

March 2024



Brass Notes

www.veterancarclub.org.au

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



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

Patron: Mr Geoff Cosgriff,
President and Chairman, RACV

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Flashback

By Greg Smith

This month our Flashback vehicle features a commercial. We rarely see too many commercial vehicles on our rallies, but this was a very nice two cylinder truck that frequented our runs. It was a c1910 Thornycroft, but aside from knowing this detail, I am lacking any real knowledge of who owned it, when it was restored and where it may now reside. We would be very grateful if anyone is able to supply any relevant information on the history of this truck and its subsequent escapades. I am sure it must survive, and wouldn't it be nice to see the variation of a commercial type vehicle on our runs again. Please correspond to the Editor if you have any information.



Last month Ian Berg provided a raft of five veteran vehicles that were on an Annual Rally to the Peninsula area. We only had one reply on any of the five vehicles that were featured. Please don't just leave it to someone else to correspond as each of the five would have had some interesting history, and also knowing where they are now will be a beneficial fact for those who don't know the cars.

Daryl Meek has written an informative article (see page 7) on the Standard, which we featured way back in February 2023. Thank you so much Daryl for your valued input. Also, if anyone still wishes to add their knowledge of any of the other vehicles it is never too late to contribute.



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:

- Stephen & Veronica Brown with a 1915 Model T Ford

Coming Events

10 March 2024	Yarra Glen Swap Meet - Yarra Glen Racecourse yarraglenswap@vdc.org.au or Iain 0473 832 277
12 March 2024	Natter Night - 8pm Clubrooms and online
24 March 2024	Kalorama Rally Kalorama Memorial Reserve, Mt Dandenong Tourist Road, Kalorama
29 March 2024	Hot Cross Bun Run - Rosella Oval - Braeside Park Contact: Ben Alcock
9 April 2024	Natter Night - 8pm Clubrooms and Online

Major Events

14 - 17 March 2024	RACV 1&2 Cylinder Rally - Echuca Rally Directors: Adam Auditori & David Provan
19 - 21 April 2024	RACV Four & More Rally - Kyabram Rally Director: David Boyd
13 - 15 September 2024	Pre-1905 Pioneers Run - Naracoorte, SA 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



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 **VVC INSTRUMENTS**

Front Cover:

Our front cover photograph and wonderfully interesting story, although quite sad, comes from Daryl Meek and Fiona Lane. The car is of course an Argyll but on page 8 read the detailed narrative of the car, its occupants and what unravelled as Daryl and Fiona explain the events that transpired.

President's Message

by Ben Alcock

We have started the year strongly with two static displays in 2 months. Interest in static displays is generally low in our club and I understand that. It seems however that our feedback has been listened to and the last couple of events that have been organised (by the AOMC especially) have been starting at 9am and finishing by 2pm, a welcome relief to those of us that make a day of these displays and drive there, with plenty of time for the drive there and back it makes a very pleasant day. Most recently at the European & British Day we had 7 cars and bikes on display and at the Festival of Motoring we had 10 cars and bikes. Thankyou to those that participated to either/both of those events, it really helps to boost the image of our cars and squash this mindset that our cars are museum pieces. A mindset that I am very keen to be rid of!

I have received a few comments lately from members expressing concern that we don't visit their region enough and they always have to travel to attend our events. I have put a lot of thought into these comments and there are two simple answers. The first is, if there are no events in your local area, contact Scott or myself and we will be happy to pencil you in as rally director to showcase your area. Scott and I are both more than happy to help with running a rally, we just need someone with an idea and some local knowledge for rally routes and places of interest. If you have this, let us know and we can help create a great rally.

The second thought on this subject is that we all have to travel. It doesn't matter whether you live in Melbourne, regional Victoria or even interstate. Sometimes there will be a win and there will be an event closer to you, but that means it's further for someone else. Whilst our club rooms are in Melbourne, most of our driving events are in regional Victoria so for someone that lives in Melbourne, they have to travel to every event we hold, just like someone that lives Regional. Something that most people prefer, so that we don't travel in the Melbourne traffic. If we take Maryborough as an example, participants from Melbourne CBD had to travel 170kms to get there, people from Bendigo and Ballarat CBD had a 70km drive while Geelong had a 160km drive. There is no perfect venue that is equal for everyone, we just need to remember that what comes around goes around and there will be some events close to us and some further away. It's not intended to favour one side of town more than the other, it's just how it happens.

I look forward to seeing you in Echuca for the 1 & 2 Cylinder Rally.

Stay safe and well,

Ben Alcock

President – VCCA (Vic)

Editorial

by Greg Smith

We trust you enjoyed the January/February issue of *Brass Notes*. We tried something a little different by combining the two months. As you are aware, January has been historically just a several page issue to keep members somewhat informed of the upcoming events and news. Now, with most members receiving email notices, this is probably not as paramount, and thus the change to combine was initiated.

What this meant was we were able to get the email version ready for the long weekend, and the hard copy ready earlier to come out pretty much on the first of the month. This was a really good outcome I believe.

I was also very pleased with the edition as it was a culmination of a number of months work, investigation and communication with a number of the contributors. For example, the front cover photograph for December was found almost a year ago, by Doug Fulford. To be able to use it was an undertaking of huge proportions, as it meant we had to contact the National Film and Sound archives who had the image, to get their approval. Not only to get their approval but they were insistent of charging \$80 to look up the file and provide a suitable quality photograph. Doug was back and forth with emails and phone calls, even offering his personal phonographs as an inducement to sweeten the deal. Anyway through Doug's patience and perseverance we got our front cover photo for the December issue. Then to actually get five people to respond to the What is it? and Who is it? made it all worthwhile, even if it was almost twelve months in the making.

The article on the Peugoet Italiana Bebe was also hatched back in May, when I was fortunate enough to see it on the Northern Tour up in Mackay, Queensland, and meet the lovely owners. There was lots of back and forth emails with James and Kylie Dix who were so patient with me, to produce an outstanding and amazing story of a car that has been in their family since new, first purchased in 1906.

Then the Napier front cover photograph was first worked out back in October at the Highwheeler Rally with Michael Sheehan. Again through his patience and research we were blessed with some fine photographs and information. This then lead me to decide to make the edition a bit of a Napier theme, so contact and content had to be sourced from the "Napier Boys" such as Chester McKaige, David Rentsch, Greg and Irene Hill, etc.

So in the end we did have some excellent content, and still had enough to keep the issue quite interesting to all. These contributors, through their patience and investigations, meant the culmination of many months work that came together for your reading pleasure.

Valē: Graham “Bruce” Feldtmann

By Tim Harris

GRAHAM “BRUCE” FELDTMANN passed away on the 3rd of February 2024, his 87th birthday.

Bruce grew up on a farm at Major Plains east of Dookie and attended the Boxwood Primary School and then Stewarton Primary School, before furthering his education at the Benalla High-Technical Department where he learnt Fitting and Machining, this being his only grounding in Engineering - he was basically self-taught.

After leaving school Bruce did various odd jobs on farms and took up shearing for several years. In 1960 Bruce purchased the Dookie Garage which included engineering jobs for local farmers as well as operating the garage. In 1988 Bruce sold the garage and took up a job with CMW Valves Shepparton, travelling all over Victoria. After two years Bruce gave up this job so he could get back to what he really liked and established Egge Engineering in his work shop next to his house in Dookie.

I first met Bruce in 1970 as he had acquired a local 1926 Star, as I was restoring a 1928 Pontiac. Bruce then acquired a 1924 T Model Ford, which he restored and took on the 1988 International Rally to Canberra. In the meantime Bruce purchased a 1908 Star roadster, ex Billy Ying car. This was followed by the importation of a 1965 Ford Mustang which was duly restored. Next came the Alvis tourer which he restored and in the meantime, through the *Brass Notes* newsletter and identified with the help of his late son Neil, he acquired the remains of the 1906 Star chassis. He enthusiastically restored this after acquiring many parts from other Star owners including the 2 cylinder engine and an original Star front seat.

Unfortunately Bruce’s health was failing him and he was unable to totally finish the 1906 Star restoration, but he did go for several rides in the car and he did actually drive the car for a short distance.

Bruce had a new gearbox housing cast which he machined, and used the original gears and as well made a screw gear for the steering box. He also made a new crankshaft for the 2 cylinder Star and over the years he had cast and machined 95 crankshafts, mainly T Fords, an achievement he was very proud of.

Bruce was a founding member of the GVMVD Club (Shepparton) formed in 1970, with membership number 5. He also was a long-time member of the Veteran Car Club (Victoria).

Over the years Bruce repaired a lot of farm machinery for local farmers and, when he could, restored vintage and veteran engines, gearboxes, diffs and any other parts for enthusiasts.

Bruce loved the challenge of difficult jobs and if he did not have the right equipment he would make it, such as taps with unusual TPI for thread cutting.

He was also very proud of his white metalling of bearings for engines, which he was very good at. Bruce was a talented, clever and knowledgeable man.

Bruce will be sadly missed by enthusiasts of the old car restoration business with his ability and knowledge of mechanical workings now gone and also as an obliging good friend who was always happy to help where ever he could, especially when it came to old cars or machinery.

Bruce is survived by his wife of 62 years, Margaret, his daughter Helen and son Russell, having lost his eldest son Neil 19 years ago.



The 1911 Ford T



1906 Star Twin Cylinder



c1908 Star 4 cylinder

Valē: Graham Fossey

By Graeme Jarrett

Sadly we share with you the passing of one of our long term members, Graham Fossey on January 20th after a private health battle.

This club, in its expanding years was a great joy to Graham, he was a keen participant and worker in the activities, beginning in the early 1970s. The running of the 'Around the Houses' was one of his favourite events, as the organiser he always provided varied and interesting outings under that banner.

His interest and ownership of a number of interesting early cars was a great joy to him. It was natural that his interests caused his gravitation to the Veteran Car Club at a relatively early age.

His ownership of many vehicles was wide and included a Talbot (his first veteran car); a Ford model "T" tourer which he did many miles behind the wheel; the Tweenie came next and likely was one of his favourites that he restored and rallied variously over the years, including 1 & 2 cylinder rallies. A twin cylinder Star 'Bakers Van' was another vehicle he owned and used on the 1 & 2 cylinder rallies. His four cylinder Star roadster was another in his collection.

Graham did enjoy using his other early cars from another era. However, his veterans seemed to give him the most pleasure.

We have sadly lost one of our most enduring.

He is survived by his wife Denise. We offer our condolences to Denise and the wider family.



Graham Fossey motoring in the Tweenie on a 1 & 2 cylinder rally.



Graeme in the 1909 Star on a wet day at the Shepparton National Rally

Buckingham Cycle Car

By Chester McKaige

It was good to read the article on Chota and Buckingham cycle cars in the latest edition of *Brass Notes*, but I was disappointed that there was no mention of the Alvis car connection.

J.F. Buckingham was a bit of an inventor having done much design and development work on incendiary bullets, producing over 25 million in the WW1. He also invented a "radiator heater lamp" that could last 12 hours before it needed re-filling.

