

April 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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Flashback

By Greg Smith



This month our Flashback vehicle features a popular make of car. We have had, and still have, many Renault cars within our ranks, so perhaps this one may be easy for people to help us out with history and current whereabouts. As stated it is a Renault, but not as popular as the more plentiful AX model, being a 1908 AG model instead. The photo was taken on the shores of Lake Hume near Albury and the event was the 1965 National Rally. The history I can share with you is at one time it was owned by a former secretary of our club. That should help in some way. Another distinguishing feature of the car is its rear end. It was rather bulging, but cute in its own way. I am sure a number of members will remember this car, as I certainly do, as it was a regular participant on our events. Please provide your thoughts and expertise and provide the history of this car and who owned it and where it may be now. The editor is really looking forward to getting your valued responses. I believe it is currently going through a restoration process, and is missing some oiler components. See the advert on page 26 and try and help out to get this lovely Renault back to firing on all two cylinders.



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Last month we featured a lovely commercial Thornycroft c1910. I am sorry to say that we received zero response, so our knowledge on this truck is not further advanced to date. I will provide another photo of it in the hope someone will be forthcoming to help us out on the history and current and past ownership. It cannot just vanish, and someone must have some details.

Right: Thornycroft Limited entered their c1910 Thornycroft truck in the 1958 Rally

Front Cover:

See page 12 for the details of the Thompson Steam car and who these people in and around the car are.

Coming Events

7 April 2024	Motorcycle Only Swap Meet The National Steam Centre 1200 Ferntree Gully Road Scoresby, Victoria
9 April 2024	Natter Night - 8pm Clubrooms and Online
26 - 28 April 2024	Florence Thomson Tour 2024 https://www.aomc.asn.au/events/2024/4/26/florence-thomson-tour-2024
14 May 2024	May Natter Night - 8pm Clubrooms and Online

Major Events

19 - 21 April 2024	RACV Four & More Rally - Kyabram Rally Director: David Boyd
12 - 14 July 2024	RACV Midwinter Rally - St Arnaud Rally Director: Alan Esmore
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

18 - 23 November 2024	2024 National Veteran Vehicle Rally - Launceston, TAS https://vccatas.com/2024-Nat-Rally.html
2025	National Veteran Motorcycle Rally 2025 Contact: Murray Wright - antiquemcca@gmail.com



A wonderful line up at the Port of Echuca. Right to left, 1905 Cadillac of Ron Poyser, 1908 Schacht of Alan Miller, 1909 Delage driven by John Wards, 1910 Reo of Len Kelly, Rick Thege's 1903 Carlton driven by Brandon Price and Mitch Williams, 1910 De Dion Bouton of Ken Hall driven by Frances Hall, and 1910 Delage of Barry Smith

Editorial

by Greg Smith

What a marvellous weekend we enjoyed at the recent 1&2 cylinder rally at Echuca/Moama. These weekends don't just happen. It was due to many, many months of planning, hard work and the ability to follow through to present a weekend of variety and pleasure and great motoring for the seventy plus entrants.

All accolades to the rally directors, Adam Auditori and David Provan and their small band of helpers. With David's attention to detail, Adam's incredible local knowledge and the ability to be flexible when issues cropped up, they created a rally that had everything. Where else do you have a rally director able to borrow a mate's paddle steamer boat, then have the skills and qualifications to become "Captain Auditori" to drive us all to the dinner venue and home on the Friday evening? Our activities and attractions were also interesting and varied. Again, when have you got to go stand up paddle boarding on a VCCA (Vic) event?

I know they also tried to create appropriate atmospheres and ambience at our evening dinners. They went above and beyond by trying to secure cars from Museums Victoria. Adam contacted them with the express hope of getting the 1897 Hertel to be on display. The hurdles he had to try and conquer were immense and it could have possibly been achieved, but the cost was going to be in the vicinity of \$10,000 for it to happen.

This proved to be insurmountable, as this is the world we now live in and more and more barriers were put in front of Adam. He then contacted me to see if the Smith family would provide the 1900 Victoria Combination, as it was small and easily manoeuvrable to get through doors and up onto the stage area. We were only too happy to help out, especially at a considerable discount of \$5000 for the night – ONLY JOKING. Please no calls, as that was just a throw-away line!

It did get me thinking though. Here is a vehicle, a very special vehicle, being, reputedly the first vehicle to be imported into Australia by Mr. Pender in November 1897. Such a vehicle should be seen and viewed by people, and not be in storage and seen by no one. It is almost an injustice.

