

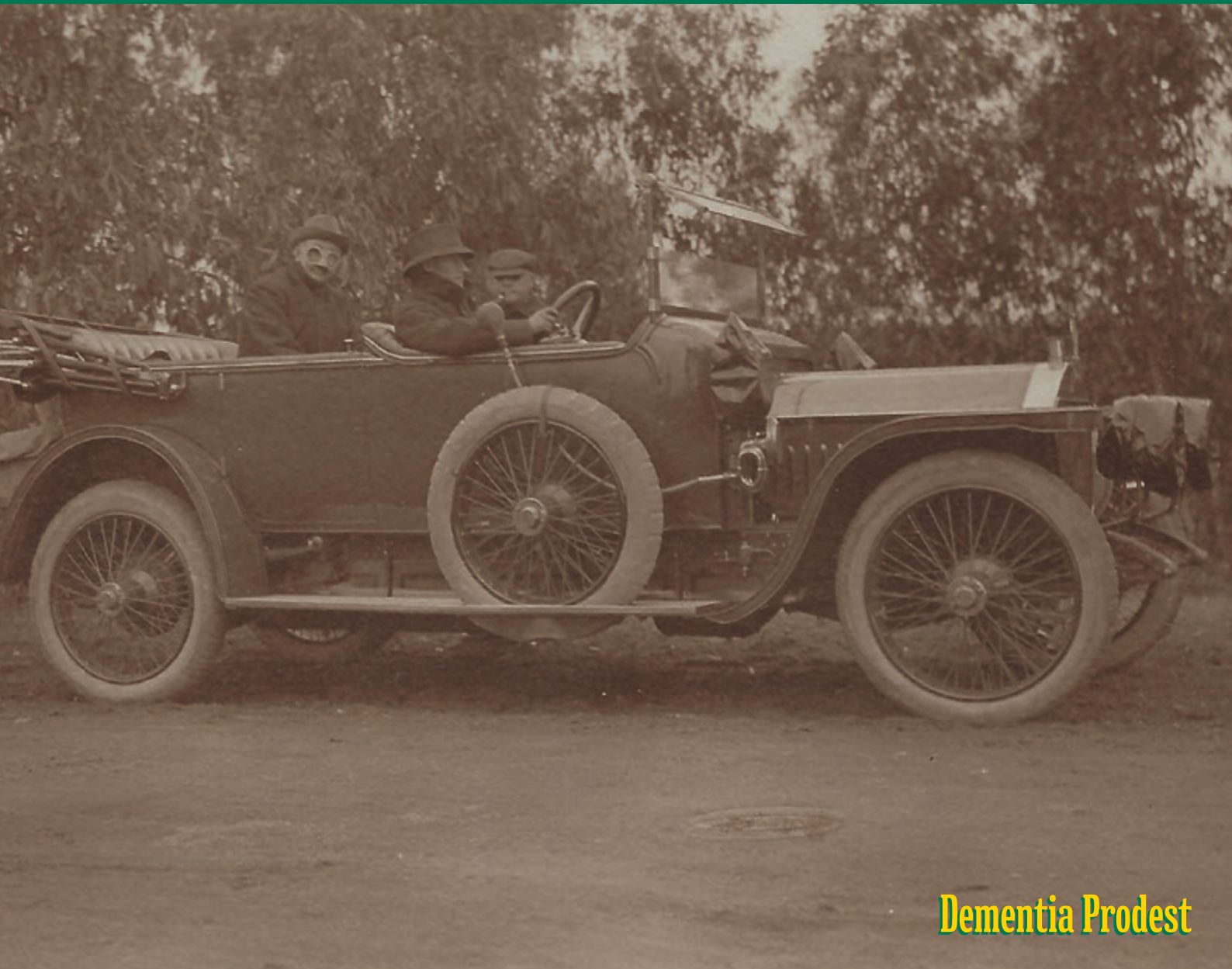
January/February 2024



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

**Patron: Mr Geoff Cosgriff,
President and Chairman, RACV**

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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

Flashback for Jan/Feb

Our flashback column has moved this month to page 17 where an article provide by Ian Berg shows a number of cars from an early rally down the Peninsula, and poses the question of where are these vehicles now? Please contact the editor with your written responses.

Flashback

By Greg Smith

Flashback Response

In the Flashback column of December's issue of Brass Notes we featured an extremely rare Peugeot Italiana Bebe of c1906. We were very fortunate to have several responses to tell us where it now resides. I thank Greg Hill, Grant Vormister and Alan Esmore for corresponding with me about its whereabouts. Secretly, I knew where it has ended up as I was most fortunate to see this car in the flesh when I attended the Northern Tour in far North Queensland. I can honestly say it was such a "blast from the past" moment to see it again after such a long hiatus. It was one car I thought that must have left our shores and gone back to Europe.



During this time I was able to meet the owners and hear of the absolutely amazing history that this car. Extraordinary is a term that still understates this little car's history. We are most fortunate that the present owners have undertaken a huge amount of research and have provided us with a written account that is a must read article. See page 14 for this story.

The following are the photos and words provide by Greg Hill. "Your little 1906 Peugeot is alive and well and living in Queensland. Ron Dix had it in Townsville for many years and I first saw it in a rally in Cairns about 1976."



Coming Events

4 February 2024	AOMC Aussie Classic Car Show - Morningson Racecourse https://www.aomc.asn.au/events/2024/2/4/aussie-classic-car-show
13 February 2024	February Natter Night - Clubrooms, 8pm Zoom link to be emailed
18 February 2024	AOMC British & European Motoring Show 2024 - Yarra Glen Racecourse https://www.aomc.asn.au/britishandeuropean

Major Events

14 - 17 March 2024	RACV 1&2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan
18 - 21 April 2024	RACV Four & More Rally - Kyabram Rally Director: David Boyd
13 - 15 September 2024	Pre 1905 Pioneers Run - Naracoorte Rally Director: Julian McNeil
8 - 10 November 2024	RACV Veteran Car Club Annual Rally - Bendigo Rally Directors: Scott Emmerson & Mick Turner

National Events

17 - 23 March 2024	2024 National Veteran 1&2 Cylinder Tour - Albany WA https://veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally
18 - 23 November 2024	2024 National Veteran Vehicle Rally - Launceston, TAS https://vccatas.com/2024-Nat-Rally.html

Santa Comes To Clifton Hill

by Andrew & Frances McDougall

A couple of photos of Andrew & the 1904 De Dion being the transport for Santa at our local neighbourhood street Christmas Party complete with a motorcycle escort to make sure Santa arrived safely.



President's Message

by Ben Alcock

As 2024 is well and truly upon us, it's the time that we (the committee) reflect on the year that was and the year ahead. It takes a team effort to keep this club running and last year was a great year for us. 2023 saw record numbers of members attending our events and that's a credit to our event directors and their helpers! Without these people running events this club would be in a very different position. I would like to thank everyone that has helped and supported the Club in any way last year, from the kitchen helpers, rally directors, chair putter outers at natter night, and especially to the members that have participated in our events and made the year what it was.

In December we awarded our Club awards and trophies at our Presentation Evening in the clubrooms which was very well attended. Our Natter Nights have

been booked in for 2024 and we have guest speakers booked in for most months and a mix of topics, we will also do a couple of club presentations of old movies/slides and a what/who is it, help us identifying session.

Entries for the RACV 1&2 Cylinder Rally in Echuca are rolling in and interest is building in what will be another fantastic event. This is a jam-packed itinerary with a few activities that we haven't seen before. Hopefully you can find time to come up and join us (even if it's only for a day or two).

I look forward to a big 2024 with our full events calendar. We have something for everyone.

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

Letters To The Editor

Letter to the Editor - McKaige Trophy

Dear Greg,

I would like to thank the Club for awarding me the McKaige Trophy at the December Presentation Night. I was shocked but thrilled to receive this trophy.

I would also like to thank the team who make Natter Night suppers happen – Maggie, Ros, Janne, David and Steve. Also, all those people who bring goodies to make our suppers so special.

Kath Wright

December 2023 front cover response

Hi Greg,

Could the chap on the running board be Mark Foy, of the Sydney retailers Mark Foy's?

Foy was back and forth to England many times, in business and personal trips, was a member of the Automobile Club there and motored extensively in England and the the UK, though the makes of the cars he used there has eluded my research efforts.

I should add though that Foy was just one of a number of well-off, and some not so, Australians in the 1895-1910 period who made the most of motoring opportunities when in England, often buying a vehicle there, touring with it then bringing the car back to Australia. The list of such owners who brought early vehicles into just Sydney, for example, after overseas trips includes many of the best known of our pioneer motorists.

As to the vehicle in the photo, I can't work that one out. I've considered the list of vehicles I know Foy owned here, but can't find a match. (Foy is one of my ongoing automotive history research projects and has been so for several years).

Regards

Jenny Fawbert

Member, VCCA NSW

Committee member, Automotive Historians Australia

Factory 10

Veteran Restorations

Timber bodies, panel fabrication
Seat Upholstery & Hoods
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Jeff Alcock: 0425 519 959
Jeff.factory10@outlook.com

December Brass Notes Front Cover Response

By Doug Fulford



Dear Greg

Regarding the photograph on the front cover of the December 2023 issue of Brass Notes, I cannot identify the vehicle but I can advise the identities of the people in the photograph. The gentleman sitting on the running board is the expatriate Australian vaudeville and recording star who performed under the name "Billy Williams". Fred Godfrey, who wrote the majority of the songs that Billy Williams recorded, as well as hits for other performers, is sitting in the front seat alongside Billy's chauffeur. Billy's wife, Amy, is sitting in the backseat nearest to the camera with Fred's wife alongside her. Billy Williams was amazingly successful as a vaudeville artist in an era when vaudeville was slowly declining in popularity. Being the son of a draper may explain why he dressed snappily when performing to help him stand out from the other acts and he became known as "The Man in the Velvet Suit" (usually blue). Encouraged by fellow expatriate Australian vaudeville star Florrie Forde he made his first record for the Edison company in 1906 which was an instant success. His voice recorded well under the primitive acoustic recording methods of the day, his enunciation was clear and even his great sense of fun somehow seems to have been captured in his many recordings. From then until his early death in 1915 at the age of 37 he recorded at least 148 different songs, many of them multiple times for different labels. Many of these were still available in the 1940's long after his untimely death. And unlike many of the allegedly comic records of the day his are actually funny. My favourite is When Father Papered the Parlour and I include some of the lyrics transcribed from a recording of this song as performed by Billy (which differ somewhat from what I gather were the original lyrics). This happens to be one of the songs not penned by Fred Godfrey. It was eventually released on over thirty different record labels!

Our parlour wanted papering
And Pa says it was waste
To call the paperhangers in
And so he made some paste
He got some rolls of paper
A ladder and a brush
And with me Mother's nightgown on
At it he made a rush

When Father papered the parlour
You couldn't see Pa for paste
Dabbing it here and dabbing it there
There was paste and paper everywhere
Mother was stuck to the ceiling
And the kids were stuck to the floor
You never saw such a bloomin' family
So stuck up before

Soon Dad fell down the stairs
And dropped the paperhanger's can
On little sister Mary
Sitting there with her young man
The paste stuck them together
As we thought would be for life
We had to fetch the parson in
And make them man and wife

We're never going to move away
From that house any more
For Father's gone and stuck the chairs
And the tables to the floor
We can't find our piana
Though it's broad and rather tall
We think that it's behind the paper
Pa stuck on the wall

Billy Williams qualifies as Australia's first great popular recording artist. I am glad to own some original Billy Williams records on cylinder, diamond disc, pathe and mostly 78's. But these days you can hear some of his work via the internet. Billy Williams' songs were simple and catchy and audience participation was a feature of his sets in the music halls around London. He toured Australia and South Africa as a celebrated artist. Try not to get hooked! There are 8 songs that can be played and/or downloaded here: <https://rfwilmut.net/Starsof78s/williams.html> (I note that there is another artist, an American western singer, who used the name Billy Williams.) A CD containing 23 of his songs is detailed here where you can view and/or download an informative booklet about his life for free: <http://www.move.com.au/disc/australias-billy-williams>

Thanks for the wonderful job you are doing as the editor of Brass Notes.