Most of the early Buckingham engines were singles but prior to the 1920s Buckingham produced a 1096cc V-twin air cooled engine, the prototype having a two-seater body built by Charlesworth.

By 1922, the small company was called the Buckingham Engineering Company and was situated at the premises of Alvis Engineering at Holyhead Road, Coventry and was advertised as being made by "the makers of the world-famous Alvis".

New to Alvis was a new Chief Engineer, G.T. Smith Clarke and a new Chief Designer W.M. Dunn and their first job was to make the Buckingham better. The steering evidently was terrible with negative castor, and the car had the habit of boiling. Also, the cylinder barrels had a habit of detaching themselves from the crankcase, much to the annoyance of the shopkeepers of Coventry whose glass windows were often left broken by the errant cylinder barrels. Improvements included a 3 speed-gearbox, cone clutch and spiral bevel transmission, but the end was in sight with the development of the Austin Seven. That was one reason for the Buckingham's demise. The other was the fact that the then Sales Director, Leopold Adams had a distinct dislike for the Buckingham, and its catchcry "Motorists Dream" to Adams was the motorist's nightmare, and in the end, Adams won, and Alvis Engineering concentrated largely on manufacturing Alvis cars.

I believe there is another engine in NSW. Alvis Historian the late David Manson owned one that ended up with Max Houston. I believe the Houston family still own it.

(Have just been informed this motor was sold last year. Graeme also in the Choto/Buckingham part 2 article does include the Alvis connection - Ed)

Bob Chamberlain in the Chota with Chester McKaige's mother



Where Are They Now – 1914 Standard

By Daryl Meek

In last month's *Brass Notes* an image of the 1914 Standard was published with the suggestion attached that it would be very good to know where the car was now.

The vehicle in question is the 1914 Standard Rhyll that was rallied up into the 1960s by Bob Morrow from the Standard Motor Company. In fact, the little Standard, with its unique three-seat sedan body, was one of the participants in the very first Argus Rally held in 1955.

In preparing this response for *Brass Notes*, I have decided to keep it very simple and let the images speak for themselves. I will endeavour to put together a more comprehensive history of the vehicle for a future edition.

Many members will remember the car from the time it spent at Como House and Gardens, the National Trust property in South Yarra. The National Trust had acquired the vehicle from Bob and the Standard Motor Company in the early 1970s. It remained onsite for many years until it was shifted to another property in the late 1990s.

I stumbled across the car, where it was in storage, about 20 years ago. It has not shifted since. Very much a case of "I didn't know it was lost". The Trust still owns the vehicle, and it remains in the same condition.

The National Trust has very little expertise when it comes to motor vehicles so, over the last few years, I have had conversations about the possibility of members of the Veteran Car Club volunteering some expertise to bring the vehicle back up to operating condition. Perhaps a conversation for another time.

The following photographs were taken 12 months ago.



Brass Notes Cover - Another Argyll

By Daryl Meek & Fiona Lane

Some time ago John Prentice passed on this magnificent photograph of a 1909 Argyll 12/14. He wasn't sure how he had come to have it in his possession but suspected it may have been amongst items that accompanied his 1904 De Dion Bouton when it came from Geoff Johnson in South Australia.

As John had no real need for the photograph, and some others that came with it, he wondered whether family of the couple could be tracked down and it be passed on to them.

The image was previously published in The Sporting Car Club's *South Australian Motoring History Book No. 11 - Motor Car Portraits, 1901-1918*. Published in 1996, Geoff had provided the same image for this publication, confirming John's suspicions regarding its origin. As it transpires, there is very good reason why the photo was most likely discarded by the family!

The Argyll had first been registered in 1909, with number 745, when Phillip Williams was living at Watchannie, west of Cowell on the Eyre Peninsula. In late 1911 Phillip, his wife and one of his sons, possibly Francis, travelled from Adelaide to Sydney and return in company with Mr F G Jones, who also owned an Argyll, his wife and Mrs Anderson. The purpose of their trip was "to get to Sydney by the most interesting route".

They travelled through the Coorong and onto Geelong and Melbourne where they spent a week, leaving just prior to the Melbourne Cup. They encountered "a lot of motorists coming from Sydney to see it. They all seemed much surprised at us going away from it."

Both Argylls were cream in colour, apparently an uncommon colour for vehicles at the time. Williams reported that "The cars excited much attention in New South Wales for although we saw hundreds of others in Sydney and elsewhere, we never encountered any painted cream."

They encountered large amounts of traffic in Sydney's CBD, so much so that, upon returning home, they felt that "one could almost drive through Adelaide with his eyes shut". Not much has changed then!

After sightseeing in Sydney, and to take a different route home, the parties travelled via the Jenolan Caves and the Blue Mountains. On leaving the caves they had to traverse a hill with a grade of between 1:4 and 1:6 over two miles long, where the passengers were required to get out and walk. (Yep, been there, done that as well.) They motored across country through Cowra, Koondrook and the Wimmera as far as Bordertown where they loaded the cars onto the train to travel as far as Murray Bridge, before unloading for the final trip back to Adelaide.

The image shown on the front cover is one of a group of board mounted portraits taken by Jas. Burton, photographer of Clare, for the wedding of Francis Williams and Rachel Campbell on 28 January 1914 at Spalding, South Australia.

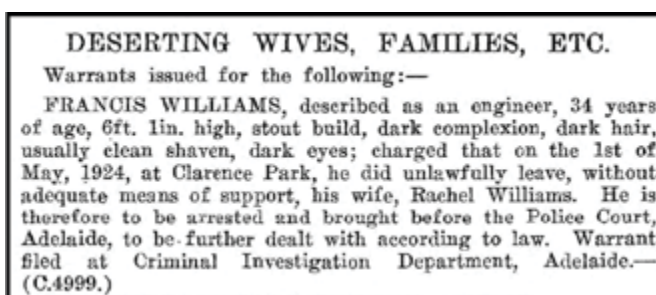
The driver is Francis and the woman seated next to him is possibly his new wife. The gentleman in the rear seat appears to be the father of the groom, Phillip J Williams, to whom the car was registered.

Frank had previously spent time as a mechanic and driver at Duncan and Fraser, agents for Argyll. Following their marriage, Frank and Rachel Williams set up home in Torrensville where Frank ran his own motor garage, the Vrai Motor Garage. The garage was quite successful with Frank holding the sole agency for Trumbull motor cars from 1916. Early in 1917, Frank registered two vehicles, numbers 7909 and 7910, with the latter being a Trumbull. By 1920, the Vrai Garage also holds the agency for Holt Caterpillar tractors.



It is interesting to note that in 1922, the Argyll remains registered, but still in the name of Frank's father PJ Williams of Torrensville.

Unfortunately, the relationship between Frank and Rachel was far less than rosy. So much so that in 1924, with three young children under eight years of age, a warrant was issued for the arrest of Francis Williams for deserting his wife, Rachel.



There is scant information surrounding the circumstances of the breakdown of the marriage, however by 1927 Francis was residing in San Francisco, California, had remarried, and had his eldest son with him. His new "wife", Ysobel, appears to have followed him from Adelaide!

In 1933 Rachel Williams, with failing health and abandoned in South Australia with her two youngest children, issued a public plea for the return of her eldest son. Rachel subsequently died on 5 June 1933.

The Lady Driver

By Irene Hill

The Politics of Dress - Why did it matter what the suffragettes wore?

The politics of dress define the ways that people use clothing to affect how they are perceived and treated. Suffragists understood the importance of how they and their cause were viewed in mainstream society.

Dress reform was closely connected to wider calls for social reform during the Edwardian period. This was most clearly visible in the "New Woman" who worked outside of the home, demanded the right to vote, and participated in outdoor activities such as golfing, tennis, cycling and motoring.

Widely caricatured in newspapers and propaganda around 1890s and 1900s, the "New Woman" was denounced for adopting more masculine styles such as tailored suits and bloomers for cycling, not to mention her implied sexual freedom and the shocking masculine habit of smoking!

The white dresses and gowns worn by the suffragettes were part of their political statement for the cause. In contrast to the smart shirtwaists (blouses) and black skirts, or formidable skirt-suit outfits, women protesters donned pure white accented by purple, green and white striped sashes.

The full-length white dresses presented them as proper and 'pure' women, as opposed to the negative caricatures of masculine women in pants that many associated with the suffrage movement.

The long frock adhered to modesty standards and the white represented a maternal and spiritual innocence of womanhood.

The suffragettes took great pains to combat the idea that women were rebelling against their husbands and family life.

It was important that the suffragettes present themselves as modern-thinking women, which was borne-out in the wearing of the most up-to-date fashions of the era.

They relied on the politics of dress to make the argument that women deserved the right to vote.



Ed Note: Women in Australia gained the right to vote in 1902. March 8 is recognised as International Women's Day.

WOMAN IN HOSPITAL SEEKS MISSING BOY

Since her son, Phil, left home with a relative 11 years ago, Mrs. Rachel Williams has heard nothing of his whereabouts. At present Mrs. Williams is an inmate of the Adelaide Hospital, and is seriously ill.

Phil would be 18 years old, and his mother is very anxious to hear of or to see him. She thinks he may be either in Australia or New Zealand.

When he was a child Phil had very fair, curly hair and blue eyes. Anyone knowing the whereabouts or anything of the boy is asked to communicate with the Adelaide Hospital authorities.



The year following her death a warrant was further issued for Francis Williams to pay maintenance for his two children who had remained with Rachel in Australia. These children were subsequently reunited with their father in America.

It is understandable why, despite reaching out to relatives, no one from the family appears remotely interested in the original photograph of the 1909 Argyll.

With thanks to John Prentice and the Sporting Car Club of South Australia.

Getting Wet In A Veteran Car

By Greg Smith

The 1960 Annual Rally to Sorrento must have been a truly memorable run, but for all the wrong reasons - the amount of rain participants had to endure.

We are fortunate that we have members who were on this rally and one such member was my beautiful mum. On reading about the rally in a recent issue of *Brass Notes*, she recounted her memories of it to me. "I remember it well, because it ruined one of your father's shirts. Back in the early days of the club, things were quite different to what they are now. Restorations of cars were that they were not to be over-restored. In fact spray painting was tabooed. You were to only brush paint the car - how it was done originally. Dressing up in period costume was also frowned upon. The way you were to be attired was that you attended rallies with your club tie on. This turned out to be why your father's shirt was ruined. It rained so much and for so long that the dye in the club tie ran and the shirt, instead of being white, turned to be a multi coloured affair. We were not the wealthiest of people at that stage, and to have a good white shirt ruined was a fairly big deal".

So that was my mother's recollection of the 1960 Annual Rally. I must admit I can also remember the ties and how just about all men wore them. To this day, my memory of Bill Orde, whether it be in the Itala or riding the Rover motorcycle, was with a tie on, and, if he was on the bike, always wearing white overalls - great memories.