In 1958, the 1898 Thomson steam car was able to be displayed on a back of a truck at one of our events, granted, the world was a different place then. It would have been a magnificent achievement and sight to have the seen the Hertel. I certainly don't know the reasons and what is involved and why things are the way they are. Good on Adam for having a go. It certainly would have been some achievement and appreciated by all. I would love if we could one day do some sort of joint promotion as it would be a win, win for both organisations.



1897 Hertel

Valē: Jim Goble

By Graeme Jarrett

Sadly we share with you the passing of one of our longest term members, Jim Goble, aged 95 years.

Jim joined the club in 1957 along with his brother Dr Alan Goble. He received a 50 Year Award in 2010 (would have been due in 2007, and a catchup process was undertaken at that time). He also received a 60 Year Award in 2020.

His interest and ownership of a number of interesting early motorcycles and cars was constant over a very long period of time. His love of early vehicles caused his gravitation to the Veteran Car Club at the relatively early age of 28 years.

In 1964 Jim was awarded, with his finely presented 1916 Indian motorcycle, Best Motorcycle. His interest in motorcycles was rewarded with the ownership of many machines. These included a 1912 Victor (with original sidecar), 1915 Triumph, 1907 Alcyon, NSU, EWB, Henderson, and others.

He was always on the lookout for veteran vehicles and travelled widely to discover and purchase a range of vehicles still present in the club. These include Keith Neilson's Buick - found in an abandoned state by Jim in the 1950s. Also, the Neil Gibbs' 1915 Chambers found by Jim in 1958. They had found an early Daimler which went to The Eric Grant in the early years and restored by him into running condition.

The brothers discovered this Cadillac in 1958 at Balldale, NSW (just north of Corowa). It was owned by a local there, Lou Geier who had originally bought it in 1917.

This car is apparently still in Victoria and remains unrestored, I believe.

We have sadly lost one of our most enduring.

He is survived by his wife Janis, children Sally, Amy and Scott, daughter in law Tania and granddaughters Ella and Ava.



LETTER TO THE EDITOR

Dear Greg,

Terry Parker is right, I certainly was not expecting the information that has surfaced in respect to the What Is It photo published in January 2024 Brass Notes. The background that Terry and Michael Sheehan have provided in the February Brass Notes on this 1907 Darracq is very interesting and the fact that it has survived is the icing on the cake.

My friend, Adrian Rossi who discovered this photo, is amazed by the knowledge and resources of the members of our club. This shows that Brass Notes is an extremely effective means of communication and our enthusiastic members are keeping the spirit of veteran motoring well and truly alive.

Thanks and Best Regards

David Wright



RACV - 1 & 2 Cylinder Veteran Rally

by Andrew McDougall, photos by Frances McDougall & Callum Walsh

Echuca/Moama – 14th to 17th March 2024

What a great event: looked forward to with much anticipation and more than meeting our expectations. There were in excess of 70 entries and over 140 people enjoying wonderful, one and two cylinder, veteran motoring and providing an excellent array of vehicles. We had entrants from Queensland, NSW, ACT, Tasmania and of course Victoria. We particularly appreciate the efforts of those people who come from further afield to help make this a great annual event, which commenced way back in 1992, thanks to the foresight of Graeme Jarrett.

Like Cobram, this venue provided easy driving flat countryside, with the major hill being the new bridge connecting Victoria to NSW.

Thursday

Most entrants were able to arrive at the motel in Moama on Thursday, in time for registration and the short shakedown run to the Aussie Beer Shed and Heritage Farm Museum, on the outskirts of Echuca. Here Pam Hill takes over the reporting, as the battery in our Brush failed and would not excite the trembler coil. We spent the time scouring the town for a suitable 6 volt battery.

“Following rally registration, a short shakedown run was held. Firstly, across the river and around Echuca’s flat outer regions to the Aussie Beer Shed and Heritage Farm Museum. Here we saw an enormous collection of advertising signs and other memorabilia, relating both to beer and many other products. Some amber fluid was also available if so desired.

Then back through town to Moama Beach where an instructor had been arranged to assist those hardy types wishing to give paddle boarding a try. There was quite a mixed assortment of attire, even one lovely ‘neck to knee outfit’, as well as an assortment of skill levels. A low centre of gravity seemed to be highly advantageous”. (Pam Hill – Junior Club Reporter).