Regards
Doug Fulford



December Brass Notes Front Cover Response

By Daryl Meek & Fiona Lane

Brass Notes December 2023 Cover Photograph

Greg,

The vehicle on the cover of December's edition of Brass Notes is an Argyll. Whilst I am not an expert on the marque, I suggest that it is likely a Flying Fifteen of 1910.



You noted in your comments that a closer study of the photograph revealed some surprising details. I would add the following. The dumb irons at the front of the chassis have a noticeably abrupt downward curve and the rear wheels have the uncommon 14 spokes (these are both characteristics of the Flying Fifteen as can be seen in the accompanying image).

You can also just see a partial registration number between the spokes of the front wheel – an A followed by 5. This gives credence to the suggestion that the original image was possibly taken in London since vehicles registered by the City of London used the prefix A. As to the people in the photograph; they are, on the running board, vaudeville singer and entertainer Billy Williams (the Australian connection) and in the front seat, an unnamed chauffeur sitting next to songwriter Fred Godfrey. The smaller woman in the rear seat is Amy, Billy Williams wife and next to her is Billy's sister, Madge (often mistakenly identified as Fred Godfrey's wife).

Billy Williams was known as "The Man in the Velvet Suit" as he did indeed wear a blue velvet suit while on stage. Born in Australia in 1878, his real name was Willam Banks, known to all as Curly. Establishing himself as an entertainer, he took the stage name "Billy Williams" after he was mistakenly referred to as such when he made his first public appearance in Melbourne in 1897. He died in England following surgical complications in 1915, aged only 37.

One of his early successes was with the song "The Taximeter Car", released around 1907. Continuing the motoring theme, in a 1912 letter to his wife, Billy says that he "Went for a ride in the car yesterday", giving the impression that doing so was still a bit of a novelty.

Billy Williams also has an obscure connection to Julian and Jane McNeil's 1913 Rolls-Royce Silver Ghost. This vehicle, chassis 2242, was ordered new by Australian woman, Noni Rickards. Noni's father was theatre entrepreneur Harry Rickards, who brought Billy Williams back from England to Australia in 1910 to perform at both the Tivoli and Melbourne Opera House.

Daryl Meek & Fiona Lane

An advertisement for "The Taximeter Car" featuring a drawing of the car and promotional text for Edison records. The text includes: "Here's Billy Williams' latest success: 'The Taximeter Car' (Record No. 12886). SONG FOR REPRODUCTION EXCLUSIVELY ON GENUINE EDISON GOLD-MOULDED RECORDS. And it is a system too. Sung in his own droll, imitable style, 'The Taximeter Car' is a typical song that is sure to be the rage with Phonograph owners everywhere. YOU know how essential and popular the Billy Williams' song records are—how big is the demand for them. This new song gives you an opportunity in a thousand to learn your record business at this time of the year. It will also help you in further increasing your sale of Genuine Edison Records, because your customers can obtain 'The Taximeter Car' song by Billy Williams, only on these records. Write to your 'tame' and order a liberal supply of this record within delay—don't let your competitor beat a march on you. National Phonograph Company Ltd., 25, Clerkenwell Road, London, E.C. Thomas A. Edison MARK."/>

Here's Billy Williams' latest success :
"The Taximeter Car"
(Record No. 12886).
SONG FOR REPRODUCTION EXCLUSIVELY ON
GENUINE EDISON
GOLD-MOULDED RECORDS.

And it is a system too. Sung in his own droll, imitable style, "The Taximeter Car" is a typical song that is sure to be the rage with Phonograph owners everywhere. YOU know how essential and popular the Billy Williams' song records are—how big is the demand for them. This new song gives you an opportunity in a thousand to learn your record business at this time of the year. It will also help you in further increasing your sale of Genuine Edison Records, because your customers can obtain "The Taximeter Car" song by Billy Williams, only on these records.

Write to your "tame" and order a liberal supply of this record within delay—don't let your competitor beat a march on you.

National Phonograph Company Ltd.,
25, Clerkenwell Road, London, E.C.

TRADE MARK
Thomas A. Edison
MARK

TIVOLI THEATRE, SYDNEY.
Sole Proprietor & Manager—Mr. HARRY RICKARDS
MATINEES WEDNESDAYS and SATURDAYS.
PIP POWELL and KATE VESEY, presenting a Rustic Trifle—"Where Are You Going To—?"
FRED KEETON, England's Popular Comedian.
LIANE DE LYLE and M. BRUNIN in their original scene, "In a Billiard Room."
BERT TERRELL, Dutch Comedian and Yodeller.
OLGA GREY. THE AUSTRALIAN DARTOS.
LILEEN LYONS. BOVIS and ZOLL.
PRICES—3s., 2s. and 1s. Plan at Paling's.

OPERA HOUSE, MELBOURNE.
Sole Proprietor & Manager, Mr. Harry Rickards
GRACIE GRAHAME.
BILLY WILLIAMS, Comedian.
FANNY POWERS, Mimetic Artiste.
DONNELLY TRIO, Song and Dance Artists.
MENDEL, Blind Pianist.
LES WARTON. IRVING SAYLES.

Front Cover – What Is It Response

By Graeme Jarrett

This is clearly an ARGYLL. However, which model?



Argyll motor cars from this period were fitted with a unique design mechanism for changing gear. Two gear levers were used; each in close proximity to each other – the Govan System as it was commonly known.

This was the standard fitment to most models, however, the 40hp car was unique for Argyll during that period using only a single lever. Also unique (apparently) was the fitting of a round knob on top of the gear stick. Refer photo.



The person on the running board has a resemblance to Ronnie Corbett, the famous British comedian – perhaps his father, brother or himself.

Front Cover Response

By Greg Smith

Doug Fulford provided a wonderful photograph for our December Brass Notes front cover. He asked several questions about who the people were, and what, was the make of the car. I honestly had no idea to the identity of the people. However I certainly know what make the car is. Having a fair insight into the marque, through my experience with my parents Argyll from a young age, I can confidently identify the car as an Argyll c1909. I also believe it to be a “flying fifteen” model and have supplied a photo of an existing model that is in NSW. Some of the distinguishing features to identify it as Argyll are the factory body even down to the same door hinges. The mudguards are identical on each car. The dumb irons also identical including the positions of the rivets. The real obvious feature is the wheels, with the off-set spokes and numbering 12 in the front and 14 in the rear. The length of the bonnet also points to it being the “flying fifteen” as the length is not as long as the higher horsepower Argylls, which are much greater. Thank you again Doug for supplying this fabulous photograph.



December Brass Notes Front Cover Response

By Andrew Benoit

Greg,

I think the guy on the running board is Billy Williams (Australian born vaudeville entertainer) & the guy next to the driver is Fred Godfrey (songwriter).

No idea what the car is!

Andrew Benoit



From The Munro Archives – A Response

By Graeme Jarrett

I do like a challenge. Ian Berg's request for help in identifying this car which he cautiously believes might be an Imperia is such a challenge I cannot ignore.



Well, to begin with, I believe the car was photographed in Franklin Street, Melbourne (not Europe) not far from the Munro premises. This lane in the background looks very like the same location – as it looks today.



Above, the laneway off Franklin Street, Melbourne – very like that in our photo above, by Munro.



The Imperia was distinctive in having ten spokes in the front wheels and twelve in the rear. Our mystery Munro car has twelve spokes in both front and rear wheels. Refer detail below of a 1911 Imperia.



Above, the rear springs on an Imperia are quite extended beyond that it is seen on other similar era cars. The Munro car does not exhibit to the same extent these rear spring extents.

Last but not least, the drum brakes are quite small on the Imperia and are of the internal expanding type – typical of nearly all European cars of that time. The Munro car has quite large brakes that appear almost certainly as the external contracting type – typical of American cars of that time.

I really don't know the identity of the car but am sure it is not an Imperia.

Napier Heading For Auction

By Graeme Cocks

Hi Greg

I had a thought that this might interest you for Brass Notes as even though nobody in Australia has shown an interest in buying the car, it will always remain as having been built here.

The Napier with which I have been involved for many years has been consigned to auction through Bonhams at Amelia Island on 29 February 2024.

The 1904 Napier L48 known as Samson was part of the Peter Briggs Collection of motor cars for 20 years, most recently at the York Motor Museum in Western Australia. I worked for Peter, running both his York and Fremantle Motor Museums at different times. He passed away in May last year and his widow Robin decided to send the car to auction.

The car is a recreation but this description does not do justice to the achievement. The car is based upon a monster 15-litre power-plant which was the world's first successful six cylinder racing engine. It was designed by Arthur Rowledge who is perhaps best known for designing the Napier Lion aircraft engine in the Great War and for his contribution as part of the design group for the Merlin engine which powered Spitfires. After a successful racing career in the United Kingdom, on the continent and in the USA, the engine was removed from the Napier and sold to the Cornwell brothers in Australia. The Cornwells operated a large ceramic factory and they could indulge a passion for powerful motors. They put the engine in what became Australia's fastest motor boat. It survived in a corner of their factory until it was purchased by the tractor designer and manufacturer, Bob Chamberlain. At first he did not know exactly what he had purchased but then he began writing letters too many different figures in the motoring world in the UK and determined that he had perhaps the most important engine in British motor racing history. It was in the 1970s that he decided to recreate the 1904 Napier and bring the engine back to life.

The scale of the undertaking at that time is difficult to comprehend today when parts can be carved on CNC machines. In 1903 and 1904, the Napier L48 was built from scratch. Hundreds of wooden casting patterns had to be made as every component of the engine was a new design. The engine itself was at the frontier of engineering technology. Bob Chamberlain did the same. He created hundreds of wooden casting patterns to recreate the original car. His creation was a tour-de-force and it ran for the first time in 1982. In 1988, the accomplished Motor Sport journalist Bill Boddy described it as 'the recreation of the decade' and it set a standard for the reconstruction of original cars in the modern era using historic components.

The Amelia Island auction was chosen by Robin Briggs as the best place to offer the car as arguably its greatest successes were achieved on the Florida

beaches. In January 1905, the Napier broke the Flying One Mile World Record of 104.65 mph at Ormond Beach (near Daytona Beach). The Napier team returned to the speed trials in the following year and broke the 100 Mile Record.

The Napier won many races and it was regarded as the fastest motor car made in the United Kingdom over a four year race career. In October 1906, Dorothy Levitt established the Women's World Speed Record over the flying kilometre by recording a speed of 90.88 mph at the Blackpool Motor Race Meeting.

Peter Briggs was invited to take the car to the Pebble Beach Concours d'Elegance in 1999 in the special class for important racing cars produced pre-World War I. He was awarded the "Automobile Quarterly" prize for the most historically significant car at the event. The car has twice been campaigned in VSCC events in the UK and raced at the Goodwood Festival of Speed. Tony Gaze drove the Napier at the Colerne Sprints in 1983 and recorded a standing start kilometre in 30.67 seconds with a terminal speed of 111.73mph.

The engine is now looking for its fifth owner (SF Edge, the Cornwell brothers, Bob Chamberlain and Peter Briggs) in 120 years. The Napier recreation in which it is mounted is looking for its third owner in 40 years.

When the Napier was completed in 1982 it was controversial and questions were raised about whether the engine should have been placed in a museum on display rather than being used as the catalyst to recreate an artefact from the first great era of British motor sport. But times have changed in 40 years, now recreations are celebrated in events such as the SF Edge Trophy at the Goodwood Revival and it is accepted that if people like Bob Chamberlain don't put their expertise and resources into reviving such great cars then we would not be able to appreciate the magnificent race cars of the past.

I have lot of pictures of the car and a lot more of the story of the Napier L48 if you would like to preview the car. Malcolm Barber from Bonhams in London is handling the auction.