The rain always provides memories of rallies and Doug Fulford has provided us with a poem on getting wet in a Veteran Car.



Convoy of three, headed by the Schacht followed by the Brush and Darracq

Getting Wet in a Veteran Car

Now if you would like to get
Absolutely soaking wet
The way that's really best by far
Is trav'ling in a vet'ran car

The car you choose really should
Be a model with no hood
To make sure that you're seen
Choose a model with no screen

For reasons that I can't explain
Vet'ran rallies attract rain
At a rather recent meet
We were hit with hail and sleet

No doubt the rain will tumble down
As you're heading to some town
The rally book's a soggy mess
Which road to take is a guess

Your mobile phone's out of range
The roads all look rather strange
By stroke of luck you arrive
Almost drowned but still alive

The forecast gave little warning
Now you're looking for an awning
Under which to park your car
Wond'ring where the op shops are

Hoping that they can supply
A set of clothes warm and dry
Mind that you must take good care
They come complete with underwear

Although it may not seem fun
Soaked to the skin on a run
I have been there and attest
Such moments are remembered best

I have also provided a few photos of when a few hearty (stupid) participants ventured out on the last National 1&2 cylinder rally at Narrandera on a very wet day. There were four only that went out this day out of a possible 75. What does this say about them?

Ah yes! You should have been on the '60 Annual Rally and the wet day at Narrandera in 2023.



The discarded clothes out to dry in the luncheon Hall. Clothes were replaced by dry ones from the Op Shop



The Renault and the Darracq seeking refuge under a veranda in Ganmain



Simon and Tess Anderson setting off in the rain in the Brush.



John Handley and Peter Fitzgerald also heading off in the pouring rain in the Darracq



The Brush under the veranda drying what they could on the radiator

Auction Lamps In Use

By Greg Smith

One of the hopes of the committee when we conducted the Auction of the lamps, horns and accessories, so kindly donated by Garry Dubois, was that they would be used on vehicles being restored. Here is an example of a pair (Lot 2 made up from three in the Auction) that have been restored, including re-plating and now fitted to a 1903 Humberette. Please send us some other examples of how some of the Auction purchases are now being used on our restorations, as we would all love to see.



Cyclecar Corner – Chota and Buckingham Cyclecars – Part 2

By Graeme Jarrett

Mr J.F. Buckingham, the builder of both the CHOTA and the Buckingham did enjoy motor sport and took part in motoring competition. He was successful at a variety of events that included Brooklands and Hill-climb venues. He largely used his V-twin powered racer – painted red. This machine had much success.

The BUCKINGHAM

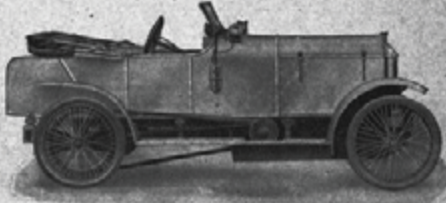
While other makers of 4-wheeled machines say that their cars will do 45 m.p.h., we **GUARANTEE** that all our Standard Twins will do

50 m.p.h. & FLY UP HILLS

without rattling themselves to pieces.

The Buckingham Engine being vibration-less, the car is COMFORTABLE AT SPEED.

NO BACK AXLE TROUBLES.



SPECIFICATION:

Engine . . . 12 h.p. 90° Buckingham Twin.
 Carburetter . . . Solex.
 Ignition . . . Bosch Magneto.
 Speed Gear . . . Buckingham Patent Double Clutch. The most simple ever constructed. Two speeds and **REVERSE** £3.3.0 extra.

Complete with Hood, Screen, Acetylene Lamps and Generator, Tail Lamp and Tools,

120 GUINEAS with ONE YEAR Guarantee.

G. N. HIGGS,

31, Vauxhall Bridge Road, Victoria, LONDON, S.W.

For further Particulars and Trial Runs apply to your nearest Agent, or to the Sole Concessionaires:

Mr Buckingham was brash in his advertising, and perhaps for good reason, his results speak for themselves.

The BUCKINGHAM CYCLECAR 1095 c.c.

The most strongly constructed and powerful Light Car on the road.



Illustration shows The "Buckingham" in the Weymouth Hill Climb travelling at 45 m.p.h. on a 1 in 8 gradient, and averaging 36 m.p.h. from a standing start, and securing Medals for

Sole C.E. Concessionaire:
G. N. HIGGS
Vauxhall Bridge Road,
Victoria, London.

FASTEST TIME and FORMULA

beating all cyclecars and sidecars.

Sole Manufacturer and Designer:
J. F. BUCKINGHAM
Buckingham Works,
Spun Street, Coventry.

Mr Buckingham in his red racer was a successful combination. His overhead valve V-twin engine was ahead of its time when most others were side valve or L-head.



Mr Buckingham about to begin another sporting outing.

In an endeavour to keep sales rolling along, Buckingham produced body styles that appealed to a wider motoring appetite. This rather formal style may not have found too much favour in the minimalist Cyclecar fraternity but expected sales perhaps from a more conservative clientele.

BUCKINGHAM ENGINES



Winner of every important cycle-car hill climb this season.

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This was the heart of his racing machine and also available in the standard touring car version – a formidable engine of the day.

THE LIGHT CAR AND CYCLECAR

54

March 11, 1922.

The 10 h.p. **Buckingham** TEN

It knocks the bottom out of light car values

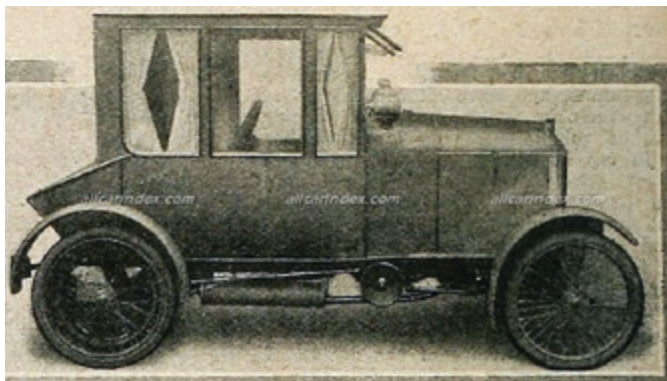
at **199 GUINEAS**

complete with Lucas Dynamo Lighting Set and Dirley Seat.



The 10 h.p. BUCKINGHAM AIR-COOLED LIGHT CAR, 199 Guineas. Manufactured by the Makers of the World-famous "ALVIS" Car.

The Buckingham survived in improved form into the early 1920s. Although it was characterised more as a Light Car than a Cyclecar its days were numbered as a marketable motor vehicle after the war.



An enclosed coupe style body on a Buckingham Cyclecar chassis. Oh dear – that might have suited a British climate!

THE BUCKINGHAM CYCLE CAR, fully equipped with lamps, hood, screen, etc., only £140. Photo and full particulars on application.

THE ARMSTRONG CYCLE and MOTOR AGENCY,
HANNAN STREET, KALGOORLIE.

The WA agent for Buckingham in 1914.

In 1921 the Alvis Company took over the manufacture of the Buckingham. However, their success was short lived having sold very few of the last Buckingham vehicles.

PS: My article on this subject in *Brass Notes* did concentrate on the Victorian scene in the early days. Other states did have a few Buckingham vehicles mentioned in the registration records and newspaper adverts etc.

There were two Buckinghams registered in NSW.

In WA there was at least one Buckingham, possibly two. An agent there probably sold very few, they were the Armstrong Cycle and Motor Agency, Hannan St, Kalgoorlie. Refer advert at left.

In 1916 a Buckingham Cyclecar was offered for sale from the local hotel in Leonora. This is a very isolated place, 250km north of Kalgoorlie. I do wonder if any bits of it are still out there – in the tip.

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Dix Family Bebe Peugeot Italiana – Response To Last Month’s Article

by Graeme Jarrett

The article in last month’s issue was a very good one and great credit to all those involved – well done.

By a very strange coincidence I recalled seeing a Peugeot Italiana engine at the Bendigo Swap Meet in November 2017. It was clearly quite early and unusual to see such a rare item so far from its native land, Italy. At the time I took a few shots of it out of interest – thinking nothing would come of them.

The recent article pinged my memory of the engine seen previously.

It has been stated that three of these cars arrived here in the early years. In light of the survival of the Dix family car and their possession of a spare engine it would appear the Bendigo engine is, in fact, the third engine from the third car. Most interestingly the Bendigo engine does not have a model No or engine No stamped on the identity plate.

The task remains to now find this engine for the Dix family. It would be an asset in the event of catastrophic failure.

Although we think of these early engines as having an aluminium crankcase the structure these engines were made of cast iron – not such a rare practise in France.



The Peugeot Italiana motor complete with crank handle

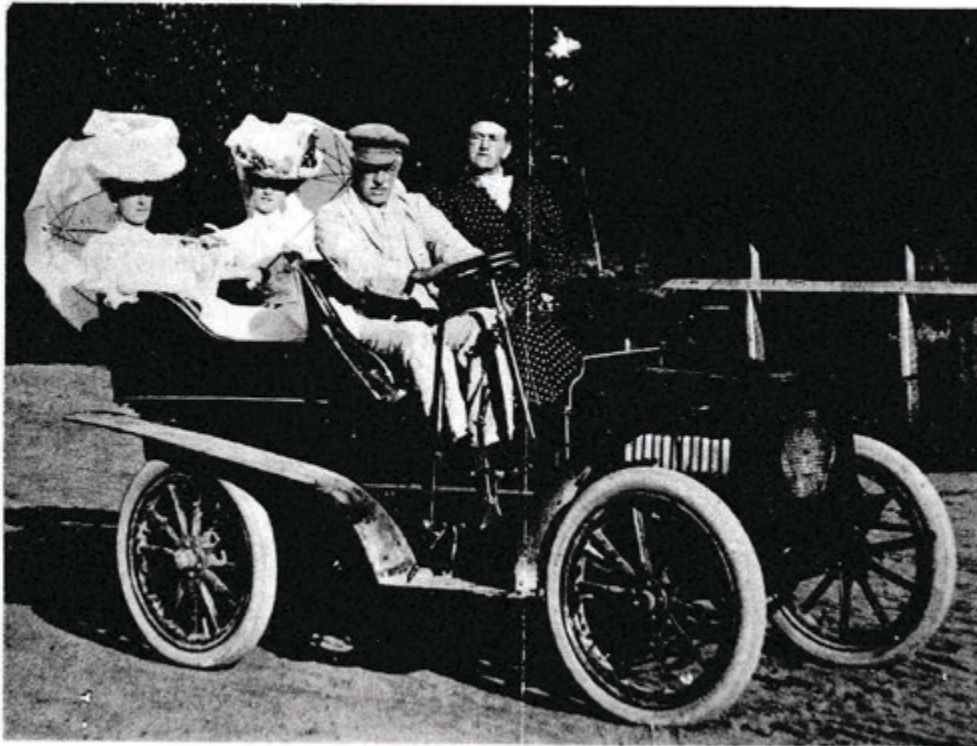


The Bendigo swap day Peugeot Italiana engine plate

Echuca's Own Car

With the RACV 1 & 2 Cylinder Rally being held in Echuca this year I thought that besides being famous for the Port of Echuca and the mighty Paddle-steamers, Echuca is also famous for having a car built there. I have reproduced an article that appeared in our July edition, 1985 of Brass Notes to show that in 1908 Captain Charles Earnshaw built a car for his own use. Some of the original wooden patterns that were used are still around. -Ed

ECHUCA'S OWN CAR - 1908



ECHUCA'S OWN CAR.

