. Photo bottom left of Darracq and quadricycle.

The Dunlop was the 1900 De Dion Bouton Voiturette of 3½ hp imported by the Dunlop Pneumatic Tyre Company. In November 1900 the company had decided to promote motor cars and imported this vehicle as well as signing an agreement to become Victoria's De Dion Bouton agents. On the eve of the Warrnambool to Melbourne race it conveyed the race organizer, Harry James of Dunlop and his boss Jack Proctor along the route to finalise details. Earlier in January 1901, Harry James had ridden the Dunlop Company's 2¾ hp 1900 De Dion engine Motor Tricycle the 168 miles from Warrnambool to Melbourne, successfully beating the railway time.

The Sutton is a slightly different story. Built to the design of Henry Sutton of Armadale and Ballarat over a period, it was reported as having been completed in January 1901. Purported to have successfully solved the problem of running on kerosene, the vehicle was regularly reported to be a starter at a number of events, but doesn't appear to have actually completed many, if any. Perhaps a topic for another time!

*Hope this is of some value.*

*Daryl Meek*

## Response to Mal Grants Article

*Dear Greg,*

In reference to the article by Mal Grant published in the latest edition of our magazine which had a mention of a motor accident in Penshurst involving Mr. David A. Stanley Hutton and a pedestrian, Mr. Cameron, which resulted in Mr. Hutton having to pay a sum of 150 pounds restitution for injuries caused in the accident. (Page 15 September Brass Notes-Ed)

Unfortunately in my research through all the Hamilton 'Spectator' newspapers of the time there was no mention of what type of vehicle Mr. Hutton was driving at that time, so this remains a mystery.

I have a photographic collection of every motoring reference that appeared in the above newspapers and have assembled a hand-written history, and photographs, of all the motor garages built and operated in the Hamilton and surrounding towns within a 40 mile radius of this City.

The report of the first motor car to arrive in Hamilton appeared in the 'Spectator' on December 3rd, 1898 and unfortunately, as in most newspapers that existed in the early times, there is no photograph of the 'car' but from the description of the event the article stated 'that the owner did not have to pedal up the slight incline of Gray Street as it made its way towards the two churches that are situated on the top thereof' so one would assume that it was a Tricycle (possibly a De Dion Bouton) manufactured about 1897/8

There was a vivid description of how the vehicle's machinery worked in unison to propel the vehicle along. As you could imagine it would have caused quite a stir at the time.

In reference to a Mr. Neil McDonald on page 15, I can supply the following: Mr. McDonald was the manager of Ernest Leitch's Cycle Depot in Gray Street. Ernest Leitch was a very influential Melbourne businessman and had decided to open a business in the prosperous Western District of Victoria, hoping to influence some of the rich graziers of this area into purchasing 'Vinot' motor vehicles for which he was the Victorian Agent. (Photo of Vinot above right)

As an aside Mr. McDonald introduced the first moving picture shows in the Western District as this was his hobby besides selling Leitch Cycles, Motor Cycles and the above Vinot and Deguingand cars.

An advertisement in the Hamilton 'Spectator' on December 30th, 1905 states that Mr. McDonald realised that Hamilton and district was in dire need of a hire vehicle to help those who wanted to travel short distances, but could not afford a 'motor' of their own, so he visited Melbourne and purchased a 12hp Benz Tourer (see photo). Whilst there he accepted the agencies for Clement Talbot, Humber and De Dion Bouton vehicles and as was stated in the Peshurst court case it could have been one of these, that Mr. Hutton purchased, and was taught to drive, by Mr. McDonald. (Photos x2 of Adverts)

The Benz tourer became a very busy vehicle around Hamilton so Mr. McDonald, in January of 1906, purchased a 12hp Darracq vehicle to also join his hire car fleet. (Photo of Benz bottom right)

In 1906 Neil McDonald's vehicles were so popular that he decided to build the first 'Motor Garage' in Hamilton for mechanical servicing purposes and also hired a motor mechanic to do this work and service any other vehicles owned by the local graziers. This building was erected on the South side of Thompson Street, between Gray and French Streets.

I have photographic evidence of the many unusual (serious and amusing) incidents that these vehicles were involved in during Mr. McDonald's ownership.

In January of 1911 Ernest Leitch closed his Hamilton business and it was taken over by Mr. McDonald and later a certain Mr. Don Riley who later became one of the most prominent Hamilton Motor influencers of the Western District.