Best wishes

Graeme Cocks

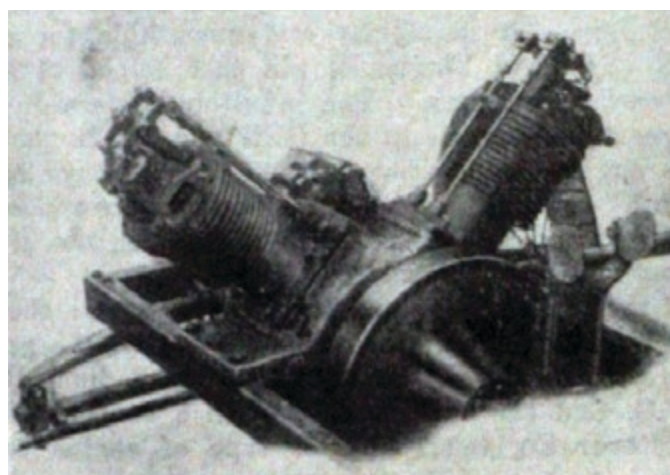
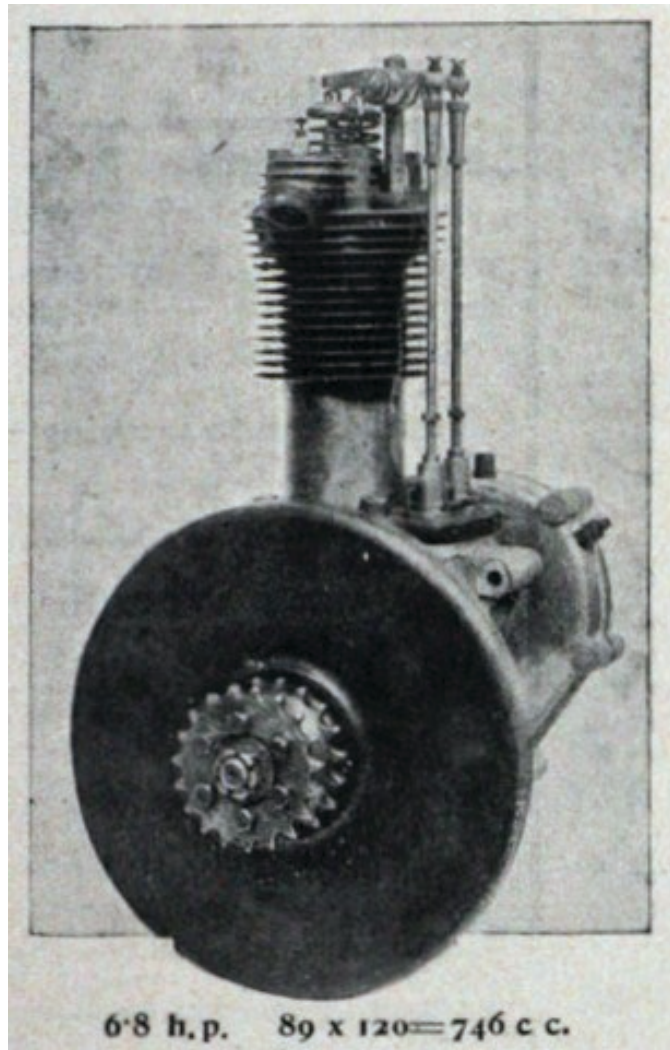


Cyclecar Corner – Chota and Buckingham Cyclecars

By Graeme Jarrett

Mr J F Buckingham of England was an engineer who made engines for the Cyclecar builders. His premises were in Spon Street, Coventry from 1912.

His engines were quite unique in the industry at that time, being of overhead valve design. At first only single cylinder engines were manufactured in air-cooled form. Later water-cooled cylinders were available. Both of these were rated at 6/8hp – 89mm bore, 120mm stroke (746cc capacity). These were supplied to Cyclecar builders including DUO, H.C.E and others.



Later again vee-twin engines were manufactured in both air and water-cooled form and were largely identical in design specification to the single cylinder. These were 89mm bore, 88mm stroke, and 1095cc capacity – 90 degree vee-twin. Refer photos

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BUCKINGHAM ENGINES AND CYCLECARS
ensure maximum

Power
56.75 m.p.h.
World's 750 Record.

Durability
Harry Long's 5,000 Mile Trial.
No trouble.

AND Economy
60 m.p.g.
See numerous successes.

On 26th October at Brooklands Mr. J. F. Buckingham put up three new 750 c.c. Cyclecar records with Single Cylinder Buckingham's engine:-

KILO ... 39; secs. = 56.75 m.p.h.,
1 MILE ... 1 min. 3; secs. = 56.60 m.p.h.
5 MILES... 5 min 34; secs. = 58.83 m.p.h.

Sole Manufacturer:
J. F. BUCKINGHAM,
Engine Specialist,
Spon St., Coventry.

Engines Suitable for Cyclecars

The cyclecar movement and the increase in power of motorcycle engines have been responsible for the advent of quite a number of engines specially designed for heavy work, and the list given below includes some of the best known—

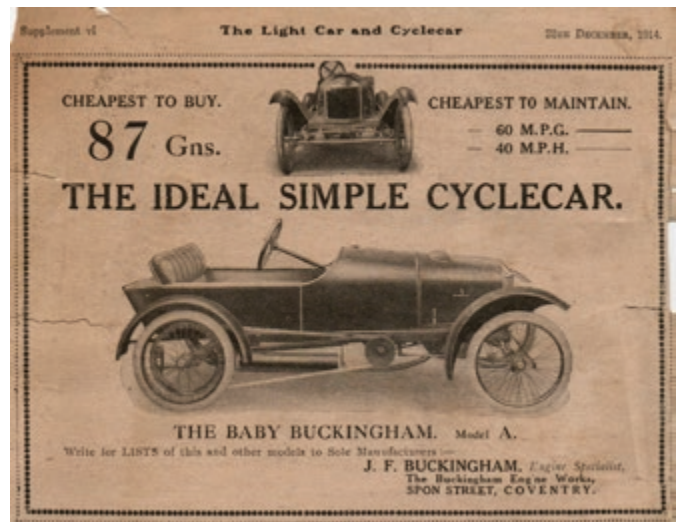
Make.	Type.	Makers H.P.	Bore MM.	Stroke MM.	Price without magneto.	Price with magneto.
Precision...	Single	4½	89	96	18 2 6	25 10 0
Stag ...	"	4	90	95	11 15 0	18 16 6
Stag ...	"	5	90	120	12 15 0	19 16 6
*Stag ...	"	5	90	120	16 10 0	22 15 6
†Buckingham ...	"	6	89	120	—	—
J.A.P. ...	Twin	5	70	76	16 16 0	23 6 0
Fafnir ...	"	6	70	80	—	26 0 0
Blumfield...	"	5	67	83	15 10 0	—
Blumfield...	"	6	67	95	15 10 0	—
Precision...	"	6	75	85	23 2 6	32 16 3
King Dick	"	5-6	67	95	21 17 6	30 12 6
Blumfield...	"	7-9	80	95	19 0 0	—
Precision...	"	8	85	85	23 2 6	32 16 3
J.A.P. ...	"	8	85	85	21 0 0	28 10 0
Chater Lea	"	8	85	85	21 1 2	28 17 6

*Special cyclecar engine with enclosed fan blower.
†Special cyclecar engine with large outside flywheel.

Not content with being just a supplier he began making a small Cyclecar and called it a CHOTA (Hindustani, for small). In his advertising he coined the phrase 'Climbs Hills On Top gear Admirably' – a play on the car's name.



Above: - the early Chota bodywork was basic and unsophisticated, like so many other Cyclecars of the time.

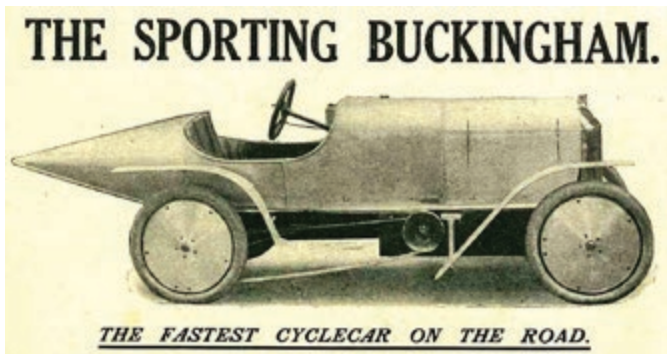


J.F. Buckingham had an interest in motor sport – a regular competitor over the years. He assembled a Chota (746cc single cylinder model) with special bodywork to attack Brooklands records. The effort was rewarded with a fast speed around the track at Brooklands - 58.83 mph averaged over five miles, a world record for 750cc at that time (October 1913). Other Cyclecars of the period were similarly able to reach such speeds, including Morgan and GWK.

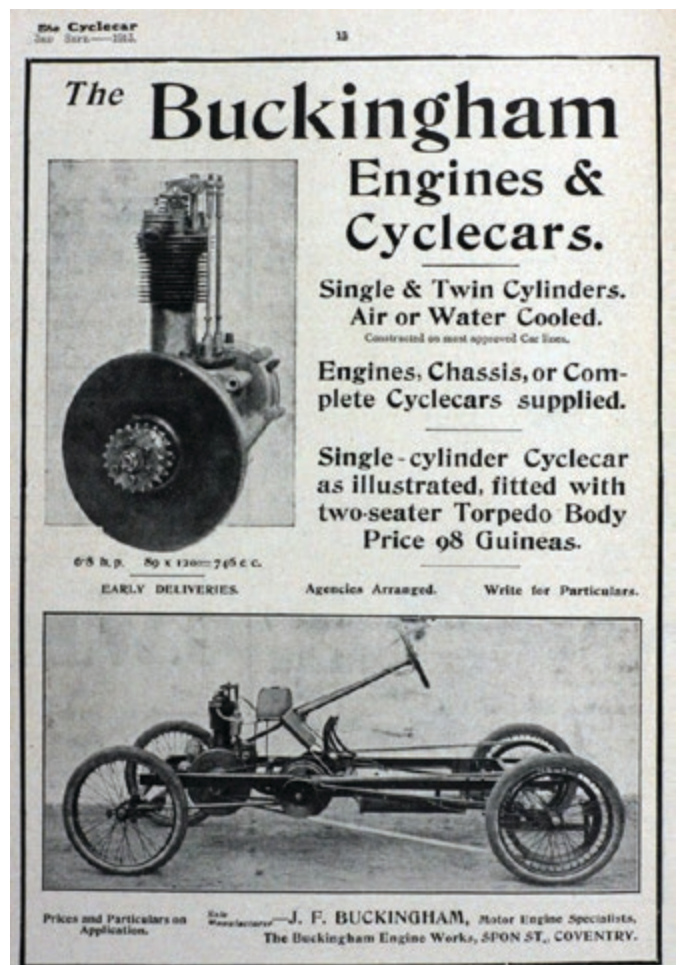


Above: - Towards the end of its production life (September 1913) the Chota bodywork became more standardised, modernised, if you like. A dummy radiator and other more commodious accruements were added. The hood seems a luxury not common then.

The name Chota was not a really a name that inspired potential buyers to the marque, and so, in September 1913, after only one year of production the name Chota was dropped in favour of Buckingham.



With this new name also came a new specification, the car became larger and as well as the single cylinder engine the new vee-twin engine was offered. This came in both water and air-cooled form. These too, were overhead valve like the earlier model. Clearly this was an advantage in producing more power.



In Victoria the sales agent for the Chota was Brodribb Bros Pty Ltd of St Kilda Road, Melbourne (1913). At that time they were also acting as agent for the Bugatti designed four cylinder Bebe Peugeot, Hotchkiss and Hispano-Suiza.

There were two agencies for the name changed Buckingham Cyclecars in late 1913. They were A. S. Cohen, 424 Smith Street Collingwood and Edmunds & Skilton, 419 Lonsdale Street, Melbourne.