A landmark in our local motoring scene is the building of a car for his own uses by the redoubtable Captain Charles Earnshaw.

He was born in Yorkshire and came to Australia with his parents at the age of 7, in the year 1852. He was educated in Melbourne and served his apprenticeship as an engineer.

From America he procured the plans and specifications of a car that would meet his requirements and in his own workshop he made the wooden moulds and patterns that he needed for the engine and transmissions of his planned vehicle. Freemans had the expertise and they did the casting and machined the parts on a lathe that is still in use at their Ogilvie Avenue workshops today. We do not know how long the job took and what outside parts were bought, but as can be seen on our cover photo the Captain, with the assistance of the Freemans produced a good looking car, typical of the period.

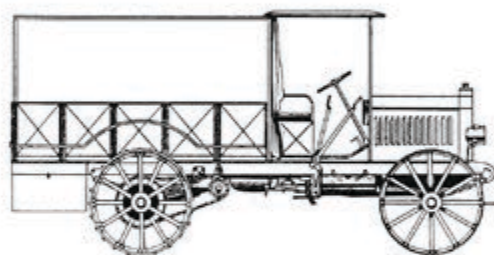
How long he continued to use it for business and pleasure we do not know, but its days were numbered as in 1911 an Echuca resident bought the first local example of the Model T Ford from a Bendigo dealer.

By 1913, Charlie Neil was established in Echuca selling Model T Fords and H.C.Holmfield also was selling Rovers and possible other makes at that time. But the Fords were in mass production and they revolutionised country and city transport, and hand-made cars such as Captain Earnshaw's must soon have disappeared.

When Freemans moved from their old site a few years ago, veteran car collector Norm Simmons discovered the wooden moulds and patterns that were to have been burnt in the clean up.

They are now in 'Alambee' Auto and Folk Museum in Echuca and may be seen by the car buffs of today.

To write this story we first were loaned the beautiful photo of Captain Earnshaw and his three daughters, photographed by veteran Echuca photographer W.W. Grimwood just outside the Victoria Park Gates.



1907 Daimler-Marienfelde military truck, with chain drive for ease of servicing, and iron wheels to stand up to the rigours of off-road use.

The Great Flat Fan Belt Controversy

by Doug Fulford

There's nothing like a good controversy to get people talking. While on a recent veteran car rally I think I stumbled upon a good one. Mind you, up until that point in time I wasn't aware that there was a divergence of opinion on the subject. It concerns just how tight one should adjust the fan belt on a veteran car. If you have a car of French design you probably don't have any need of an opinion. Your fan is, no doubt, built into your fly wheel so there is no fan belt to adjust. You are nonetheless welcome to have an opinion anyway.

Most veteran cars with a radiator in the front have a fan driven by a flat belt that was most likely made of leather. A more readily available substitute these days is a flat rubber serpentine belt. The leather belt was fitted rough side down, that is, towards the pulleys (or more correctly "drums") to give a degree of "grip". So far, so good!

Now for the controversial bit! According to *Then and Now Automotive*: "Flat belts are not supposed to be very tight, just tight enough to move the fan. Studies have shown that flat belts were the first fan clutches – they moved air through the radiators when the car was idling and would slip at higher speeds, allowing the fan to create less turbulence and thus less interference with the air being forced through the radiator (not too shabby for 1800's technology!)" Ernest F Carter's *Veteran Car Owner's Manual* states that the belt "should not be adjusted so tightly that the fan cannot be easily turned by hand". *Dyke's Automobile and Gasoline Engine Encyclopedia*, on the other hand, states that "the belt should be kept tight. A slack fan belt often causes overheating." As to how tight is, "tight" is left for the reader to guess.

I'm not one for sitting on the fence. The purpose of the fan is simply to draw air through the radiator in order to dissipate heat. Once the car is moving at any reasonable speed air is being forced through the radiator in any case, so the action of the fan would seem to be unnecessary. Indeed the flow of air would cause the fan to turn in the absence of the fan belt. Try holding a fan on a windy day or walking briskly with one. Allowing the fan belt to slip at high speed so that the air flow largely determines the speed of the fan should therefore minimise turbulence and thereby maximise cooling efficiency. Indeed a veteran car with a decent radiator can usually be driven for long periods without overheating, provided there is very little idling or prolonged low gear work. And remember that the tighter you adjust the fan belt the more load you are putting on the fan bearing, perhaps more than the designers anticipated.

Having voiced my opinion it's ultimately a matter of **your** experience in running **your** car. And God bless our beloved veteran cars which each seem to have their own little personalities and peculiarities. Two cars, same make and model – one runs cooler without the original engine trays fitted and the other with them fitted. Explain that? Old Cars!

By the late twenties/early thirties flat leather belts were being replaced by moulded rubber vee belts. These typically also drove other components such as generators and most definitely do need to be adjusted fairly tightly.

If you are on a rally and need a replacement flat belt, the good news is that there is an array of modern rubber serpentine belts that are readily available in a variety of widths and lengths and make excellent substitutes. It's easy to determine the effective length (essentially the internal circumference) that you need using a dressmaker's tape. (The outside length is approximately 14 mm greater than the effective length.) Thankfully these belts have universal part numbers in the form of nPKmmm. n refers to the number of ribs and so effectively relates to the width of the belt. mmm is the effective length of the belt in millimetres. For completeness sake P indicates that it is a metric belt and K that it is intended for automotive application. Each rib is 3.56 mm in width so approximate overall belt widths are as follows:

3PK = 11 mm, 4PK = 14 mm, 5PK = 18 mm, 6PK = 21 mm, 7PK = 25 mm.

I note that the belt should be a few millimetres narrower than the width of your pulleys (drums).

Postcard provided by Doug Fulford

by Doug Fulford



I was given this postcard by Dennis Neilsen. He acquired it from an antique shop, I believe, in the late 1960s. It was a commercially produced postcard most likely from veteran times. He suggests that the car on the far right is a 1916 six cylinder Studebaker. It also features a Dodge, Model T Ford and a Paige.

AOMC British & European Motoring Show

Photos by Ben Alcock



The crowd enjoying the display



De Dion Bouton, Delage and FN



The Dunshea Triumph, Hotchkiss and the Bone FN



Adam Auditori and James Dunshea having a chat



The 1912 Triumph, the 1908 AC tricar of Stephen Dynes and the 1909 Minerva of Chris Dillon

Lost Napier

By Greg Hill

Hello Greg

Recently when looking for Napier content for *Brass Notes* for you I came across these pictures. These photos are of a 60 or 65hp motor. I am unsure where they have come from and who belongs to the Napier engine. I believe I know of just about all 6 cylinder Napier's that exist in Australia, but these are a big mystery to me at the moment.

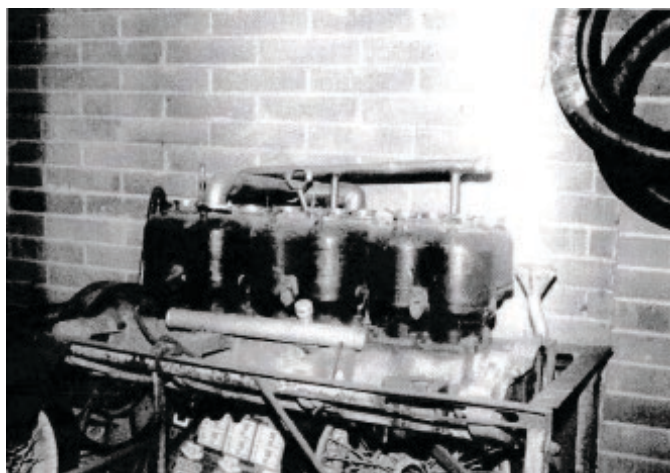
My first thoughts were the Fitzgerald Napier, as I called in to see Alan Fitzgerald at Hamilton. I also visited Arthur Lang, but his Napier was only about 40hp. I gathered up parts of two 6 cylinder Napier's in WA and collected any other parts that were available. My car is a T23, and Bill Bishop in NSW has the only other T23 in Australia.

After careful consideration, I convinced myself that the pictures were the Fitzgerald Napier, but just now checked a picture of the engine in the Fitzgerald article that you sent me.

You will see that there is only one water pipe at the top of each pair of cylinders, but my pictures shows an engine with 2 pipes off each cylinder, so obviously a different vehicle.

These are very rare vehicles, and to have one somewhere in Australia that has remained out of sight since the mid 1970s is unbelievable. I would be very appreciative if you show these in *Brass Notes* to see if anyone can shed any light on where these photographs were taken and who may own this engine.