Having succeeded in getting a replacement battery for the Brush, Frances and I did manage to join the hardy – or perhaps fool hardy souls who were at the beach to try their hand at paddle boarding or to provide a spectacle and entertainment to the onlookers. I have to attest to Pam’s observation that a high centre of gravity was disadvantageous, as I had at least three involuntary swims, prior to staying vertical on top of the board. Others proved to be very skilful, even when it was their first time at boarding. This was an inspired idea to add this to the activities.



Andrew McDougall paddle boarding not far from the Paddle Steamer, Emmylou

My previous experience of visiting the Beer Shed was in the 2008 rally, when a huge storm came through and the Brush was only strong enough to return to Echuca, against a very strong head wind, in low gear. This storm created havoc around the district and Cobram in particular.

In the evening, we enjoyed an excellent spit roast dinner and lots of chatter at the Meninya Palms Resort, where most people were staying.

Friday

At 9.00am we all met at the Blair Street carpark for the morning briefing, before heading across the river to the small Primary School at Nanneella. Notable at the start was the motorcycle contingent, with more the next morning to arrive, making in excess of 10 motorcycles. Murray Murfett fortunately woke up to the fact that the Renault’s dash mounted oil tank actually needed oil in it to provide engine lubrication. Peter Broun from Tasmania was busy providing the entrants with his produce – lovely Royal Gala apples. Fiona and Daryl were waiting in anticipation in their recently acquired “Little Mac”. It was great to see Glenn Campbell out for his first run in the ex Forryan Brush. Also, it was good to see John Wards in Simmo’s Delage, but sadly without Simmo who has been on nearly all the rallies. Simmo was missed and we wish him all the best.



Barbara Clegg from Queensland in her neck to knee swimming costume. The “Queenslanders” are all in on their period costumes.

Notable were the all-female crews enjoying their cars, whilst others were kindly and expertly chauffeuring the less able owners. Tess Anderson and Sherryn Dunshea were having such a great time powering along in the Brush, with Frances and myself trying to keep up in our Brush, that we missed a direction sign and ended up a fair way down the road. Fortunately, Google Maps and a kindly local set us straight and we were able to find an alternative route to the morning tea stop. Just as we were heading back, we came across Alan Miller and his navigator who had also missed the sign, so the convoy of 2 Brush and a Schacht rolled late into the green grounds of the school.

We all then headed onto the next little town of Girgarre, where there was the amazing Gargarro Botanic Gardens Café with its interesting surrounds – you never know what will turn up in unlikely places.

On departing lunch some of us were trying to push start Brian Scudds in the De Dion when we noticed that he had a flat tyre, so back to the motel to collect his trailer. A few others fell by the wayside, but overall, the attrition rate was not high.



Brian and Joan Scudds enjoying their drive in the 1904 De Dion Bouton

At Tongalla we stopped for an afternoon tea break, with veterans parked in the shade, even in the centre median. Here, ice-creams were the order of the day, which only seemed to be available by the box load and not individually – hence there were plenty to go round.

For the evening, we were provided with a special treat of paddle steamer rides from the Moama wharf to the Echuca wharf and then to an excellent meal at Radcliffe's Function Centre. There was an interesting history about the old building in which we dined and also that there had been an agency for curved dash Oldsmobiles over the road. Return to Moama for most people was again by paddle steamer, with "Captain Adam" retaining use of a paddle steamer to take the stragglers home. This had been a fitting end to a wonderful day of activities and veteran motoring.



The Amphibious built in 1875 was our mode of transport to the Friday Dinner and skippered by Adam Auditori

Saturday

We again met at 9.00am at the Blair Street carpark for the driver's briefing. Here we now enjoyed the company of those who hadn't been able to join us earlier in the rally. Particularly notable was Mick Turner in the 1913 wicker bodied Merlin cycle car. It was a great spectacle and to finally have it up and running and performing very well. Following a successful run, Mick was over the moon, as was his passenger, Lillie Keogh – poor Brenton found that Lillie had a more exciting offer. Another wonderful sight was the 1903 Carlton, now owned by Rick Thege, but being driven by Brandon Price and his mate Mitch Williams. It was of particular interest to me as I watched its restoration by Eric Rainsford in Adelaide, many decades ago. This car had the misfortune to break the front axle, when it hit a large pothole in Forbes last year. Brandon and his fellow workers at the Up the Creek workshop have been instrumental in making a new axle and recommissioning the car.



Mick Turner and Lillie Keogh loving the motoring in the wicker bodied 1913 Merlin Cyclecar

Today's run was to Torrumbarry weir, with a morning tea stop in the middle of nowhere at Roslynmead cattle yard. A coffee van and toilet had been organised. In getting here we drove along the very straight, flat, Mount Terrick Road – reminiscent of crossing the Nullabor Plain. As far as the eye could see there was no sign of Mount Terrick!