So, what of the survivors, you may well ask. By accident I have discovered many things, especially 4 engines in Australia (all in Victoria) - strange things do happen! These are all single cylinder air-cooled types, in various degrees of dilapidation.

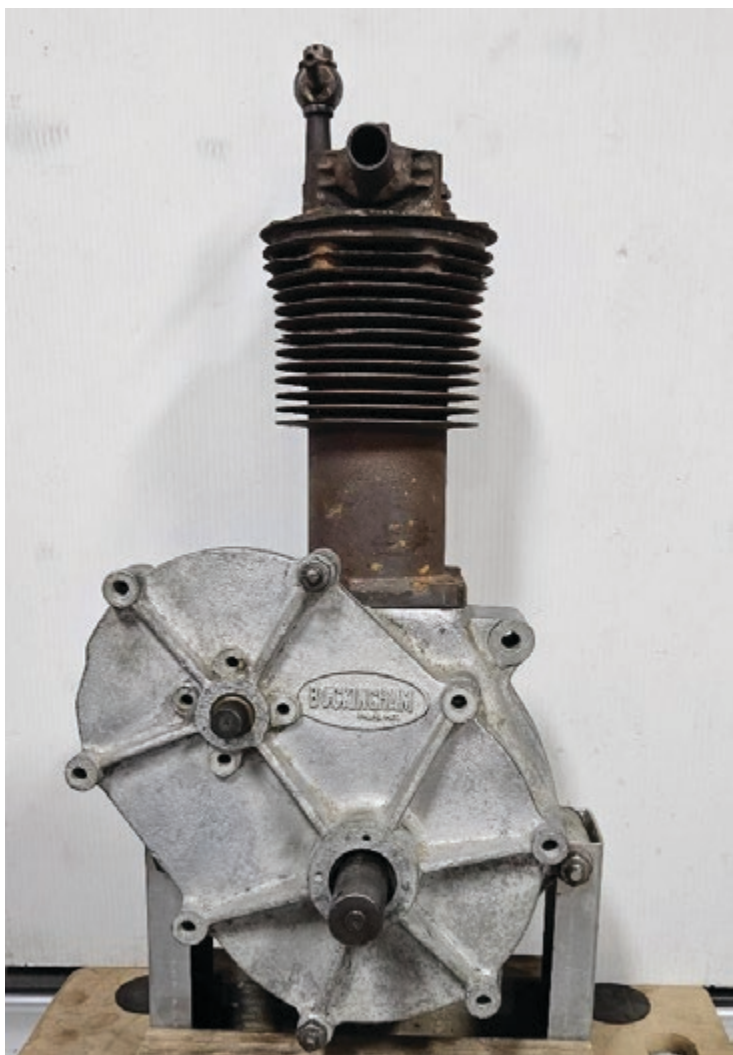
Of the four surviving engines the lowest engine number is 16. Unfortunately this one has been converted for use into an air compressor. The head has been removed and is now absent, being replaced by a steel plate. Refer photo.



Above, engine No 16. This is the oldest known to me. It was discovered in Ballarat in more recent years.



Above, this is a representation of a Chota Cyclecar built by the late Alan (Bob) Chamberlain in the 1970s. It carries engine number 49.



Above, this is engine No 38. It has had a difficult life and has been exposed to the elements – otherwise complete; it is also in Victoria having been discovered in the north of the state in an irrigation area.



Above, this is engine No 49; it is incorporated into a representation of a Chota Cyclecar built by the late Alan (Bob) Chamberlain in the 1970s. Bob's family had owned a Chota back in the day and he wished to revisit the experience. He bought this engine to install in a chassis at a motoring auction (museum dispersal) in 1970 in Healesville (\$32.50).



Above, this is engine No 47; it is new old stock that has not ever been run. Although it was recently discovered in NSW it is believed to have originally come from Victoria (White St, Mordialloc, perhaps). The drive sprockets are not present on the flywheel and there is no provision to fit them. The combustion chamber and port areas are clean, no blackness, at all. However it is believed it has been run-in with an electric motor or similar – showing minor wear on the camshaft lobes. An incredible discovery.

I have been quite surprised at the survival rate of these engines. It is expected there were more than a few Chotas and Buckingham's sold in Victoria.

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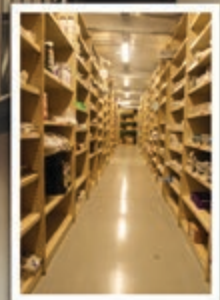
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The Story Of The Dix Family Peugeot Bebe Italiana

by James and Kylie Dix

Early in 1907, Archie Dix, a young Melbourne Engineer purchased his first Motor Car, a 1906 Peugeot 'Bebe' Italiana. It had an internal combustion engine of one cylinder, producing about 5hp, with three forward and a reverse gear. It had two wheeled brakes and was cooled by a thermo syphon water system.

This was to become the family car affectionately known as 'Beeb'. The Bebe remains in the family and Archie's grandson James is now the proud owner, having been passed down through the family. The Peugeot Bebe is not your run of the mill Peugeot, as it was made in Italy, under license, not in France, the traditional home of Peugeot.



Peugeot Italiana Bebe when first purchased. Note the flat mudguards and wooden windscreen

On 27th of December 1905 at Turino, Italy, a new company was formed by Vittorio Croizat, an engineer, who had the license to sell Peugeot motorcars. In March 1906 the company was changed to Peugeot-Croizat Italy Pty Ltd. The company was dissolved in March 1907.

The single cylinder automobile is a perfect reproduction of the Bebe automobile created by Peugeot Automobiles of Paris. The design was more modern, with more power and superior cooling and a stronger chassis. It also had built into the rear a convenient place for the storage of accessories which were supplied and which we still have most of.

We believe only 3 of these vehicles came to Australia. As well as the complete Bebe, we have another engine and another cylinder head. Our Bebe has engine number 165.

In 1912, Archie and his new bride, Eva, went on their Honeymoon in the Bebe, to Marysville, travelling over the Black Spur Road on the Great Dividing Range, some miles from Melbourne, and they continued to use it as the family car for many years. As the family grew Archie had various other cars but did not part with his first little car.

The original body deteriorated to such a degree that a new body had to be fabricated, styled on the more modern 1912 French Bebe. We believe this to have

been fitted in around 1920. This body remains on the car today, a very strong little body with a wooden frame covered in steel sheeting. Although purists will remark that the body is not original, nevertheless it is original to its current owners and very much a part of its history.



Part of the modernisation that occurred c1920 of the body and mudguards. Note the now rounded mudguards

In the 1930s the light car club was in operation in Victoria and the Bebe, driven by Archie and accompanied by Eva and young Ron who would later become James' father, took part in various rallies, and received many trophies as mementoes.

In January 1955 the Veteran Car Club of Victoria had their first rally, from South Melbourne to Brighton and return. Archie got the Bebe out, gave her a dust up, blew up the tyres, put petrol in the tank and cranked the engine over and away she went, after all those years sitting in the corner of the garage gathering dust.



Archie Dix in front of the South Melbourne Town Hall on the first Argus Rally in 1955

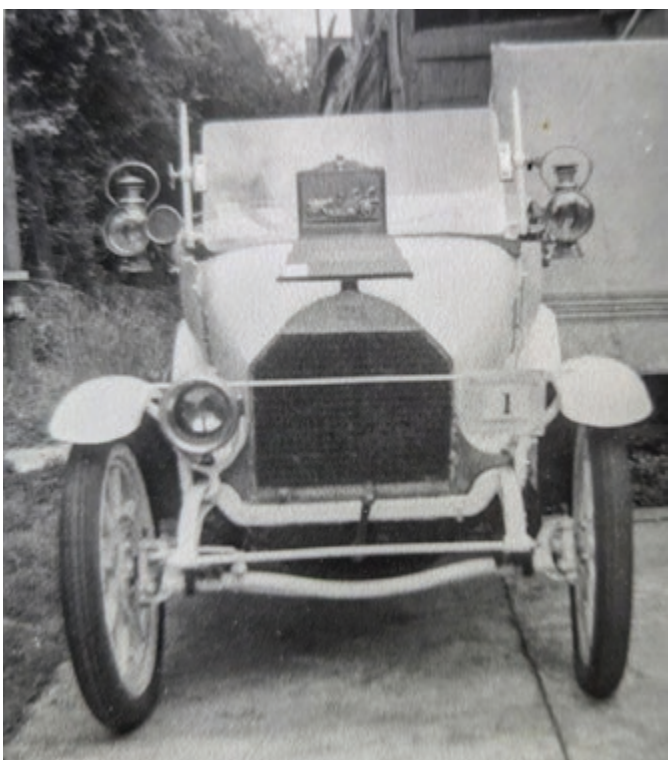
Archie and the Bebe, with Daughter Joan (James' Aunt, now 93 years old), entered and finished the rally with the other, thirty odd veteran cars.



Archie Dix with daughter Joan getting a push start. Photo from Dementia Prodest

After this outing some necessary work was done to put the little car in ship shape order again. Mainly new tyres and tubes, a coat of paint and new upholstery were all that needed to be done.

In November 1957 the Bebe took part in the Melbourne to Ballarat and return rally, run by the Veteran Car Club of Victoria under the sponsorship of Golden Fleece Petrol Company. James' father Ron with his mother Joyce as navigator and James' elder brother Ron junior (aged 14 months) were aboard. The Bebe performed perfectly and came in as outright winner. According to James' mum, Joyce, they lost 6 points for the whole weekend, and received a beautiful, engraved silver tray (which we still have) and a gold medallion for their efforts.



Trophy featured on the bonnet of "Beeb"

From then until 1961 James' father Ron and the Bebe competed in the annual rally each November.



The Peugeot on an early rally followed by the 1904 De Dion Bouton of Val Stocks

In 1959 the newly formed Veteran Car Club of Queensland had a rally to commemorate Queensland Centenary and invited other states to join in. James' Mum and Dad trailed the Bebe to Brisbane behind the Vintage Lancia Lambda. They competed in the rally to the Gold Coast and return.



James' Grandmother, Eva, and Aunt Joan in front of their house in Albion Street Brunswick. Note the Lancia Lambda behind which was used to trailer the car to Queensland for a rally

James' parents Ron and Joyce moved to Magnetic Island, off Townsville, North Queensland in 1962, and as James' grandfather Archie was getting on in years, the Bebe was put under wraps again until Archie passed away in 1971.

James' Dad, Ron then shipped the car to Townsville on the Townsville Trader and then by Barge to Magnetic Island for a couple of years. In 1973 they left Magnetic Island and moved to Townsville.

In the meantime, a very active Veteran and Vintage Motor Club, of which Ron was an inaugural member, got underway in Townsville, so of course the Bebe was soon out again, and she became the darling of the parade watchers. She was trailered all over North Queensland to take part in parades and other events.



The Peugeot with Ron and Joyce Dix being mobbed by the adoring crowd on a run in Queensland

In the late 70s Ron drove the Bebe out to Ravenswood, some 120 km, backed up by about 20 other cars from the club to raise money for restoration work at the old gold mining town and to attract visitors to the Turn of the Century Festival they held each year. Between Townsville and Ravenswood was the Mingela Range, which was very steep in those days. Apparently, the Bebe was travelling at walking pace on the way up and a downright scary speed on the way down.

Over the last few years of Ron's life, he did a lot of work on the car. The engine was completely reconditioned, and other worn parts were repaired or replaced, she has had various coats of paint, always brilliant white, and new dark red upholstery. The magneto was completely overhauled, and she ran very well. Apparently "She runs along really well and loves a drive in the country where she doesn't have to keep stopping for traffic lights as she's fairly slow off the mark and the lights are nearly red again before she gets off."

James' father had planned on taking the Bebe to Albury in March 1982 to compete in the first National 1&2 cylinder rally, being organized by the Veteran Car Club of Australia (NSW). They were really looking forward to this event, but unfortunately Ron passed away on Christmas morning 1981, aged 57.

The Bebe was then passed on to James' elder brother Ron junior until his passing in May 2018.