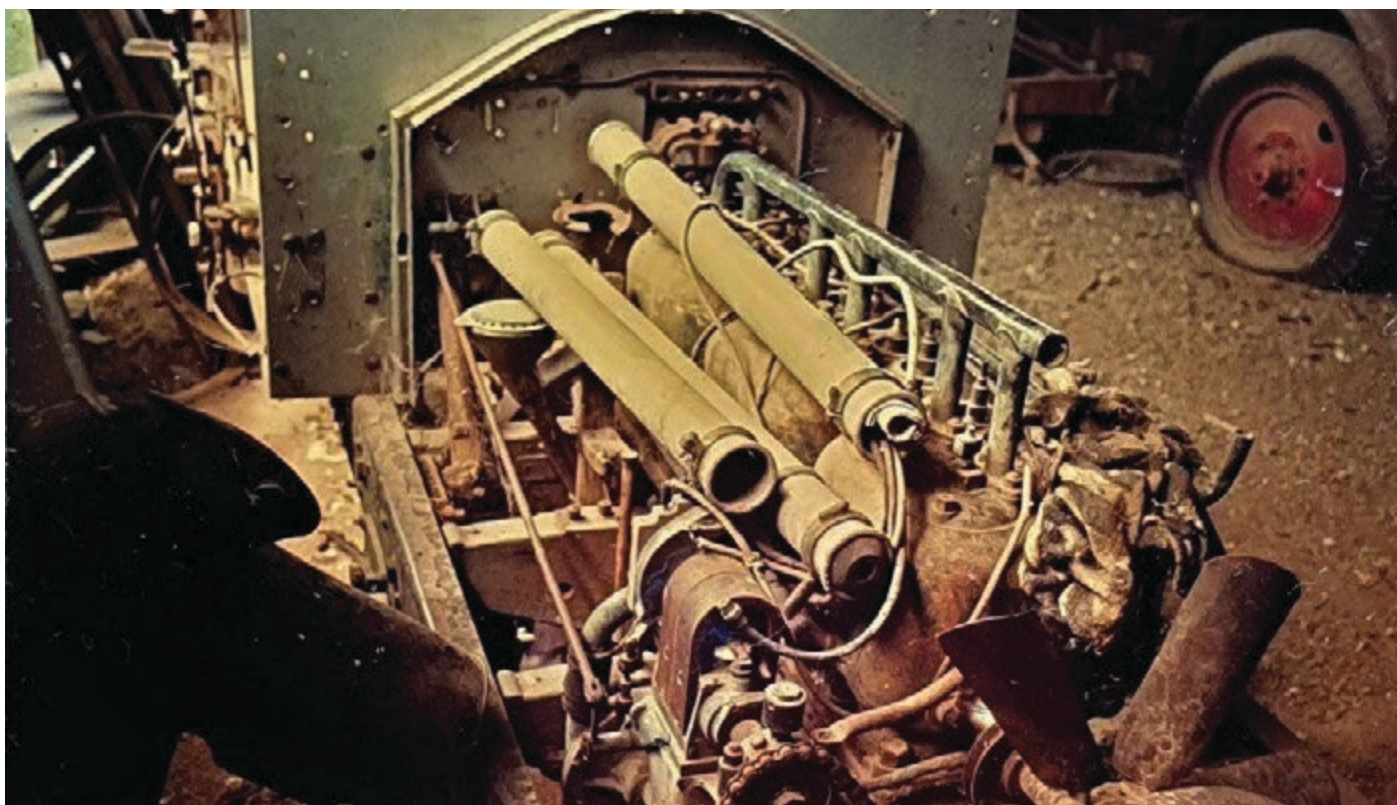
Regards Greg Hill



The motor that was Alan Fitzgerald's with the single water tube to each pair of cylinders

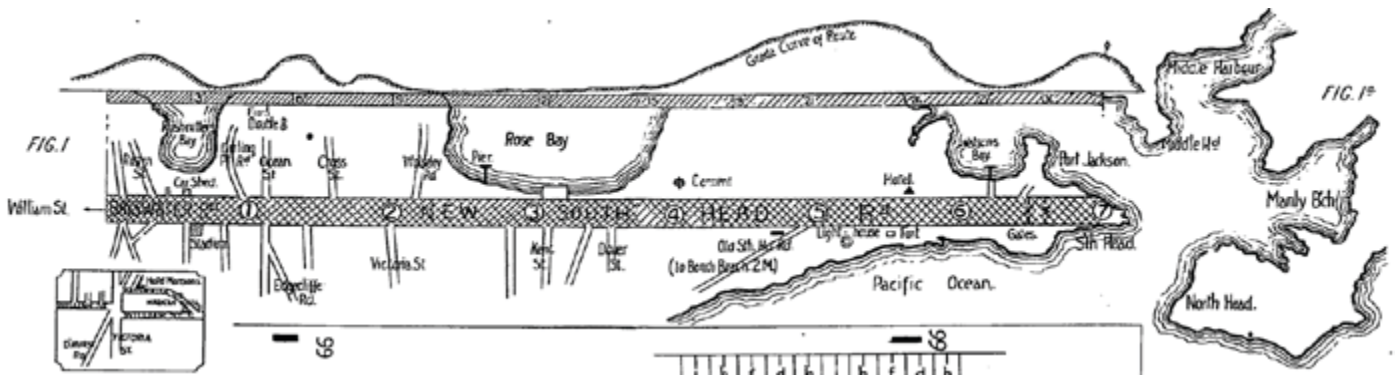


The "mystery" 6 cylinder Napier engine photographs taken in the 70s. Note two water pipes per cylinder



Finding Your Way In Veteran Times - Part 2

By Doug Fulford



We had our own home grown inventors tackle the same issue facing veteran motorists. In November 1910 a company, *Auto Road Chart Limited*, was set up to acquire an improved road chart and information indicator for vehicles invented by one Major (later Colonel) Herbert Cox Taylor. In May 1911 *The Sydney Morning Herald* gave a very favourable review of a demonstration of Cox Taylor's invention around the streets of Sydney and the nearby eastern suburbs.

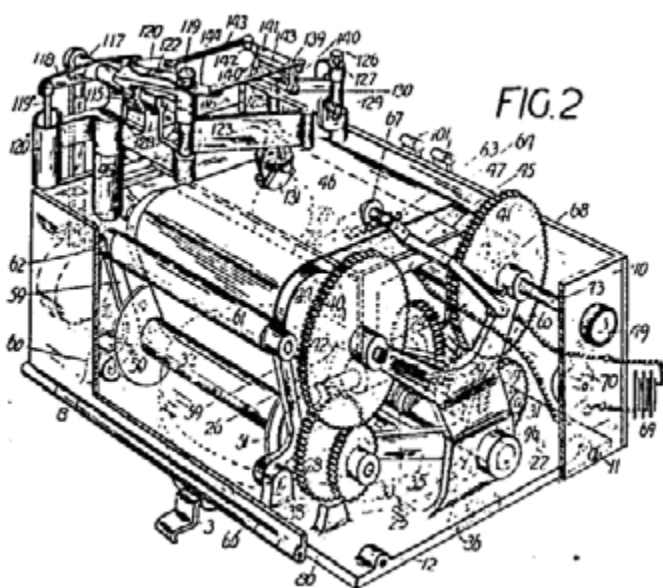
The article stated that the trip proved that the device is all that it is claimed for it. They described the device as a small brass box with a bevelled glass panel. The mechanism inside the brass box is driven by a flexible shaft connected with the front wheel, and can be cut out of mesh or reversed. Inside the box is a sketch map on a set of spools similar to a Kodak film. The map shows the route selected, with the turnings, side roads, and points of interest, and as the motor [car] progresses the sketch map moves along, and per medium of a guide line on the glass panel, the point passed by the car is shown in direct line with the chart. The device was stated to be patented but not yet commercially available.

The patent application (1910019288) was dated 9th September 1910 with the full specification lodged 1st May 1911. The device was driven in a similar manner to the Jones Live Map, the main invention being a claimed improvement in the manner in which the information was displayed using a rollable strip indicator. The claim in this regard was limited to this application of a rollable strip map, the general use of which was well known. A further innovation was the ability to record grades using a pendulum.

Convinced of the utility of his device for military purposes Cox Taylor travelled to the UK to demonstrate his invention to the War Office. In December 1912 the *Daily Telegraph* reported under the heading "General Cables" that *The War Office has made satisfactory tests of Major Cox-Taylor's (Sydney) automatic road chart and automatic range-finder*. The source of the cable wasn't given – perhaps it was Cox Taylor himself. He was granted extra leave by the Australian Army to continue the demonstrations but there is no evidence that the War Office went any further than attending such demonstrations.

There wasn't a sufficiently large market for the Jones Live Map in the US. So, as wonderful as the Auto Road Chart may have been, there was really no chance of commercial success other than the military market its inventor had hoped to tap. By August 1913 the company entered voluntary liquidation.

To date the author has been unable to find any evidence of a commercial release of the Auto Road Chart. It would be fascinating to know if there was one and even better if such a device still exists out there somewhere. While his Auto Road Chart may not have survived long, it has been claimed that he designed the first version of the rising sun emblem adopted by the Australian Army, the basis of the emblem used to this day.



T Ford Time – CRASH

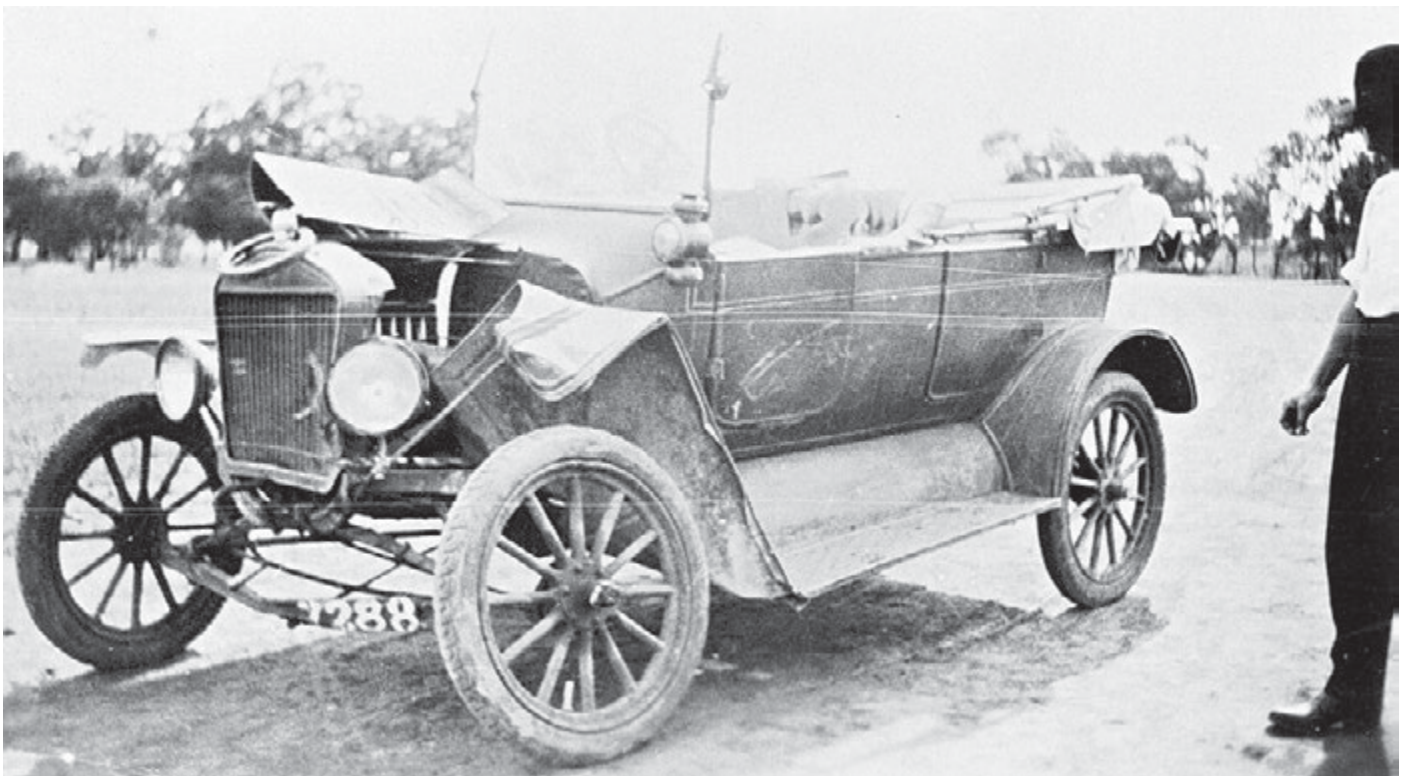
By Graeme Jarrett

I do like to think the occupants of the vehicles in the accident were not injured – hopefully unscathed.