On May 20th, 1912 Mr. McDonald sold his share of the Leitch Agency and the Garage to concentrate solely on his motion picture activities over many more years.

Hope this information is useful to go in the Magazine.

Regards Doug Palmer



c1910 Vinot owned by the Robertson family of "Murroa". Mrs. Robertson Snr was unable to tell Doug from whom the Vinot was purchased from, but possibly Neil McDonald.

THE "VINOT" VICTORY.  
 SYDNEY TO MELBOURNE RECORD.  
 3 MILES in 20 Hours 10 Minutes on a 25 Horse Power  
**Vinot,**  
 Fitted With DUNLOP TYRES.  
 beating the RECORD held by a 35 Horse Power Car by no less than  
**1 HOUR 9 MINUTES.**  
 Sole Agents for Australasia—  
**E. LEITCH & CO. Prop. Ltd.**  
 MELBOURNE  
 Neil McDonald, Hamilton Representative.

From the Hamilton "Spectator" April 8th 1911. Neil McDonald manager

**LEITCH CYCLES**  
 —Light, Rigid, Strong—  
 —and Speedy—  
 The BRAZING guaranteed 10 years.  
 The Leitch Crown guaranteed for Ever.  
**Nothing Better**  
 Repairs By a skilled mechanic, at Moderate Prices.  
 Sundries — Tennis Rackets a Speciality.  
 Largest Stock, Cheapest Prices.  
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Mr McDonald, wife and family in Hamilton's first Taxi. This Benz was purchased by Mr Neil McDonald in Melbourne mid December 1905 to operate as Hamilton's first taxi

# The Lady Driver

by Irene Hill

Electric vehicles were popular with the ladies in the early 1900s as easy-starting, silent and clean town carriages limited only by the charge their batteries would hold. They were safe, slow and easily driven.

Britain's 'first' motorist, King Edward VII, had bought one for his wife, Queen Alexandra, who would drive it around their estate at Sandringham.

Although the range of the electric was limited (approximately 120 km), it was very practical for use in the cities and for short runs into the countryside.

It was an ideal ladies' car since it could be started without cranking, women preferring the cleanliness, quietness and ease of control.

Veteran Car Club members Bob and Suzanne Ausburn of Inverell recently took their 1912 Baker Electric Model V Special Extension Coupe to Gilgai, a distance of 15 kilometres, for the 100 year anniversary of the original dedication of the Gilgai war memorial. Suzanne reports her slowest speed was 16kph (uphill) and a frightening 54kph downhill!

(This Baker Electric was formally owned by John Olsen from Victoria-Ed)



Suzanne and Bob with their 1912 Baker Electric.



Suzanne at the tiller ready for take off.



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# Private Classifieds

## FOR SALE

### 1916 Buick D46 6 cylinder cabriolet

Imported from the USA some time ago this car is a very rare model. I have never seen or heard of another with the original Buick coupe/cabriolet style body. It has a fixed windscreen, a folding top and train-carriage style pull-up glass door windows. Currently it is dismantled and requires a full restoration. Photos show the car as purchased from the USA. The chassis has had some repairs including converting the car from LHD to RHD. Many additional parts and spares are included. Car is in Melbourne and is offered at well under what I have invested in it. Six cylinder Buicks are a powerful veteran car.

**Price: \$14,500 or near offer**

**Contact: Gordon Berg**

**Mobile: 0407 446 364**

**Email: gnb614@gmail.com**



Buick Coupe with Top Folded Back,  
Becomes a Graceful Open Roadster

Illustration of this model from original GM sales literature.

## FOR SALE

### 1904/05 De Dion Bouton twin cylinder.

Regretful sale for the lack of use.

This De Dion has been in the same family for over 72 years

Needs some TLC but a very original car.

**Price: \$75,000**

**Contact: Ken Jeremiah**

**Mobile: 0417459800**

**Email: kenros688@gmail.com**



## What Is It?

by Greg Smith

I was shown this photograph back when I was in Queensland on the Northern Tour in May by the President of the Queensland Veteran Car Club, Sally York. It has taken me this long to find a spot in the newsletter to display the photo and ask our knowledgeable members to identify this radiator.

Please help us out in giving your thoughts on the identity of this radiator and send details to the Editor.



# Natter Night Meeting Minutes

## NATTER NIGHT MINUTES

### VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 12 September 2023 @ 8.05pm

#### Opening

The Club President, Ben Alcock, welcomed all to our September 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, Rob & Pete Caffyn, Stan Bone, Deb Alcock, Fiona Lane, Jeff Alcock.