The Bebe remained in storage until March 2023. It returned to Magnetic Island and is proudly owned by Archie's youngest grandson James and his wife Kylie.

We had a quick couple of months to get her up and running to compete in our first rally, The Northern Tour, in May. Grant Vormister, who organised the hub rally, was extremely helpful in getting her running again, as was Les Wassmuth who assisted with a quick turnaround to get the magneto reconditioned. We were unable to crank her over as she had too much compression, but she went very easily with a push start. James was able to drive her around the block a few times and then she was loaded into the trailer and off we went to compete in our first rally. We arrived in Mackay the night before the rally started (still unable to crank start her) and feeling very unconfident about everything.

The next morning with a bit of a push start we were away and made it to the starting line-up and got a couple of photos. When the rally began the Bebe started easily with a push, but as soon as we left the caravan park the clutch gave way completely and we only made it across the road. Our first rally was over after only 100 meters. At least we were in the right place to get a lot of advice!



James and Kylie Dix (present owners) taking off on the Northern Tour in Queensland at Mackay.

Our next step is to remove the engine and get the clutch replaced so that we can hopefully compete in many more rallies. It is very unfortunate that James' father died when he was so young that he was unable to pass on the knowledge of the car. It is fortunate that James' mother kept so many notes and photos, or this story would only be half told.

Characteristics of the Bebe as recorded by James' Mum, Joyce Dix are:

It is driven by a one-cylinder petrol engine with a bore and stroke of equal dimensions (3 ¾ inch) a feature which came into being many years later in modern motor cars. It is water cooled by thermo syphon with a fan in the flywheel to draw the cool air through the brass honeycomb radiator. Lubrication is by a total waste, drip feed system regulated by the driver from a brass oil tank in the dash. Petrol is fed to the carburetor by gravity from a fuel tank behind the seat enclosed in a little luggage compartment. Transmission is through a three-speed box to a crown wheel and pinion via an open tail shaft with full floating axles and has a leather cone clutch. It originally had coil ignition, but as this was not very reliable, a Magneto was fitted for convenience and ease of handling. Starting is by crank handle as there are no electrics of any sort on the car. Lighting is by kerosene side lights and acetylene gas head lights. The wheelbase is 67 ½ inch and width is 45 inches with wooden artillery wheels and pneumatic tyres. Springs are half elliptic on front and three quarter elliptic on the rear. The braking system consists of a hand and foot brake to rear drums. There is a small hood on the car which is only put up if it rains as it catches the wind which slows us down and it also blocks vision. It becomes a very confined space inside the cockpit for the occupants, which only consists of two normal-size adults or three very small ones. Joyce also noted that under good conditions the car will average 20 miles an hour on flat going, a little slower uphill so long as the driver doesn't miss his gear change. In extreme emergency we have been known to back up hills when she won't pull.

This is the basic story of our little Bebe which is, and always, was a much loved member of the Dix family.

A Popular Destination For Our Annual Rallies

By Ian Berg

The club's first Annual Rally to the Mornington Peninsula was in 1959. The destination clearly proved popular as it was to be the choice for the next six years, usually overnighing at the Lord Mayor's Holiday Camp at Portsea. The camp has been running since 1946 and is now known as The Portsea Camp.

Recently, a series of slides taken on several of these rallies was donated to the Sir Henry Royce Foundation which in turn donated them to our club. They belonged to Darren Overend, a former member, and were accompanied by a collection of Brass Notes and other material. Gordon Berg digitised the slides, and some have come up quite well. Attached are a selection with details as we know them. What would be very good is to understand where these cars are now. If you know please reach out to the editor.



This is a rare 1914 Opel owned by Ray Standerwick. Ray had a large collection of cars and at one time ran the Lakes Entrance Car Museum.



A very unusual car, at least in terms of the bodywork, and seen quite frequently on our rallies was the 1914 Standard of Bob Morrow.



The well-known Hotchkiss now belonging to James Dunshea and at this time rallied by Bill Buchanan. Buchanan was a prolific restorer in the early years of the club. He also found and restored the hugely significant 1896 Thomson Steam Phaeton that is now on display at the Melbourne Museum.



One of several Hotchkiss fire engines that participated in early club events. These were part of a fleet owned by the Melbourne Fire Brigade in the veteran era, and this example was rallied by Percy Hosking.



Another of Bill Buchanan's cars was the 1913 La Buire. The rally number identifies this as being at the 1959 event.

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Napier/Jarrott

By Greg Hill

In another Australian only motoring oddity, many will know that Napier produced each model for a few years and often there was an overlap into the next new model. This led to Napier being left with some outdated unassembled parts. Napier had an agreement with Dawfield Ltd. to assemble these pieces and sell them on, but on the condition that the Napier name was removed. Dawfield were also selling a small car under their own name. Selwyn Edge and Charles Jarrott were both associated with Napier at the time. Charles Jarrott had a motor agency in London selling a variety of vehicles and it seems that Dawfield were happy to assemble and label a vehicle with the selling agent's name. Win, Win, Win!

Several Jarrott cars were registered in Australia, both four and six cylinder versions, and there are existing remains. The picture of the pedal attached is an exact copy of the Napier pedal, but has the name of Dawfield instead of Napier. Other parts of the assembled cars were more easily labelled with the Jarrott name. The known existing Jarrott parts are the earlier Napier parts that were replaced with stronger and more refined parts so that Napier could continue with their reputation of producing high quality cars while disposing of left-over parts from the previous model runs.

There was a Jarrott for sale in Queensland fairly recently, so not sure if this is still available-Ed

The Napier/Jarrott connection is something that the Napier experts in UK were not aware of until recently.



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The Lady Driver

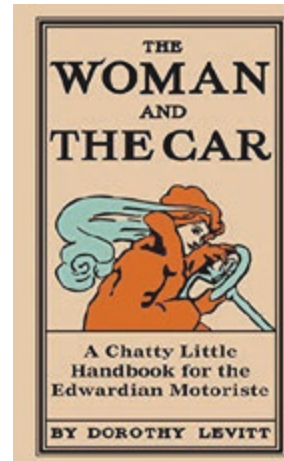
by Irene Hill

In 1903 Dorothy Levitt was a 21 year old secretary at Napier and Son, manufacturers of Napier automobiles in London, England. It was Australian entrepreneur Selwyn Edge, who raced and sold Napier vehicles, who reportedly hand-picked Dorothy to represent his brand on the racetrack, for the publicity. She was described as having “long legs and eyes like pools” so it was no wonder she caught Edge’s eye! Dorothy Levitt had never even driven an automobile at the time but she was a keen and fast learner. Before the year was over she had beaten all of the cars in her class at the races at Southport, England. The following year she competed in the Hereford 1,000 mile marathon. In 1904 she returned to Southport again and won 2 medals. She also entered a variety of speed and distance events over the next few years. Dorothy then went on to set and break her own women’s world speed record - ultimately reaching her fastest mark of 96 miles per hour.

When Great Britain’s first track for auto racing, Brooklands, opened in 1907, officials refused to allow women to compete against men there. There was a fear that an accident involving a woman would suffer severe censure upon the committee for allowing a woman to take part. Automobile racing was evolving from a somewhat genteel amateur sport to a more cut-throat professional one. Professional racers had a financial stake in the ban. Some male drivers considered that losing to a woman would deal a blow not only to their egos, but also to their wallets.

Women were only welcome at exhibits and speed trials, where they raced against the clock rather than other people. By the time Brooklands had decided to stage a women only “Ladies’ Bracelet Handicap” in 1908, Dorothy had moved on, concentrating on hill climbs and long-distance races in Europe.

She was also writing a book about driving for women. *The Woman and the Car* was published in 1909. Along with other useful information, she advised women drivers to ‘keep a little mirror handy, to occasionally hold up to view what is behind you.’ This was one of the first introductions to the concept of the rear-view mirror. Dorothy certainly earned her title as, “The Fastest Girl on Earth”....



Dorothy Levitt at the controls of a 26hp Napier in 1908

Railcars And Napiers

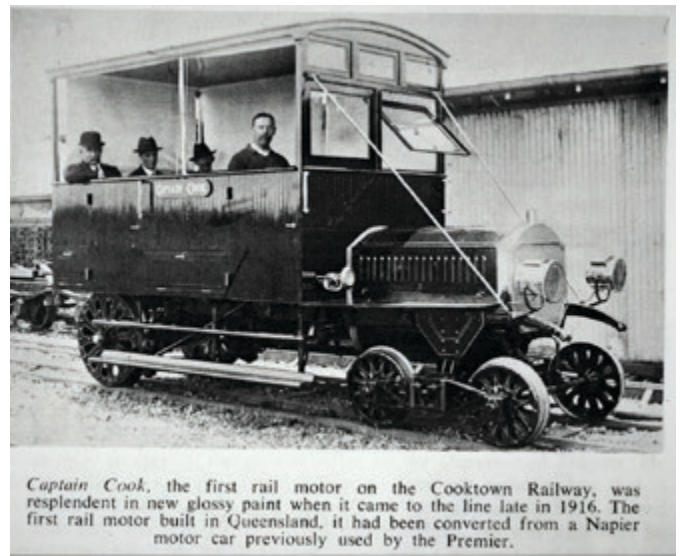
By Greg Hill

It has been great to receive information from Greg Hill, firstly relating to the story in November Brass Notes regarding the Panhard Levassor conversion to a rail car, and then further information on railcar conversions and his own ex-railcar conversion Napier. Greg informed me that the Panhard is now part of the historic items belonging to the Queensland Museum and is on display at the Ipswich Railway Workshops Museum. Greg adds to the story in the November Brass Notes with information about the railcar retaining the original Panhard radiator when first converted, later this was replaced with a 4 cylinder Napier radiator with extended top tank to fit the bonnet line.

Greg commenced an apprenticeship as an electrician with the Ipswich Railway workshops in 1966. The railway workshops were still operating as it had been for the last one hundred years. All of the machinery was over one hundred years old and driven by overhead shafts with flat belt drives. Greg joined the Veteran Car Club around this time, and his interest in veteran cars helped him identify the remains of a railcar powered by a Napier engine. Greg was fortunate to be able to acquire these remains and he discovered it had been a 1910 6 cylinder 45hp Model T23 road car. The car had been converted to a railcar in 1917 and numbered RM13. It had a second life when rebuilt in 1929 as the Governor's Special Railcar numbered RM 41, and continued to operate as a rail inspection vehicle until it was written off in Townsville in 1960. Seven years on the road and forty-three years on rail. Over the years Greg has searched all over Australia for 6 cylinder Napier parts, and now has enough to rebuild this vehicle. Interestingly, the original steering gear was disposed of, as surplus parts by the railway and was found belonging to the same family that had purchased them at the time. This family also had the original radiator from the Panhard Levassor mentioned earlier. Greg's T23 is one of two in Australia.

Greg's Napier was one of many Napier's converted to railcars in Queensland. Greg has provided the following information.

In 1915, Premier Denham went to inspect the Cooktown to Laura railway. This railway was not connected to the main railway and was built to connect the Port of Cooktown to the Palmer River goldfields. Premier Denham was travelling in a T23 45hp Napier. It was reported in the Queensland 2nd December 1916 that, this particular Napier had travelled over one thousand miles and twice negotiated the gulf country. Around this time, the weight of the steam locomotives, were causing ongoing problems on the line, tropical rain and washouts, and it was suggested that a lightweight railcar type vehicle was needed. The railway had been operating some imported American McKeen Cars, but these were heavy and unreliable. When Premier Duncan returned to Brisbane, his Napier was sent to the Ipswich Railway Workshops and converted into a railcar, which was named "Captain Cook".



This Napier was so successful that more Napier's and other vehicles were converted into railcars. It is known that some of these Napier's were Government cars and others were purchased as second hand vehicles from Town & Country Motors. There is a possibility that some of these vehicles may have been imported from overseas as special orders for the Government.