The run into Torrumbarry Weir was particularly nice as it wandered through the shady flood plain. As we parked near the weir, I thought back to 2008, when Lindsay Vinen was parking the 1914 Perry, the stub axle broke and wheel fell off. Fortunately, no such thing happened this time and the Vinen's with the Perry had an enjoyable and faultless run. An excellent catered lunch was provided in the shady grounds and there was the opportunity to read about the history of the weir and to view the current modern structure. Much appreciated was the talk given by entrant, John Prentice and weir keeper Scott, about the construction of the weir, its automation and its flood management capabilities. Of particular interest was the description of the fish ladder design and construction and how it is based on the characteristics of the native fish and also the invasive pest, carp. Also, by observation of the respective swimming characteristics, a design has been developed for a cage, slide and winch facility which is able to catch carp, whilst allowing the native species to continue their journey up stream. It is a characteristic of our rallies that local knowledge very much adds to the enjoyment the events.



The Vinen's at speed in the 1914 Perry which had a faultless run

Another welcome observation was the preparedness of entrants to provide rides and even drives of their vehicles to those people who are without a veteran or whose vehicle has succumbed. Callum Walsh clearly doesn't need to own a single and twin veteran, as people are most willing to buy, maintain and transport their vehicles to rallies, for his driving enjoyment. Of course, this is aided by the fact that he is enthusiastic and a very competent driver and adapter to the different vehicles.

The Rally Dinner at the Moama Bowling Club was enhanced by having the 1899 De Dion Bouton and 1903 Carlton on display in the venue. Participants got into the swing of things by dressing up with fancy/favourite hats. Notable favourite hat was that worn by Peter Fagan – his motorcycle helmet, which says a lot. The meal was excellent, there was much convivial conversation which was interspersed by announcements and awards. The principal award is the Ron Hobbs Trophy, which was appropriately presented

by Ron's daughter, Sue Payne. This award is for perseverance and tenacity in participating in a single and twin cylinder veteran. Deservedly, it was awarded to Brandon Price and Mitch Williams who addressed many adversities throughout the weekend to keep the Carlton on the road. I believe that even stoic Ric Thege kissed the Carlton and perhaps shed a tear. Of course, the customary poems were cleverly composed and delivered by Doug Fulford.



Robyn Blackwell sporting a cowgirl hat and Peter Fagan in his motorcycle helmet at the evening function where we were encouraged to wear you favourite hat.



Brandon Price accepting the Ron Hobbs Trophy presented by Sue Payne and David Provan

Sunday

Even with the wonderful Rally Dinner over there was still some more to come. We were allowed another half hour to get to the starting point for the briefing. It was great to see so many vehicles lining up for the final run, as sometimes in the past most of the entrants have departed early, leaving only a few to do the run. This time the organisers must have been pleased.

We took a bit of a circuitous route over the new bridge to the Echuca Port, where we were on display for 1½ hours and where the public appeared to get lots of enjoyment looking at and conversing about the veterans. This no doubt helps our cause. Next it was back over the bridge to NSW and a short run out to the Five Mile picnic area, negotiating lots of hot-rods, which were also in town for the weekend. At the picnic ground we did a "U" turn and returned the way we had come, the beauty being we could see the veterans on the road coming and going – inspired!

Then it was to St. Annes Winery for a tasting and, from observation, quite a lot of purchasing, before driving a few more metres to the Rich River Golf Club for lunch. This was a fitting end to a wonderful event.

One more observation is the number of younger members enthusiastically enjoying this hobby and the preparedness of more senior members to interact with them and share their vehicles and experiences. The future for our interest in and use of veteran vehicles appears to be secure and in good hands.

On behalf of all the participants I wish to thank Adam Auditori, David Provan and the respective helpers and supporters for a superbly organised rally, which included extra activities and which enhanced a great venue and runs. Very well done!