#### Club News:

The president advised of the passing of Carol Churchill (wife of Brian Churchill) and Judy McDougall (mother of Andrew McDougall, and patron of VCCA Tas). Our sympathies and thoughts are with both families at this time.

#### New Members

Andrew Benoit of Crows Nest NSW

Kim Anderson of Somerville.

#### Registrar Report

Rob advised around 20 unpaid members presently.

#### Raffle Tonight

Ben announced 2 prizes tonight:

Roast Lamb, Vegies, Apple Pie and Cream – won by Pam Hill

Socket/Spanner Kit – won by Maggie Bone

#### Events

##### Past Events

National Veteran Motorcycle Rally Bundaberg. No members in the room or online attended.

Pre-1905 Pioneers Run Forbes, very good rally. 21 entrants from all over Australia. Next year the event to be held in Naracoorte SA.

##### Future Events

National Veteran Rally Griffith 2-8/10. 120 entrants.

National High wheeler Rally 22-28/10. 20 entrants.

Inter Club Pétanque competition 12/11. 11am

Bendigo Swap 10-12/11.

Annual Rally 17-19/11. Online entries are now open, accommodation bookings filing up very quickly.

AOMC American Day 18/11.

Festival of Motoring Cruden Park 21/1/24

1 & 2 rally for 2024, Accommodation is booking up.

#### Library and Archives Report

Donations from Alan Lethborg – The Mad Motorist, Bright Wheels are Rolling, and the James Flood book collection.

#### Wanted, For Sale or Swap

Alan Long has an incomplete large Zenith Carby for sale.

Daryl Meek is after a 1923 Buick Distributor cap.

#### Items of General Business

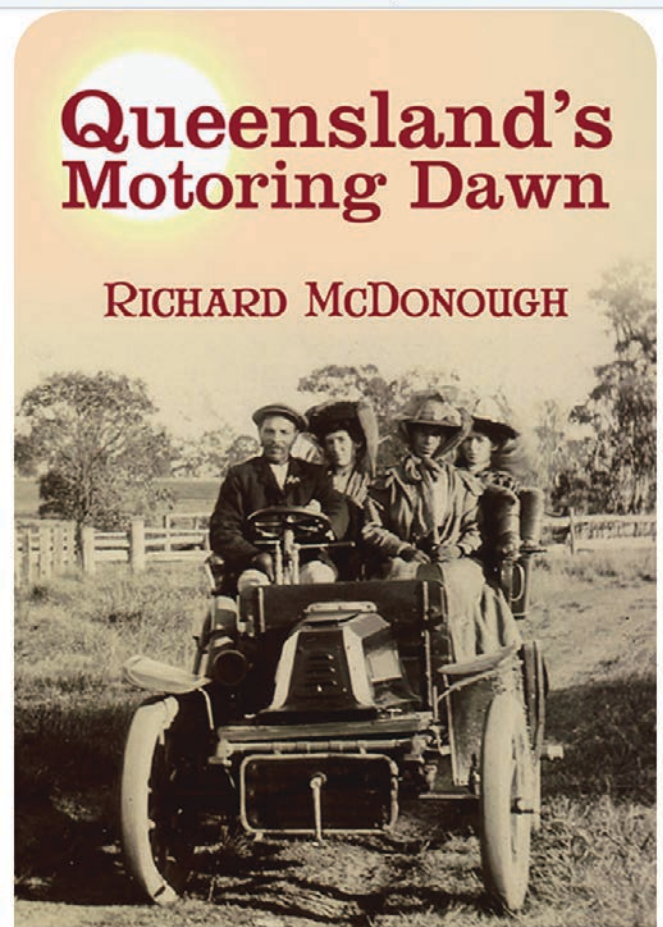
- Alan Long recommended Steve Hood who makes Rims and Wheels in Qld.

The feedback form will go out to members shortly re the Zoomed Natter Night.

#### Next Meeting is the AGM:

8.00 pm on Tuesday, 10 October 2023

Meeting Closure at 8.40pm



Queensland Motoring  
Dawn

[boolarongpress.com.au](http://boolarongpress.com.au)



# Events

## RACV ANNUAL RALLY 2023 – EUROA

This month's Annual Rally message is to invite and inspire the membership to reconnect with all that is hallow and uniquely special about the Veteran Car Clubs Annual rallies. Rallies that have been central to what makes the veteran car club, the Veteran Car Club.

It is a core promise when I say to the membership that this RACV Annual Rally of 2023 has been fully planned, robustly tested, built for all and designed for fun.