- RM1. McKeen Car
In service 24th August 1913
Written off at Ipswich Workshops
October 1929
- RM2. McKeen Car
In service 15th September 1913
Written off at Ipswich Workshops May 1930
- RM3. McKeen Car
In service 6th October 1913
Written off at Ipswich Workshops May 1930
- RM4. McKeen Car
In service October 1913
Written off at Ipswich Workshops May 1930
- RM5. McKeen Car
In service October 1913
Altered to Tourist Car in 1915
Written off at Ipswich Workshops June 1931
- RM6. Napier 45hp "Captain Cook"
In service 30th October 1916
Written off February 1930
- RM7. Napier 45hp
In service 1917
Written off Townsville 1932

RM 8	Fairbanks 18/20hp Inspection Car In service 1917 Written off Rockhampton August 1929	RM 14	(24) Ford T Inspection Car In service June 1925 Written off July 1932
RM 9	Napier 35hp Written off November 1941	RM 15	Napier 65hp In service 31 May 1918 Written off December 1926
Car No 9	Napier 35hp Road Car. Registration Q353	RM 16	(28) Crossley Car previously used by manager of State Smelter at Chillagoe. In service as railcar September 1920 Written off Ipswich March 1933
RM 10	Studebaker 40hp In service 27 June 1918	RM 16	International Rail Inspection Car 20hp In service 22 September 1933 Chassis and engine replaced with 6 cyl Dodge 25 October 1935. (Still in service and on display at Rockhampton)
Car No 10	Napier 30hp 7 passenger Road Car. Registration Q366 Used by Commissioners Office Brisbane Written off March 1935 (It is very likely this is the Napier now owned by Jak Guyomar)	RM 17	(34) AEC 45hp In service 21 April 1927 Written off 22 August 1962
RM 11	Ford T Written off April 1930	RM 18	(35) AEC In service 30 June 1927 Written off 20 October 1947
RM 12	Studebaker 40hp In service 14 November 1919 Written off Townsville April 1956	RM 27	Wilson Rail Car In service June 1919 Written off September 1924
RM 13	Napier 45hp In service 21 September 1917 Written off Ipswich March 1929 Converted to "Commissioners Car" at Ipswich and renumbered RM 41 In service September 1929 Written off Townsville 14 April 1960 Mechanicals returned to Ipswich Workshops (This vehicle now owned by Greg Hill)	RM 30	Purrey Steam Car In service 16 April 1924 Written off August 1937
RM 13	(22) The railway numbering system was revised at this time, but there appears to be some overlap of numbers. Studebaker 40hp In service 5 December 1919 Written off November 1932	RM 31	Purrey Steam Car In service November 1924 Written off August 1937
RM 14	(23) Panhard Railcar 20/25hp Shipped to Cairns 12 March 1920 Written off Normanton 4 April 1941 (This vehicle returned to Ipswich in early 1960s) * The Panhard referred to in the November Brass Notes		<i>I would like to thank to Greg Hill for his extensive research. It is such a credit to the Napier car, and looking forward to seeing RM13 in its road going glory. Greg also supplied this transcript from the Australian Motorist from 1917 that shows more photos and descriptions of Napier vehicles that were converted into rail cars. -Ed</i>

Conversion of Touring Cars for Railways in Queensland

In Queensland hundreds of miles of roadways have been constructed away out into the Never-Never and in the far north. It can hardly be expected that many of these lines will pay working expenses, but still the sparsely settled districts have to be served. Expecting to reduce working expenses, trials were made of an American rail car, which, although satisfactory in other

car, which runs very comfortably at a speed of 25 miles per hour, which may be increased easily to 35 miles, has protection against sun and rain. The consumption of petrol is 30 miles to the gallon. The Railway Commissioner is so satisfied with the result, which is now something more than an experiment, that a third Napier (45 h.p. six-cylinder) has been delivered to the Railway

Department by the Town and Country Amalgamated Motors Ltd., Queensland agents for the Napier, for conversion into a similar rail motor for conveyance of passengers in Central Queensland.

It will be noted in the illustration that the chasses are fitted with bogies and flanged wheels, for which the Napier is particularly suitable, requiring the minimum of alteration. The high character of material and workmanship in this British car was an important factor in its choice for the experiment, as it could be thoroughly depended on.

The cost of transit by these rail motors is not to be compared with the cost and maintenance of the ordinary steam locomotive, and there is unquestionably much scope for more of them on the branch lines, not only in Queensland, but throughout Australia.

An illustration of the adoption of motor vehicles for use on railways in South Africa is printed elsewhere. The arid nature of the country through which our East and West railway runs has presented some problems to secure water supplies for locomotives. The petrol or oil-driven loco. has been lightly considered by the Federal Railway authorities.



A Passenger Car.

countries failed to come up to the mark here. Lately our Commissioner of Railways conceived the idea of converting the chassis of his Napier car into a rail motor for conveying passengers and haulage. This car had already completed over 100,000 miles, and had twice negotiated the country round about the Gulf of Carpentaria. The necessary alterations were made in the Ipswich railway workshops, and on trial the experiment proved eminently satisfactory, and the car with a trailer has already completed over 3000 miles, running between Cooktown and Laura in North Queensland. It has now two trailers attached to the front van.

A second 45 h.p. six-cylinder Napier chassis has been furnished with a body for conveying 23 passengers. It has lately completed its tests and is to be used between Toowoomba and Wyreema over the Drayton deviation. This latter car resembles an ordinary tramway car. The finish is neat and attractive; its width is 8 feet and length about 15 feet. The



A Passenger Car and Trailer.

T Ford Time – Tarrants in Melbourne

By Graeme Jarrett

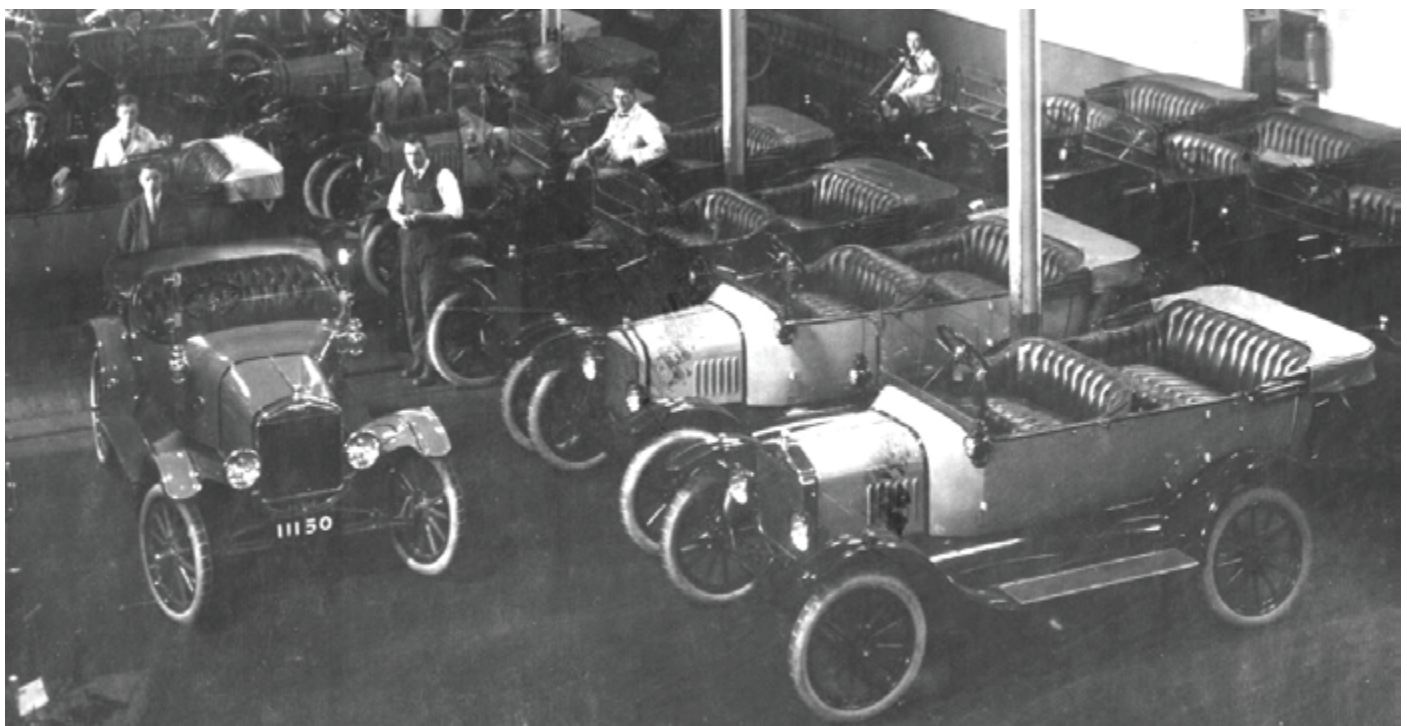
I do like this first shot, the quintessential Melbourne scene. Flinders Street Station in the background, cable tram destined for Richmond and traffic chaos outside Young & Jacksons Hotel.

The model T Ford in the foreground carries the Tarrant Motors trade plate number A1. I expect the car is a demonstrator or a vehicle on road test perhaps on its way to be registered to a new owner. Brilliant!



The photograph below shows a small part the new car delivery department at the Tarrant Motor Co (Melbourne Motor Body Co), Russell St Melbourne. This shot appears to have been taken in 1917 or soon after.

The radiator treatments are interesting in being both plated (nickel) and others painted in colours from white to black.



Findings, Feedback and Follow-up

Graeme Anderson very kindly sent a lovely period photograph of a four cylinder FN motorcycle with a beautiful wicker side chair. Nothing is known of the location or who the people are. This was in response to the article Mal Grant penned regarding his FN and the number plate history. These four cylinder FN motorcycles are such a smooth running little petite engine.-Ed



In response to the lovely photo provided by Ian Irwin and Murray Murfett on page 22 of the December issue of Brass Notes, I firmly believe I have the identity of the car pictured on the right. As stated in the article, the car on the left is correctly identified as a Straker Squire, but the car on the right was thought to be possibly a Berliet. I believe the car to be a c1912 La Buire. Note particularly to the radiator shape and details around the top tank, with the brass swage. The front axle is identical and the crank handle holder, cross bar also looking the same. These La Buire cars were sold by the sole agents, J. C. Brown of Geelong, and often bodied by Everett and Sons also of Geelong, so in essence, the "Western District", not all that far from the Manifold properties.



1912 La Buire that is almost identical to the car pictured on the right at the Manifold property. Photo courtesy of Mal Grants Book.

Hi Greg,

The Auto Carrier article drew my attention to the fact that there was one in use here in Warrnambool.

Cramond & Dickson's store on the corner of Timor and Liebig Streets Warrnambool was a large department store, opened in 1855 as a general store selling groceries, drapery, and ironmongery. It served the township and the outlying pastoral stations until closing in 1974. It is now a series of shops and restaurants. I can recall as a youngster my father buying me a hat there for the Warrnambool show.

Noel Holbrook



AC with sign written carrier box.
Below Photo: Cramond & Dickson building c1907



Dear Greg

Re: Manifold cars in the November newsletter. I would like to suggest that the back vehicle with the hood up is a c1907 Lorraine Dietrich. Very distinctive radiator, similar height front and rear seats, the same line running from the front seat through the back seat, and the door handle looks to be the same as the Manifold car pictured on page 22 of the September 2022 edition of Brass Notes.

Mick Turner



What Is It?

By David Wright

David Wright kindly sent in a photo of a car to be identified. A friend of his, Adrian Rossi, found it while visiting Nagambie. Nothing is known about the occupants or where the image was taken. This is a great photo, and I am totally confident we can help David and Adrian out on this car's identity.

Hi Greg,

Please find attached a couple of pages from the Gilltraps Auto Museum booklet. I have had this booklet since my first visit to Gilltraps in 1972.

As you can see it states that the accident happened on the 1958 rally which is incorrect. It also stated that it hit a car. I have seen a picture of the Detroit after the accident and the car looked as if the front was smashed in. Did it hit a car then roll over? I have just remembered where I saw the image post the crash. It was a colour movie of the rally shown at a natter night years ago. I think the movie is in the clubs collection.