The accident appears to have taken place in 1925 at Mt Jeffcott, Vic (between Donald and Charlton). However I have not been able to find a report of this in the local newspaper. Perhaps the locals did not think it worthy of a report.



The model T Ford above appears to be Tarrant bodied car of 1917. It seems to have suffered more than the other vehicle. The imprint of a headlamp upon the radiator seems to indicate how they collided.



The model T Ford above appears to be Palm (rebadged Ford T) of 1921, perhaps. It seems to have suffered less than the other vehicle. The imprint of a headlamp upon the radiator seems to indicate how they collided.

Photos and attribution by Dane Hawley (and Allan from down under).

What Is It - Response

By Terry Parker and Michael Sheehan

I am pretty sure when David Wright submitted the photo his mate gave him I don't think he would have guessed the result that has come to light. Not only have we been able to identify the vehicle, but we have several other period photographs of the car and some history. We have also found that the car survives and is being used in South Australia. What a fantastic outcome indeed.

We had responses from Terry Parker and also Michael Sheehan who still has a postcard from the time with the car. Both gentlemen were able to provide photos and information to solve this mystery. See their responses following - Ed.

Terry has provided a page from his book, *About Old Cars*.

ABOUT OLD CARS

DARRACQ 1907 Model R

Bought in 1908 at a discount as it was 'last years' model'. Mr H.W. Rasmus drove the Darracq 150 miles home to Ucolta. Five years later it went to a neighbour, E. Shackelford, who converted it to a utility. Ron Bloyd acquired it in 1957, and had to replace the axle on a trailer in order to take the car's own. The radiator had vanished, so an alternative was fitted. The Darracq was running in 1964 and Ron drove it for many years as a 2 seater. It went to D. Radford, and then in 2009 to Travis, Hamish and Lachlan McDonald of Willunga. Only one curved corner remained of the rear body section, which had remained with the car, and the body was therefore re-built by the new owners who also commissioned a new radiator.



Darracq 1907 10/12hp 2 cylinders
Bore 100mm Stroke 120mm
Engine No.T11494C Car No. 16746
France



24

Michael has provided the following information and photographs depicting some historical and more current news.

Hi Greg,

Thank you for another great edition of *Brass Notes*. The photo of the car on page 25 is a Darracq first registered by Mr H.W.Rasmus of Ucolta SA (approx. 10km from Peterborough) in 1908. When Heinrich Wilhelm Rasmus married Elizabeth Lemmey he stated his name was Henry William and he used this on the birth registrations of all of his 5 children. On the back of the photo it looks like he signed his name as Harry. I think it is a great photo and it has been slightly coloured by the photographer.



The coloured postcard of the 1907 Darracq

By using a process of deduction of the size of the children in the photo I believe that the occupants are as follows,

Front seat L-R Henry (Heinrich Wilhelm) Rasmus, wife Elizabeth and baby Thelma (Born Jan.16th 1907)

Back seat L-R Jean (1901), John (1899), Harrold (1897), and leaning over the door Henry (1904)

Not sure if putting the Queen's head upside down on the post card was intentional after all she was a cousin to the Kaiser.



The rear of the Postcard that Michael Sheehan owns

When Ron Bloyd first rallied his restoration of the car it had a substitute radiator which was later fitted with a correct one. The bonnet and windscreen was also replaced with correct versions.

Below: Attached is the article from VCC of SA magazine Feb. 2016. I have also attached a couple of other scans from George Brooks Books.



The article from the VCC of SA magazine. February 2016



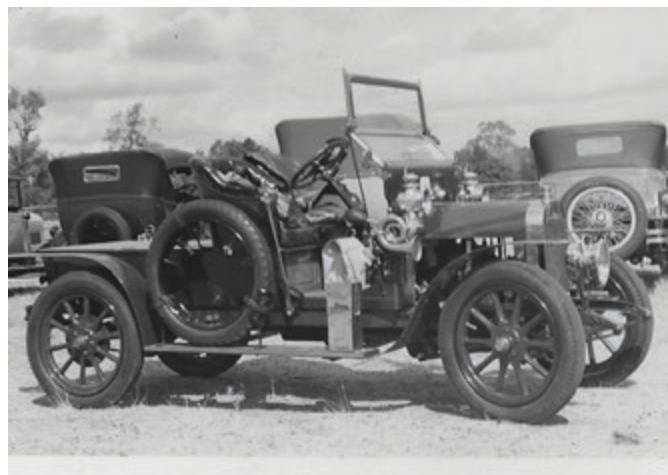
Photo taken in 1919 with the second owner of the Darracq and pictured parked next to an Overland



Photo of the Darracq attending the Peterborough show in 1910, complete with the hood erected



The Darracq with the alternative radiator and pre- getting a windscreen



The Darracq more complete with windscreen, headlight and acetylene generator

I recall on a Clare veteran car rally in the 1960's we lunched at the Auburn Oval on the Sunday. After I had eaten I went out onto the oval to look at the cars and get some photos while there were not many people around. I was standing near the Darracq when an elderly gentleman came up and asked if it was my car. I explained that it wasn't but that I did know the owner who was still in having his lunch.

This gentleman had in his hand the Darracq sales catalogue for this car having been connected to the original owner's family. I went and summoned Ron from his lunch and I think he nearly beat me back to his car where later I learned he was able to acquire the booklet.

Regards,
Michael Sheehan

Harry Hawker's Early Tinkerings

By Murray Murfett

There is no doubt that for anyone interested in aviation history, the name Harry Hawker would be familiar. He was synonymous or paired in the 1920's & 30's and well after his death, with Sopwith, Hurricane, Hunter, Siddeley, De Havilland, Harrier and many other British aeroplanes, developed both in war and peace time, as an owner, designer, adventurer, test-pilot, as well as participating in races and endurance trials.

However, his rapid trajectory from tinkering with engines at a very early age to becoming an internationally recognised aviation pioneer was preceded by a lesser known, but very solid background with engines and vehicles on the ground.



An early Cottin & Desgouttes car owned by Harry's father George. Harry is standing on the far side. Interestingly, seen here on the passenger seat as the youngster in a white hat, is his nephew Bob Chamberlain (tractor designer/manufacturer and re-creator of the 1904 Napier-based 'Samson').

Born in Moorabbin, Victoria in 1889, he was the son of a blacksmith and following his father's interests in building steam engines and mechanical things. Young Harry worked at the Melbourne garage of Hall & Warden (located on corner Sturt Street & City Road, South Melbourne), helping to build engines for 5 shillings a week, before moving to the Tarrant Motor & Engineering Co, where Colonel Harley Tarrant had built several complete cars, and where Harry qualified as a mechanic in 1907, aged just 18. Through his motoring connections, he moved first to properties at Deniliquin and then to Skipton, to work as a mechanic and chauffeur to acquaint owners with their new-fangled motor vehicles. Chasing opportunities to gain more experience with different types of cars, he then took up a position at Caramut in Victoria's Western District. He became the mechanic and chauffeur for wealthy grazier Ernest De Little, looking after the range of his employer's vehicles, which were listed in a Warrnambool solicitor's (misspelt) correspondence in 1912 as: 'Rolse R, Bellville, Sizare & Renault!'

Around about the same time, Harry's older brother Bert, became a chauffeur at a neighboring property owned by the Afflecks, who coincidentally also owned a Renault and a Sizaire et Naudin. When an opportunity arose, Bert purchased the single-cylinder Sizaire et Naudin for his personal use, and got his motorcar driving licence on the very first day that licences were issued in Victoria.



A young Harry Hawker as a chauffeur/mechanic to this 1908 Rolls-Royce Silver Ghost, owned by Ernest De Little, Caramut. According to the original invoice, it was a 40/50 H.P. Model, Chassis No. 60757. The body was built in Melbourne



Harry at the wheel of the De Little's c.1908 Argyll. He had grown a moustache and is dressed for the occasion!

Ernest De Little built a new workshop for Harry, whose only official work was to drive and maintain the two new cars, a 1908 Argyll and the 1908 Rolls-Royce. Having plenty of spare time during his 3-year stint at Caramut, Harry bought a lathe and set it up with 'treadle-power'. He designed and successfully built a single-cylinder, water-cooled horizontal engine, for general agricultural use. Then moving on, together with a couple of mates, he designed and built 2 motorbikes using some proprietary parts but with a V-twin engine which he built mostly himself, making wooden patterns which were cast in Melbourne. Harry's next project was a much more ambitious one, a really high-powered racing motorcycle. Modelled on the 20hp racing motorcycle engine, the biggest so far built in Britain, by the J.A. Prestwich Company (JAP), his V-twin engine, set at the usual 60 degrees, rather than the 90 degrees of the JAP engine. There was no silencing system, and a current resident of Caramut recounts his grandfather's long ago complaints of young Harry's 'damn noisy motorbikes.....'



One of several motorbikes built and raced by Harry and his mates, Harry Busteed and Cecil de Fraga. The rider had to sit over the rear wheel and use long handlebars because the engine was so large.

The purpose-built and fully equipped weatherboard garage where Harry worked, and where the De Little fleet of cars were housed, is still standing in the town of Caramut. However the prominent bluestone dwelling, 'Caramut House' was demolished several decades ago, with the bluestone blocks being used in an extension to a church in Portland.

In 1910, Harry travelled to Diggers Rest, north-west of Melbourne, to see the first public demonstration of powered flight made in Australia, which was given by the famous escape artist, illusionist and stunt performer Harry Houdini. It made such an impression on Harry Hawker that he decided to go to England, planning to become involved in aviation, and arriving in 1911.

His first employment there was with the Commer Car Company, moving to the Mercedes company in 1912, and from there to Austro-Daimler. During this period he spent much of his spare time at Brooklands, the hub of British aviation, and in 1912 he got a job as a mechanic for the Sopwith Aviation Company, the beginning of his illustrious but relatively short-lived aviation career.

In 1920, Hawker and others set up the Hawker Engineering Company to build amongst things, 2-stroke motorcycles and aluminum bodies for racing and sports cars, along with his continuing involvement with the design, construction, testing and racing in the fledgling aviation industry.

Harry George Hawker was killed in England in 1921, aged just 32, when the Nieuport Goshawk plane he was testing plummeted. He was survived by his wife Muriel and his two daughters.

A message of condolence was sent by King George V: 'The nation has lost one of its most distinguished airmen.'