Ben and I have personally overseen the choice of rally paths and concur that this tour will be the most satisfying to the Veteran driver. Imagine cascading along the most ornate and flattest roads, sweeping along with spirited adventure, exploring the finest country tracks in Euroa, this is freedom at the wheel and it's what the 2023 RACV Annual rally is about.

Friday evening is at the movies, - we're going Hollywood..! This evening ushers in a new era of glamour, enhancing this tour from ordinary to extraordinary. It will be lights, camera action, as we play on the big screen, a special selection to suit the demographic.

Saturday and Sunday - I've previously described the magic of the journey, but there are also the destinations, where you will always arrive for the most palatable lunches and filling dinners. It is our commitment to the entrant to have as near as possible a Michelin star experience!

So please accept my open invitation and enter your veteran vehicle; If you have a 'tadpole class' , one or two cylinder Veteran, then you'll never be presented a better time to participate on an Annual; If you have a boutique European Veteran model, or a sassy little number from the US, then Euroa makes veteran driving a refined experience. And if you have a T ford, then you have my condolences ...!!! No, no, sorry, I meant to say, without malice, nor sight of smirk, that I genuinely encourage the Ford fraternity to enter en masse. Join in on this giant sized, fun filled, action packed, 2023 Annual.

Go straight to the Veteran clubs web page and first read up on the full details we have planned, then, follow the link to the online entry. Make Ben and I work harder and get your entry in for what will be a massive gathering of Veterans.

Please note there were core and non-core promises made in this ad.

Scott



The poster features a dark blue header with the text 'RACV VETERAN CAR CLUB ANNUAL RALLY' in white. Below this, the dates '17 - 19 November 2023' and the location 'EUROA' are prominently displayed. The background is a scenic landscape with large rocks in the foreground and rolling hills in the distance. At the bottom, there is a photograph of several vintage cars parked on a grassy field, and a circular logo for the Veteran Car Club of Australia (Victoria) Inc.

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!**



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

## MEMBERSHIP

### WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Andrew Benoit of Crows Nest NSW
- Kim Anderson of Somerville

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

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

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

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

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t 0438 873 053  
e secretary@veterancarclub.org.au

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t 0402 484 036  
e treasurer@veterancarclub.org.au

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

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t 0417 310 852

Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Craig Emmerson  
t 0410 663 292

Deb Alcock  
t 0412 777 676

Peter Hammet (Joan)  
t 0428 282 631

Michael Holding (Claudia)  
t 0407 008 895

Callum Walsh (Francesca)  
t 0447 766 724

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

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

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

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

**SAFETY COMMITTEE / SCRUTINEERS**  
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Bob Ballinger (Helen)  
t 0439 488 386

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**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**AOMC DELEGATES**  
Daryl Meek  
Andrew McDougall

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

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

Download the application form at  
veterancarclub.org.au.

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

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

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**VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES**

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their website, and contact Brian Hussey or Bob Ballinger. They will assist with the process for obtaining a permit, and advise of a club Scrutineer who can inspect the vehicle at a mutually convenient time.

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

**CLUB MEETINGS**  
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:  
Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.

# Pre-1905 Pioneers Run, Forbes, NSW

Photos by Ben Alcock, James Dunshea & Mick Turner



Ivan Smith expelling the virtues of Veteran Motoring to Tess Anderson in the 1903 Humberette



The best fun you can have sitting down is driving the 1900 Victoria Combination



Daryl Meek and Fiona Lane loving being in the 1904 De Dion Bouton. I hear she is in the market for one of these John Prentice!



The 1904 Minervette at speed with Andrew Winter and Alison King all the way from Coffs Harbour district



Ben Alcock at the tiller of David Provan's 1904 Oldsmobile



Julian and Jane McNeil in the lovely 1904 De Dion Bouton. Next years rally directors.

# Pre-1905 Pioneers Run, Forbes, NSW

Photos by Ben Alcock, James Dunshea & Mick Turner



Rob Duffy's 1902 Rambler at Lake Forbes being unloaded



David Provan and James Dunshea ready to start at McFeeters Museum in the 1904 Oldsmobile



1903 Madison of Peter Allen and to be ridden by Terry Rowe



Rick Thege checking the controls on the 1903 Carlton for its first time out.



The sparse 1901 Crestmobile of Roy and Bernadette Dalton on its first Pre-1905 Run



Larry Clarke from South Australia bought two motorcycles, this 1900 Rose and an 1903 FN