Thanks

Stephen Dynes



chain. Body Style: 2 seater tourist. Road Speed: 40 m.p.h. Manufacturers: Driggs Seabury Ordnance Company, New Jersey.

This car was originally sold in Africa and later imported to New Zealand. It is a very obscure make which lasted for only two years — 1914-1915.

There were many attempts by American firms to produce a light car but most were short-lived.

1914 DETROIT ELECTRIC (AMERICA). PRICE NEW: U.S.A. \$3,000

Motor Position: Amidships. 80 volt Electric. 10 horsepower. Final Drive: Shaft and Bevel. Gear Shift: 5 forward and 5 reverse. Body Style: Brougham. Road Speed: 25 m.p.h. Manufacturer: Anderson Electric Co., Detroit.

Electric cars were all the go in the very early days of the Horseless Carriage before the petrol engine had been tamed and made reasonably reliable. Many of the popular makers of petrol cars started off with electric vehicles.

During the petrol shortage in World War II there was a great revival in electrics, especially for the womenfolk of wealthy businessmen in America. Cost of batteries and the limited cruising range of 40 miles on each recharge was against their popularity. Our car was used as a town runabout in Sydney. Just prior to coming to us the Detroit was owned by an antique car enthusiast in Melbourne. While taking part in a rally from Melbourne to Sorrento in 1958 she was involved in a bad collision with another vehicle but an excellent repair job has been carried out.



Comings, Goings, and Restorations

By Greg Smith

I received an article from Murray Murfett and David Rentsch on the progress of David's restoration. Back in the March 2021 edition on Page 14 we were privy to the absolute wonderful restoration David is undertaking of a 1913 Model T54, 16hp car that was acquired from David Holden. We are fortunate to receive a bit of an update on this restoration and here following are the words from Murray and David. "It is perhaps inevitable that David Rentsch's attention would be drawn to Napier cars. Not only does he share Christian names with the company founder, David Napier, and grew up in the shadow of Mt Napier, (near Peshurst, Victoria) he also has a penchant for fine machinery, having practised for more than 50 years on several of those vintage French Delage cars. In fact with the makings of three and a half veteran Napier's, David is very well connected!

The 1913, Model 54 'Deluxe', 16 H.P. Napier he is currently working on was purchased 5 years ago from the late David Holden. Previous owners also include Bob Hopkins and Nick Brockman. Having had its successful, official start up in running chassis form nearly 3 years ago, David's engineering skills have now translated to woodworking, where he is chipping away on the timber framework for a period correct, single-seater body.

Napier cars were well represented in Australia in the early 1900's, due in part to the companies connection with Selwyn Francis Edge, an Australian born road cyclist, winning trophies internationally, which opened up several doors, including a key role with the Napier company. (His story deserves a separate article.) Listed in the 2015 AVCCA Vehicle Index, there are still at least 20 veteran Napiers surviving in Australia, dating from 1904-1914. One of the earliest records of Napiers coming to Australia was one owned by a branch of the Western District's Manifold family, (located just a few km's away from David, in nearby Camperdown). It was a large chain-driven, 60 H.P. 6 cylinder tourer, c.1904 (refer to Sept, 2023 Brass Notes for an image.)"



This expertly restored Napier speedometer is awaiting a workout!

In some exciting and great news, I have recently learnt the Rob and Leonie Anderson purchase of a 1903 Oldsmobile Curved Dash. The car came from Bill Dineen who was blessed with having two such vehicles, when he purchased the ex-Kevin Cadzow 1903 Curved Dash last year. This is very exciting as Rob has vowed to bring the Oldsmobile on the next Pre-05 event to swell the Oldsmobile numbers. I can hardly wait to see it in the flesh



David Rentsch testing out the body design for comfort.





Alan Esmore has also been acquiring more Veteran Buicks c1916. Several of these Buick vehicles have been advertised in the last year or so. It will be excellent to see some of these projects restored and back on the road with the restoration expertise of Alan. One such vehicle is the ex-John Brehaut DX44 Roadster which Alan has purchased.

In some further news, I have been informed of an extremely “high end” car that is being imported from the U.S. Not quite at liberty to divulge the details yet, but hopefully in the near future all will be revealed.

Space has curtailed further news, so hopefully more will come to light in next month’s edition.-Ed

Front Cover Story

By Michael Sheehan

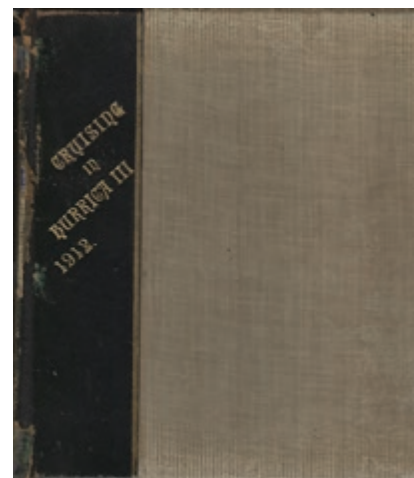
Our Front Cover features a Napier and has been provided by Michael Sheehan from South Australia. We sincerely thank Michael for these images and the following write up of the Napier and what he has been able to uncover. I particularly like the graceful lines of this Napier, and how the brassware has covers for protection, and the period face mask the gentleman in the rear seat, displays. -Ed

Sometime in early 1962 I located a very complete Napier Roadster of c1910. It had a fairly new set of Dunlop Cord tyres and had been rallied here in South Australia during the 1950s. A price was negotiated but when I called with the cash the following weekend to purchase and collect the car, I was told that the owner had decided to keep it for their infant son in case he wanted it when he became older. The car would remain on blocks in that same brick garage until a few months ago when it changed hands and is now undergoing a complete restoration.

Shortly after missing out on the Napier I found a photo album in an antique shop on Goodwood Road. It contained some 48 photographs, 33 of them on a chauffeur driven journey through the Gippsland region and a further 15 of a different adventure to a lakes area. The large Napier with registration number 7411 features in most of these photographs.

Embossed on the cover of the leather bound album in gold block lettering are the words “Cruising in HURRICCA 111 1912”. In my then useful imagination I thought that was the nickname for the car. More recently with the aid of Google and Trove I believe that the Napier may have belonged to Mr. William Oliver, a wealthy grazier who was also a keen yachtsman owning over the years some 5 different yachts all with the name HURRICA.

Of these, HURICCA V was probably the most famous one being used in the film, *The Great Gatsby* with Leonardo De Caprio, and it was recently sold after extensive refurbishing for \$4,000,000 AUD.



William Oliver was not only recognised for his sailing attributes, he also enjoyed flying in his own private plane, piloted by Mr. Frank Neale, to all parts of Australia including and aerial charting of the Simpson Desert.

Such a car as this Napier would have been well known in its time, and I now wonder if it still exists or what may have been its subsequent history.

See page 36 for other photographs of the Napier.

The Curious Case Of The R-R Carburettor – Mystery In The Marsh

By Graeme Jarrett

It is not often that a unique twin jet carburettor for a 1907 Rolls-Royce 40/50hp car (Silver Ghost) is found on a swap meet stall – Bendigo 2023, no less. One of our members, a 40/50 owner, bought it on the day.

It is missing the throttle body and manifolding.

The first type on these cars was a single jet model that proved less than ideal for the task on the earliest cars. In production it is generally accepted that these were on cars made in late 1906 to mid-1907

This particular type is generally referred to as a twin jet carburettor, and the second type to be used on the 40/50. It would have been likely installed standard (from new) on the thirty ninth (39th) 40/50 of 1907 (August). Many of the earlier cars were later retrofitted with the twin jet carburettor.

This twin jet carburettor was improved and upgraded on later 40/50 cars in the veteran era. The air holes differ in detail, being elongated

The first 40/50 to come to Australia in the earliest times was the fiftieth (50th) car built, 60589. This was bought by Mr C. S. Currie of Camperdown, Victoria in late 1907. This car has apparently not survived. This carburettor may have come from that car. I need to qualify that by adding the car may have been updated to an even later type carburettor. There are other early 40/50 cars with twin jet carburettors of this type that have also been lost over time that could have given up one of these carburettors. We may never know.



This is the other side of the twin jet 40/50 carburettor offered up at Bendigo.



Above, the twin jet RR 40/50 carburettor found at the Bendigo swap meet.



This is the top of the 40/50 twin jet carburettor offered up at Bendigo.

So, where was it found? After more than a few phone calls it transpired this 40/50 carburettor came from a garage/wrecking yard in Deans Marsh, Victoria in 1967. This small village is 30km south east of Colac abutting the Otway Ranges on the road to Lorne.

In 1967 H & D Clissold operated a Motor Garage there and also wrecked cars. It would be easy to assume they wrecked an early Rolls-Royce there along with many other cars from the district. A family, who are current members from that area of Victoria, bought many parts from the Clissold Garage and these included magnetos, carburettors and other sundry early car parts. They also bought a 1925 Singer motor car from that same wrecking yard.



Above, the local Deans Marsh store adjacent to the Clissold Motor Garage in earlier times; no the car out front is not an RR.



Above, this is all that remains of the Clissold's Motor Garage in Deans Marsh as it appears today – having closed many years ago. The local Store is very nearby, down the hill.

I discovered in my research that the Deans Marsh storekeeper, S. V. Rau (1960s) owned an early Rolls-Royce. This turned out to be a vintage car – recovered by enthusiasts in the 1970s.

The mystery of how the early carburettor came to be found in the Deans Marsh Motor Garage/wrecking yard may never be solved, however, I do hope it is eventually discovered, along with the remainder of the car.

Thank you to those members in Victoria who greatly helped in the pursuit of this mystery. You know who you are.

It is interesting to note the Clissolds were an extended farming family who were present in the Deans Marsh area for a long period of time, certainly prior to the 1930s. I just wonder if the RR was on the Clissold farm(s) with some bits of the RR ending up at the wrecking yard (in the family). Perhaps the chassis and axles are still on one of the old Clissold farms – maybe as a hay trailer or similar.

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Private Classifieds

FOR SALE

Russell Holden advises the following cars are for sale. Contact Russell for further information.

1909 Cadillac Touring car, 30hp four cylinder, new upholstery, recent mechanical work, correct Gray & Davis lights.

PRICE: \$90,000 or best offer.



1910 Swift, 2 cylinder, Touring car, original Australian Delivery car, only 2 owners in 115 years!

PRICE: \$70,000



WANTED

1 cylinder magneto, clockwise with advance/retard.

Bosch or Mea preferred but will consider other brands or condition.

Contact: Simon Anderson
Ph: 0414 482 241

1905 Minerva, Large Touring car! Big T Head, lots of character and history.

PRICE: \$195,000



1909 Clement Bayard Touring, 4 cylinder.

PRICE: \$70,000



CONTACT:

E: russell@veterangarage.com.au

M: 0422 219 911

WANTED

For 1918 EX44 Buick

6 Cylinder roadster

- 2 Head lights
- 1 Bonnett
- 1 Radiator shell
- 1 Choke control
- 4 Dome top guards
- Ignition/lights/ amp meter

(4 Push pull switches, amp meter on right)

Most of these parts suit 1916-1920 4 door tourer also.

1 Would appreciate any leads of parts your may know of too

Contact: Alan Esmore

Ph: 0418 356 532

WANTED

Wanted by a veteran motoring enthusiast in the UK.

Seeking a replacement block for a 1912, 12/16hp Wolseley as in the pictures.

Contact: Chris Guyott

e: Chris.guyott@btinternet.com



WANTED

An original petrol pump advertising Globe or sign, to complete my pump. Dependent on condition will pay \$3,000 Plus for a rarer one. COR, ALBA, WARATAH etc.

CONTACT: John Horswell

M: 0413314196.

WANTED

Can anyone help ? As a suitable car has not surfaced, I would like to purchase a few early automotive memorabilia related items, to enjoy before I am to old. Early brass car bits, radiator emblem, mascots, badges, brochures. Pre-1910 books. literature, posters signs etc.