Honours:

- Member of the British Empire & Air Force Cross (UK)
- In 1978, Australia Post honored him with a postage stamp depicting his portrait
- In 1989 the Moorabbin Airport was renamed "Moorabbin (Harry Hawker) Airport"
- Moorabbin Primary School has named one of their school houses 'Hawker House'

Acknowledgements:

Biography of Harry Hawker by L.K.Blackmore, published 1993 by Airline Publishing, England

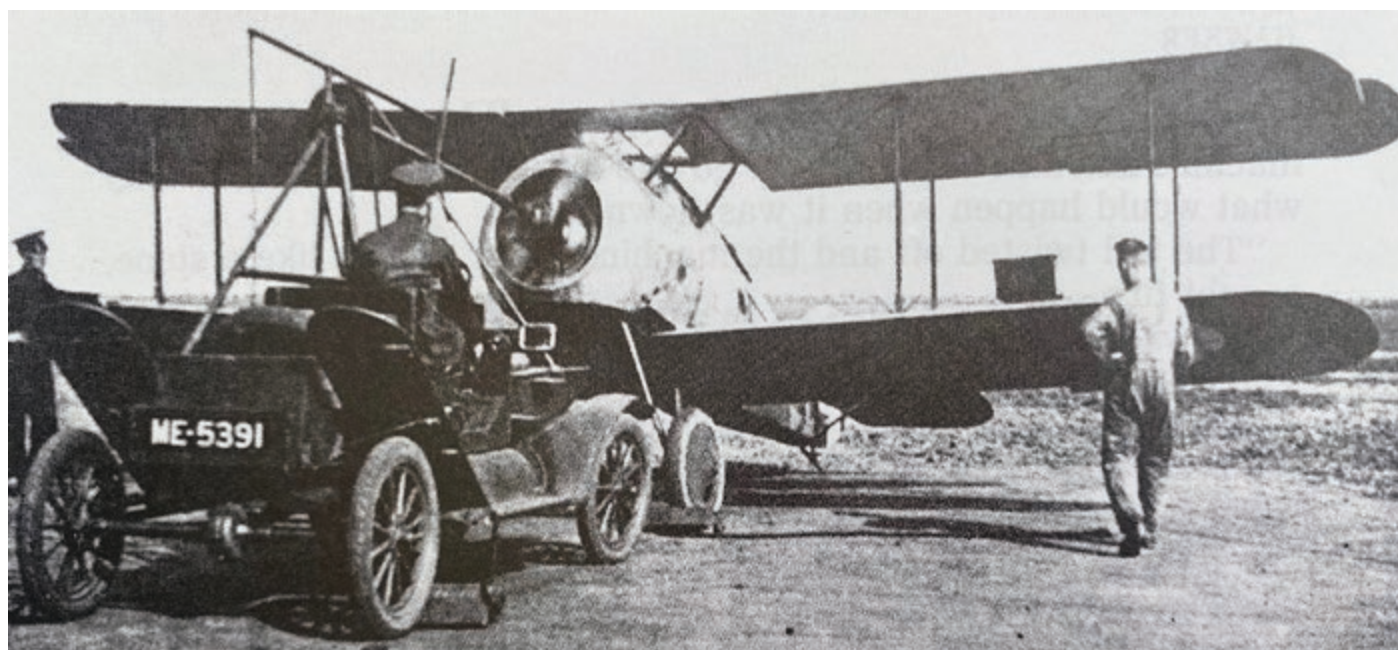


Harry Hawker (L) Shaking the hand of the Governor-General after taking him for a flight at Randwick Racecourse, Sydney, in 1914. Note the dashboard instruments.

Houdini (Erich Weiss) flying his French Voisin aeroplane, powered by a 60 H.P. English ENV engine, in 1910 at Diggers Rest, near Melbourne. This was the first recorded flight in Australia. The photo was taken by Harry Hawker's brother, Bert.



Starting up the Bentley BR2 engine in a Sopwith Snipe with the aid of a 'Hucks' starter, mounted on a Model T Ford chassis. Note the driveshaft centred on the propeller.



Findings, Feedback & Follow-Ups

G`day Greg,

Re the Graeme Cocks NAPIER article. I may be starting to believe in the notion of “While we speak of the departed, they live “.

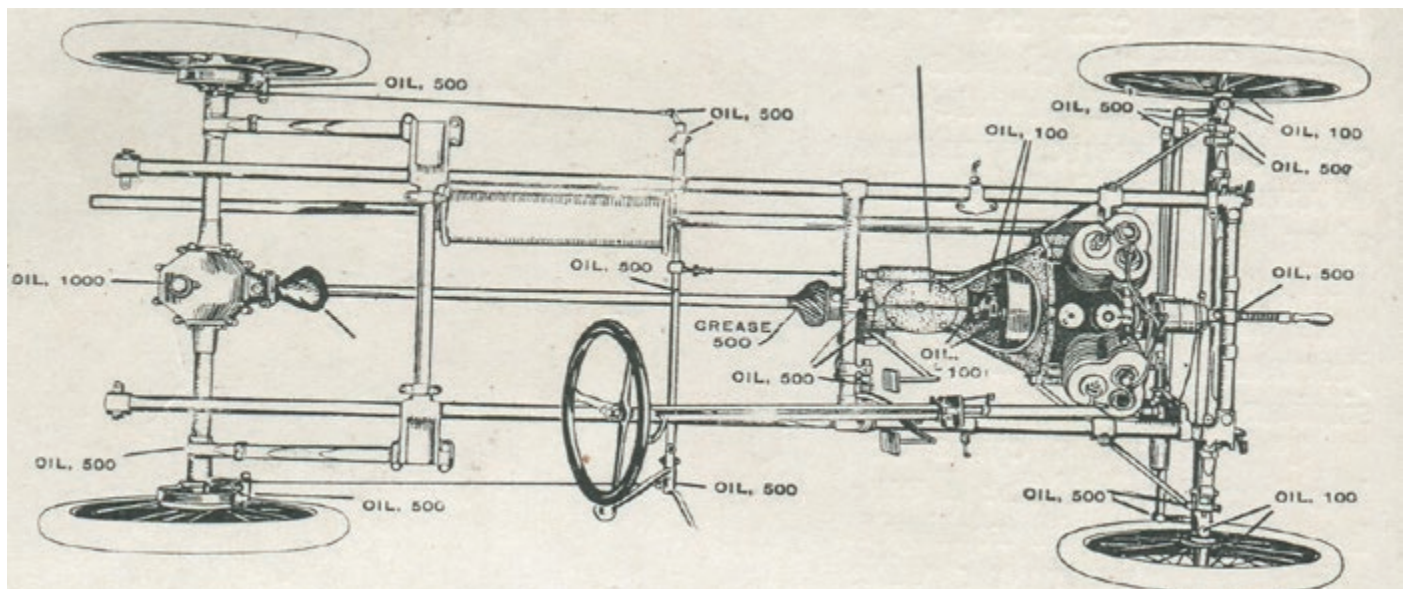
A good friend of my late father and I was Alan Morgan. He wasn't a VCCA member, being more a “steam” man he was affiliated with the Steam Museum.

Alan worked for Chamberlain Industries and when he “retired” Bob Chamberlain retained Alan to work on the L48. Alan was a great raconteur and a “Mr fix it”. When I broke a drive axle on my Dad's Humberette going up a steep hill on a winter rally Dad took the axle and diff carrier to Alan. Alan studied them and declared “This is a terrible design, and it might be hard to fix”.

Dad asked if and how it could be fixed. Alan said “No John, Doris has the kettle on, so we'll have a cuppa and chat. You come round in a few days and it will be done”.

I now suspect the axles and carrier might be the strongest parts of the Humberette!

Regards Chris White



A schematic of a Humberette, showing lubrication points and scheduling

What Is It?

By Doug Fulford

Doug Fulford has been kind enough to send another What Is It? photograph that is part 2 of the Billy Williams conundrum.

This photo depicts a crashed car that was also possibly owned by Billy Williams. You can see him inspecting the car after it was crashed by his (drunken) chauffeur at Norfolk Bridie. The body style is quite unique and the damage extensive. Not that you need my help, but I would suggest possibly something French, as that body style was used by makes such as Gregoire, Leon Bollee etc. The side light also looks to be of French origin.

Please help us out on this one, as this has not been identified. Please send all relevant information to the Editor.



Dear Greg

I found the Railcars and Napier article written by Greg Hill in last month's *Brass Notes* intriguing. To see the first five railcars that were introduced in 1913 and then written off from 1929-31 were all McKeen Cars. I had never heard of this type of vehicle so I did some research to see what they actually were. There is a whole world of rail cars out there that I know absolutely nothing about. The McKeen rail motor is an interesting vehicle. It also ran in Victoria, and was scrapped after three years.

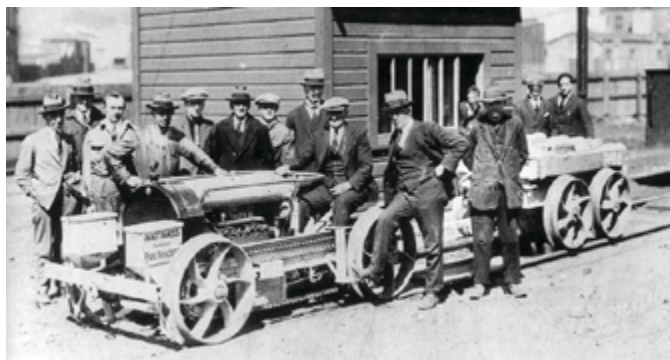
An excellent web site exists: <https://mckeencar.com>. It features some images of the McKeen Car. They had unbelievable interiors, and featured an amazing design, and it is sounding like they were totally useless. (I should have one to match the rest of my garage.) The other photos I have shared in this article are courtesy of the London to Brighton Facebook group.

It is wonderful to see that the conversions and purpose built vehicles are certainly worldwide. I can only thank you and *Brass Notes* for finding another rabbit hole for me to get permanently lost in.

Mick Turner

Description: In June, 1911, Queensland Railways ordered five self-propelled rail cars from the McKeen Motor Co of Omaha, Nebraska, USA, at a cost of 4500 pounds per unit. They were delivered in May, 1913. Originally seating capacity was 75; this was later reduced to 69, 55 in the main section and 14 in the 'smoker'. Although popular on the United States Union Pacific and Southern Railroads, the McKeen Cars failed to meet QR's expectations. All five units were written off between 1929 and 1931 and broken up soon after at the Ipswich workshops.

The railcars were a 'knife-nosed' or 'windsplitter' unit with a distinctive pointed nose, rounded end, centre-entry doors and porthole windows so the unit slightly resembled a submarine on wheels. They could be fitted out with a large mail and express area ahead of the centre doors, a smaller mail/express area, or the car could be all seats for passengers.



A montage of different railcars and designs. I particularly like the lower right version of a c1910 BSA

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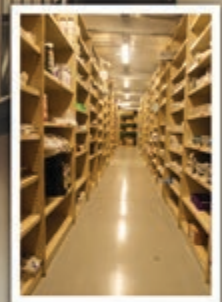
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Private Classifieds

EXPRESSIONS OF INTEREST

Empire-20 Model C. Predecessor to the Stutz Bearcat. Designed and built by Harry Stutz as chief engineer for the Empire Motor Car Co in 1911 immediately before he built the Bearcat. This is one of just four surviving world-wide. The last sold for US\$90k. Expressions of interest are invited as I must start succession planning. Let's keep it in Australia! The restoration history is available.