CONTACT: John Horswell

M: 0413314196.



WANTED

One man hood frame irons to fit 4 seater tourer (as per photo).

Magneto switch for dash board.

CAV Amp and Volt gauges (Veteran not vintage).

1911 Minerva Brake and Clutch pedals, hand brake lever.

Rudge Whitworth 62 wheel hubs 100 fine short spline 82.5mm inner diameter.

760x90 beaded edge Sankey wheel 5 stud with 3/8 inch hub centre, studs 3 1/2 apart.

15 inch 4 spoke Bakelite covered steering wheel with 13/16 thick centre with tapered centre hole 1 inch to 1 and 3/16 inch with single keyway.

CONTACT: Robin Sharp

Ph: 03 5824 1871



Natter Night Meeting Minutes

NATTER NIGHT MINUTES

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 12 December 2023 @ 7.50pm

Opening

The Club President, Ben Alcock, welcomed all to our Presentation Evening.

Attendance

There were 76 members present in the room.

We welcome our special guests tonight:

Kevin Churchill – President, CHACA

Geoff Cosgriff - RACV Chairman

Megan Ballantyne – Head of partnerships, RACV

Glenda Chivers – President, VDC

Apologies:

Jennifer Atherton, Michael & Claudia Holding.

Raffle Tonight

Deb announced the raffle is chocolate, gingerbread, Baileys, plum pudding, biscuits, and mystery prizes.

Presentation of awards:

Trophy	Description	Nominees
Ron Hobbs Perpetual Trophy	To a member of the who demonstrates persistence and tenacity in presenting and running a 1- or 2-cylinder vehicle.	David Inglis
Kingsley Strack Trophy	Awarded Annually to all Lady Drivers	Jerri Lee Miller – 1909 De Dion Bouton
Bert Lamshed Memorial Hotchkiss Trophy	Awarded to the winner of the Cold Start competition held at the Midwinter Rally.	Greg Orde – 1909 Itala
Gordon Griffiths Trophy	Awarded to the member experiencing the most difficulty during the Annual Rally	Doug Fulford – 1905 Cadillac

Trophy	Description	Nominees
Frankston City Commemoration Trophy	Award to an entrant on the Annual Rally as determined by a local representative or other dignitary, closer reflecting the original intent of the award	Rob Miller 1913 Rudge
McKaige Trophy	Nominations to be made by the membership with a decision to be confirmed by the committee.	Kath Wright
Apollo Trophy	The Apollo Trophy be awarded to the member who has given the most assistance to the Editor of Brass Notes, who is not part of the Editorial Team	Frances McDougall
New Restoration, Motorcycle	New restoration of a motorcycle – that participates in a club event	Richard Blackburn 1911 Scott
New Single or Twin Cylinder Car Restoration	New single or twin cylinder vehicle restoration – that participates in a club event	John Bennett – 1913 Enfield Bruce Feldtman – 1906 Star Peter Johnson – 1910 Brush
Jean and Ern Cobb Trophy	A vehicle in original condition or restoration older than 5 years, which has been well maintained and regularly rallied	Andrew McDougall – 1915 Ford T

Next Meeting 8.00 pm on Tuesday, 13 February 2024

Meeting Closure at 8.16pm

Events

2024 RACV 1&2 CYLINDER RALLY

Online entries are now open!

https://veterancarclub.org.au/?page_id=8026

Entries close Friday 1 March 2024



What

The 2024 RACV 1&2 Cylinder Rally will be held in Echuca/Moama. The Club last rallied in Echuca in 2008 and in Moama in 2013.

Echuca/Moama represents a bygone era with horse-drawn carriages and wood turners. The historic port precinct is recognised as one of Australia's finest heritage icons and is home to the largest paddle steamer fleet in the world.

When

Thursday 14 to Sunday 17 March 2024

Where

The rally headquarters will be at the Meninya Palms Resort, 54 Meninya Street, Moama

Rally Highlights

Four-days filled with camaraderie, laughter and the shared love of veteran motoring

- The carefully curated and meticulously planned series of drives will take you through picturesque landscapes in and around this magnificent part of Victoria
- Visit to the Great Aussie Beer Shed & Heritage Farm Museum
- Bring your togs and have a go at stand-up paddle boarding (no fee) or watch others attempt this seemingly simple activity
- Paddle steamer cruise (no fee)
- Quality rally dinners at first-class venues
- An opportunity to 'wear your favourite hat' and dress-up at the rally dinner

Rally Registration

Participants will be able to register on Thursday afternoon from 12noon to 2.00pm at the rally headquarters and at the welcome function on Thursday evening. If you plan to arrive on Friday, please call David Provan to arrange registration.

The recommended accommodation is: Meninya Palms Resort, see website for further accommodation options.

Approximate Distances

Thursday 20 kms, Friday 100 kms, Saturday 100 kms, Sunday 20 kms.

Trailer Parking

Secure trailer parking will be available at the Meninya Palms Resort and at the Moama Slipway.

Questions

For further information, please contact the rally directors:

Adam Auditori

(0428 037 755/auditori@bigpond.com) or

David Provan

(0409 136 301/david.provan@optusnet.com.au)

2024 RACV FOUR AND MORE RALLY

Planning is now well underway and the date is set for April 18th to 21st. This years rally is based in Kyabram with interesting day runs planned.

Commencing on the Thursday Afternoon with a short shake down run to Tongala, time will be allowed to walk around the "Tongala Art Trail" which won the Australian Street Art awards in 2022.

Travelling along scenic country roads we will visit the towns of Tatura, Rushworth and Rochester, we will view the outstanding Silo Art at Colbinabbin. Lunch on the last day will be at the small settlement of Girgarre.

Accommodation:

We are holding 11 rooms at the Kyabram Motor Inn phone 03 5852 2111.

Also 3 cabins, with the possibility of a further 2, which are currently under construction at the "Western Gums Tourist Park", phone 03 5852 2885.

When booking into these locations inform the reception staff that you are a part of the Veteran Car Club. Please mark these dates in your diary and reserve your accommodation early as the hold on these cabins expires on 1st of February.

Unfortunately a caravan club have reserved all the powered sites however they have the same arrangement that we have, sites will only be held until 1st of February. Any un-named sites will then be released. In the meantime there are 12 en-suite sites that are currently available.

Other recommended accommodation where we are unable to hold rooms are: Kyabram Country Motor Inn phone 03 5852 3577 and Hurley's Bar and Bistro phone 03 5852 1005. Both are in close proximity of rally registrations and trailer storage.

The Kyabram caravan and tourist park have sites and cabins available, however it is a very basic park. (Not recommended).

If you require any further information please contact David Boyd 0421 064 689

THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) INC.

Registration number A0097964Y

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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e president@veterancarclub.org.au

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e vicepresident@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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e treasurer@veterancarclub.org.au

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e paul.daley@neo.com.au

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Scott Emmerson
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Callum Walsh (Francesca)
t 0447 766 724

Rob Anderson (Leonie)
t 0414 446 953

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

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e leonierob@bigpond.com
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ENVIRONMENT & SUSTAINABILITY

Frances McDougall

AOMC DELEGATES

Daryl Meek
Andrew McDougall

VETERAN CARS & THE VCCA

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

NEW MEMBERSHIP ENQUIRIES

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

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

EDITORIAL POLICY

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

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PP 100018064

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 web-site, 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.



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Background of the Following Photographs

By Chester Mc Kaige. Photos reproduced by Frances McDougall.

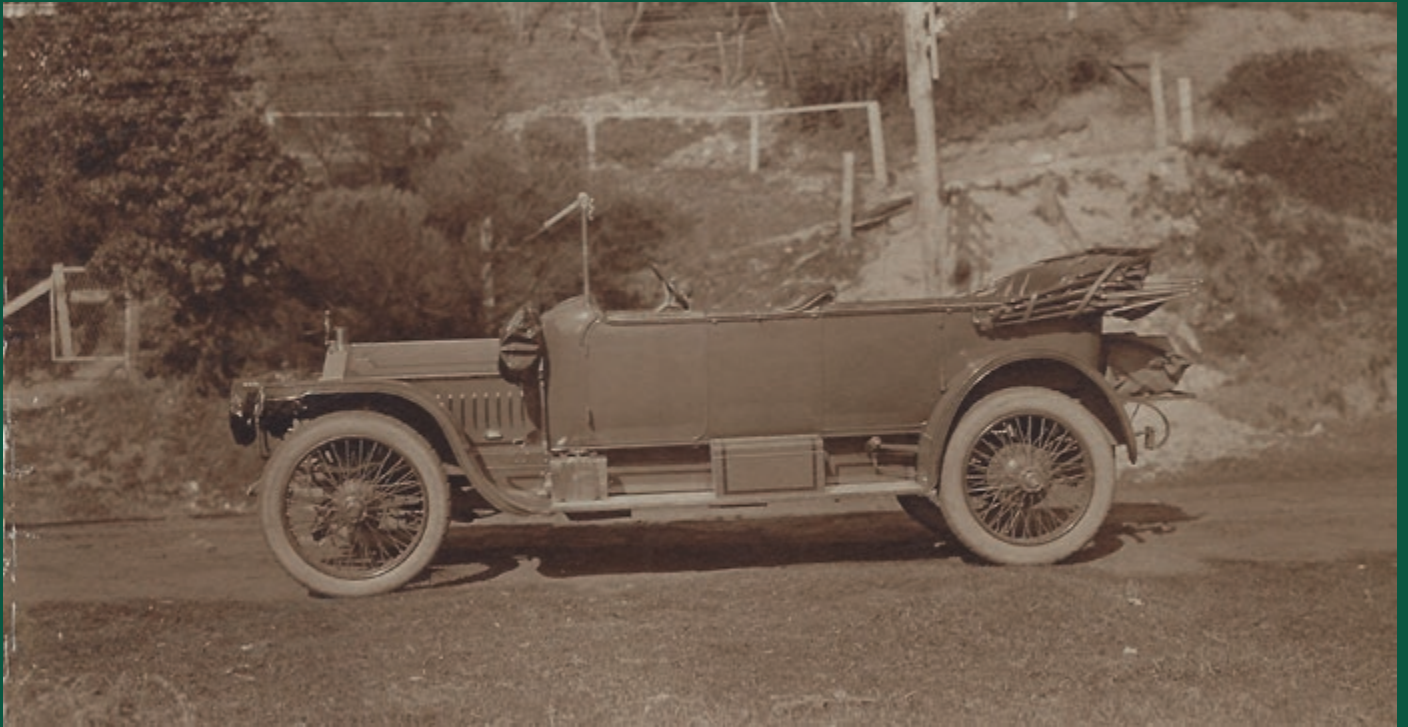
The photographs of the Napier cars below belong to Chester McKaige. Chester bought them from a chap in Melbourne, and he told Chester that his father was given them by Alan (Bob) Chamberlain of "L48 Napier" fame. Chester's father was a good friend of Bob Chamberlain and Chester also knew him well, and described him as one of "nature's gentlemen". Chester very kindly donated them to the Veteran Car Club of Tasmania to be displayed on their walls in Launceston. The ever obliging Frances McDougall photographed these images for me. These are wonderful period photographs and what is even more relevant and interesting is that the photo of the Napier's at Apthorpe's Motor Garage depicts a Napier owned by Andrew McDougall's great grandfather.

We featured this car on the Front Cover of the March 2021 edition of Brass Notes, and covered the building of the body by Paine's body works on page 18 of the April 2021 publication. I thoroughly recommend re-reading this article provided by Andrew and Frances as it is fascinating reading with the newspapers depicting the progress of the body building process.



Further Photos Of The Front Cover Napier

Photos supplied by Michael Sheehan



The lovely lines of this Napier are displayed in this photograph.



I love this photograph showing the Napier during a camping trip. Note how the side light has been removed and placed on the tent rope for lighting. The tent with the camp stretchers, and how it is strung up between the trees.