Contact: John M Stanley

M: 0409 001 836.



FOR SALE

Spare Parts Manual of 100 pages for the 1914 model Hupmobile as per photograph of index etc. It is an original Hupmobile spare parts book and in excellent condition.

PRICE: \$130

I might have other parts for the 1914 Hupmobile also.

Complete c.1912 Walden-Worcester Socket Set as illustrated including a Ranges of 11 Square and 26 Hex Sockets, Universal Joint, Extension Bars, Ratchet Handle, Illustrations, Spanners and Spark-plug-sockets complete in original Oak Wooden Case, approx 500mm x 280mm, as shown. Excellent Condition, Circa 1912.

PRICE: \$250

Available for inspection and pickup at Southbank or Ashburton Vic, or can post direct.

CONTACT: Philip Leahy

E: pnaleahy@gmail.com

M: 03 9696 7674



FOR SALE

TALBOT 4CY 2.6 litre Interesting history with Raceabout Body

Recently rebored and recored Radiator

Well known club car —-known as the Yellow Peril. Goes extremely well

PRICE: \$45,000 dollars

Contact: Mike Farrell

M: 0448 619 036

E: drmf Farrell@hotmail.com



FOR SALE

1910 Buick Model 14, 2 cylinder roadster, lots of recent work completed \$70,000 ono



1908 BSA 4 cylinder roadster, includes spares, \$79,000 ono



1905/06 Minerva 5 passenger Touring car, original Australian delivery, T head, restored in Victoria in the 1950's, recently recommissioned, \$165,000



1901 Winton 8 1/2hp runabout, original un-restored, out of 70+ years of storage, \$350,000



1917 Chevrolet 490 Roadster, restored, original Australian Delivery, RHD, rare wire wheels, \$55,000



1902 Elmore runabout, 2 cylinder, Two stroke, 3 speed planetary transmission, previous London to Brighton Run completions, Only 4 owners in 122 years! Complete with original order and delivery documentation and known history since new! \$140,000



Contact: Russell Holden
M: 0422 219 911
Email: russell@veterangarage.com.au

FOR SALE

1915 Ford T (with Dating Certificate)

Engine Number C37746

The motor was fully reconditioned in 2016. It comes complete and running with hood and side curtains, with some spares. I have had fun with it, but now it is time for someone else to enjoy.

Asking Price is \$30,000

For any further details contact John Fryirs

Ph. 02 4878 5227



PARTS WANTED

To Suit 1914 Talbot 4-Cb

Rear Axle Shaft

Rear Hub

Rear Hub Drive Spider

Rear Hub Lock Nut

Brass Hub Cap – Sankey Wheels

Contact: Deane Hill

M: 0412 390 603

E: dodgehil@bigpond.net.au

WANTED

To fit to a 1916 Buick, two tyres to get the car rolling. Size 23" 5.00 (33x 500)

Contact: Scott Emmerson

M: 0488 002 054

E: scottemmerson12@gmail.com

WANTED

Buy or swap. Seeking a matched set of four of this type of cap for the hood bow mounts for a large veteran car.

There are many types. Some solid, some cast with covering cap. Desire 35 mm (1.5") diameter, with 3/8" Whitworth thread. Prefer nickel finish, but will accept brass finish. I have a number of smaller diameter versions for swap if desired.

Contact: Ian Irwin

M: 0413.582687

E: eleanor.11@bigpond.com



Natter Night Meeting Minutes

NATTER NIGHT MINUTES

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 13 February 2024 @ 8.03pm

Opening

The Club President, Ben Alcock, welcomed all to our Zoom meeting.

Attendance

There were 22 members online tonight. Due to the widespread storms in Victoria, the meeting was held online only as the clubrooms were still without power.

Apologies:

Jennifer Atherton, Bob & Helen Ballinger, Bill & Glenice Lindsay, Byron Dobson, Ken Russell, Robin Blackwell, David Inglis, Stan & Maggie Bone, Paul Daley.

Club News

Since we last met we have had the following members pass away; Doug Palmer, Graham Fossey, Bruce Feldtman and Doug Marshall.

Alan Lethborg turned 90 years old.

George Hetrel Auction is this coming weekend.

New Members

Stephen & Veronica Brown with a 1915 Model T Ford

Financial Reports

Will be presented next month.

Events

Past:

- Christmas Party at Como Gardens. Wet day.
- Two-wheel brake Run with VSCC.
- Cruden Farm with 10 Veterans & 1 bike.

Coming:

- European & British Car Show 18/2
- Yarra Glen Swap 9-11/3
- RACV 1 & 2 Cylinder Rally Echuca 14-17/3
- Hot Cross Bun Run 29/3
- NSW Premier Rally 10-14/4
- Four & More Rally Kyabram 18-21/4
- National Rally Tasmania Nov 24

Wanted, for Sale or Swap

Pam Hill spoke of Joan Forryan need for Talbot 4CB rear axle items.

1901 Curved Dash Oldsmobile for sale.

Next Meeting 8.00 pm on Tuesday, 12 March 2024

Meeting Closure at 8.26pm

Events

2024 RACV 1&2 CYLINDER RALLY

Entries are now closed



What

The 2024 RACV 1&2 Cylinder Rally will be held in Echuca/Moama.

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
- Stand up paddle experience and swim
- Paddle steamer cruise
- 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.

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

INTRA CLUB HOT CROSS BUN RUN

EASTER
EGG HUNT

When: Good Friday, 29 March
2024, 9:30am to 1:00pm

Where: Rosella Oval / Picnic
Area – Braeside Park
Lower Dandenong Road,
Braeside. Melways 88 E8.



2024 RACV FOUR AND MORE RALLY

Thursday 18th - Sunday 21st April 2024

The date has been set for the 2024 RACV Four & More Rally, to be held in Kyabram.

Entries Are Now Open

The logistics are completed and we will have some interesting day runs happening. Commencing on the Thursday afternoon, we have a shake down run to Tongala, with time 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 and we will view the outstanding Silo Art at Colbinabbin. Lunch on the last day will be at the small settlement of Girgarre.

Please mark these dates in your diary and reserve your accommodation as soon as you can.

We are again grateful to the RACV for their sponsorship that has, for so many years, assisted the VCCA (Vic) in providing cost effective veteran motoring events for our members.

Our aim for this event is to keep it simple, enjoy driving our veterans, and to safely socialise with fellow veteran enthusiasts.

Trailer Parking: Secure trailer parking will be available at the Kyabram Showgrounds.

You will find a link further down this page to VCCA (Vic)'s on-line event entry system. This easy-to-use procedure will allow you to select the options you require, record the information we need to run the event and provide the service you expect. You can select to pay by credit card, EFT or cheque. If you are not comfortable with the on-line system, please contact me and I will provide an alternative entry method.

Book your accommodation NOW

Entries will close April 4th, so get your entry in today.

Contact Information

Rally Director:
David Boyd
Phone 0421 064 689

On-line Event Entry Queries:

Michael Holding
mholding@netspace.net.au
Phone 0407 008 895

24 hour, 7 day Help Line
Phone 0407 008 895

Accommodation

Kyabram Motor Inn
364 Allan Street
www.kyabrammotorinn.com.au
(03) 5852 2111

The Kyabram Caravan & Tourist Park have sites and cabins available, however it is a very basic park.

Western Gums Tourist Park

1220 McEwen Road
www.westerngums.com.au
(03) 5852 2885

Kyabram Country Motor Inn

363 Allan Street
(03) 5852 3577

Hurley's Bar and Bistro Hotel

217 – 219 Allan Street
www.hurleys.com.au
(03) 5852 1005

The Itinerary (subject to change)

THURSDAY

Registration: Participants will be able to register on Thursday afternoon from 12noon to 2.00pm at the Kyabram Showgrounds in Allan Street. If you plan to arrive on Friday, please call David Boyd to arrange registration.

Shakedown Run: The rally will start with a short casual shakedown run from 2pm on Thursday afternoon.

Welcome Function: Will be a "Pay Your Own" dinner at the Kyabram Hotel. A special rally menu has been organised.

FRIDAY

Total driving distance: Approximately 125 kilometres

Morning tea: Hosted by the Tatura Irrigation and Wartime Camps Museum

Lunch: Pub lunch and then a visit to "Days Mill" – the best preserved 19th century flour mill in Victoria

Dinner: Hurley's Bar and Bistro (2 course)

SATURDAY

Total driving distance: Approximately 125 kilometres.

Morning Tea: at the Rochester Community Market (pay your own)

Lunch: at the Motorfinish Cafe in Rochester

Devonshire tea: at the Rochester Museum

Rally Dinner: Kyabram Club (3 course)

SUNDAY

Assemble for a casual car display in Kyabram and then a short run to lunch at Girgarre.

18 – 23 November 2024

The 2024 National Veteran Vehicle Rally



Expressions of Interest

Are now open. Entries will open at the end of March and will go to those that have expressed interest first. Make sure you keep an eye on your emails and our website for the final release.

Contact us:

W - www.vccatas.com

E - 2024nationalrally@gmail.com

P - 0448 678 291 (Jill)

P - 0404 917 366 (Ben)

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

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t 0404 917 366
e president@veterancarclub.org.au

VICE PRESIDENT

Daryl Meek (Fiona)
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e vicepresident@veterancarclub.org.au

SECRETARY

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

TREASURER

Jessica Holt (Chris)
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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

Scott Emmerson
t 0488 002 054

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

REGISTRAR & PERMIT RENEWALS

Rob Anderson
t 0414 446 953
e leonierob@bigpond.com
Post: PO BOX 828
Somerville VIC 3912

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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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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.



Find us on
Facebook

The Geelong Revival

By Simon Anderson

We had a nice little turn-out of 5 cars and 2 motorcycles. The weather forecast was not looking very favourable on the lead up to the day. However the weather turned in our favour and was very pleasurable.

The cars and bikes were well photographed and appreciated by the public. Graeme Anderson was invited to participate in the vintage fashion contest which is also run on the day, and won National Vintage Fashion Award for his outfit.

Vehicles in attendance were:

Geoff Brown, Buick

Ivan Cave, Model T

Graeme Anderson, Adams

Tess Anderson, Brush

Jack Thomas, Model T

Paul Fullard, Triumph MC

Michael Holding, Douglas MC



Graeme Anderson in his award winning Vintage Fashion outfit



1915 Douglas Motorcycle of Michael Holding



The 1913 Buick of Geoff Brown next to the 1912 Adams of Graeme Anderson



The Anderson Brush and the Cave and Thomas Model T Fords



The crowd enjoying the lineup of cars at the Geelong Revival

AOMC Festival of Motoring, Cruden Farm

Photos supplied by Ben Alcock



1912 Triumph of James Dunshea



1909 Schacht of Stan Ketchel



1908 Cadillac of Rob Anderson



1912 Ford Model T of Mark Herbstreit



1910 Renault of Rob Anderson



1911 Stower of John Stanley



Big crowd enjoying the display of Veteran Vehicles