Introducing Captain Adam Auditori and his First Mate David Provan.
Our wonderful Rally Directors

THE ECHUCA RALLY

Doug Fulford

*Euroa's roads may be flat, Echuca's flatter still
Speed bumps, on local maps, are marked as a hill
It's a fact, so I've been told, by folks who live round here*

You can drive 100 k and never touch low gear

*We motored to the Beer Shack which proved to be a hit
With lots and lots of old stuff but all of it good sh*t
The owner one might well say is possibly eccentric
His collection was unreal to see and certainly eclectic*

*I spied an entrant leaving there in somewhat of a hurry
He was keen to paddle and be Murray on the Murray
But Murray in the Murray I thought sounded better
I was rather hoping that he'd emerge the wetter*

*Some of us who has a go rather promptly sank
The moment that we parted from the safety of the bank
Eventually we all triumphed after a fail or two
Then almost got run over by the steamer Emmy Lou*

*I think that I most likely drank much more Murray water
Than health officials gen'rally say a fella really oughta
Some showed off their prowess by calmly gliding by
Even though they all claimed that this was their first try*

We travelled to Nanneella School the kids were having fun

Vet'ran cars outnumbered them by more than five to one

*'Twas Vivian's turn now to drive but she was out of luck
As the Caddy's one exhaust valve decided to get stuck*

*Adam's a Nanneella boy and he's remembered well
Although what he's remembered for no-one dared to tell*

*Adam has since gone on to widespread fame and glory
On Friday night he took the helm as Captain Auditori*

The Queenslanders who joined with us (as you may have guessed)

*Ev'ry time they ventured out were beautifully dressed
Fiona Kelly wore her furs as if she had to beat
The total lack, Echuca way, of proper Queensland heat*

*One great destination was a long lost port-a-loo
Abandoned in a paddock with a cow or two*

The Holdings took the Douglas out, before they'd gone real far

Were hoping to swap back to the comforts of the car

*They may make an "Odd Couple", Adam A and Dave
But this rally that they planned turned out to be a rave
Many people entered early (and a few quite late)
The support that these two received was really, truly great*

*The entry list fin'ly reached a massive seventy four
Which may be the record but of that I'm not quite sure
I know that you will all be keen to join in now with me
In truly thanking Adam A and thanking David P*

*All the entrants then joined in when I said hip hooray
Thank you so much David P and his mate Adam A*

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Andrew Brown
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- White Metal bearings
- Model T Ford
- Mechanical repairs to all Veteran,
Vintage & Classic cars

2024 RACV 1&2 Cylinder Rally Participant List

Driver	Passenger(s)	Vehicle
1. Kelly Anderson	Kim Anderson	1910 Renault
2. Rob Anderson	Leonie Anderson	1908 Cadillac
3. Simon Anderson	Amelia Kirakosian	1916 Indian
4. Tess Anderson	James Park	1910 Brush
5. Adam Auditori	Angela Mead	1899 De Dion Bouton
6. Bob Ballinger	Helen Ballinger	Modern
7. David Barnard	Marge Barnard	1910 Buick
8. Gordon Berg	Catherine Berg	1910 Renault
9. Bill Betts	Robyn Betts	1908 Renault
10. Max Boardman	George Coad	Modern
11. David Boyd	Gail Boyd	1911 Renault
12. Kevin Brooks	Joyce Brooks	1914 Humber
13. Peter Broun	Peter Morse	1906 Cadillac
14. Glenn Campbell	Jenny Campbell	1911 Brush
15. Norm Clark	Cheryl Humphries	1918 Harley Davidson
16. Barbara Clegg	Geoff Clegg	1907 De Dion Bouton
17. Paul Daley	Lena Daley, Sue and Bob Watts	1910 Brush
18. Byron Dobson	Audrey Dobson	1905 REO
19. Lis Donald	Karl and Alexander Donald	Modern
20. James Dunshea	Ben Alcock, Deb Alcock, Sherryn Dunshea	1912 Triumph
21. Stephen Dynes	Heather Dynes	1914 Triumph
22. Vic Ellis	Delwyn Ellis	1908 Swift
23. Alan Esmore	Heather Esmore	1909 Buick
24. Peter Fagan		1914 Triumph
25. Peter Fitzgerald	Judy Fitzgerald	1911 Maxwell
26. Robert Fordham		1908 Renault
27. Graeme Fraser	Mitch Skey	1912 Renault
28. Doug Fulford	Vivian Fulford	1905 Cadillac
29. Laurie Garrod		Modern
30. Ken Hall	Frances Hall	1910 De Dion Bouton
31. Tim Harris	Marie Harris	1906 Star
32. Peter Hawkins	Jill Hawkins	1908 REO
33. Deane Hill	Pam Hill	Modern
34. Michael Holding	Claudia Holding	1905 Cadillac
35. Peter Holding		1915 Douglas
36. Bruce Humphries	Mary Humphries	1900 Locomobile
37. Brian Hussey	Jill Bartlett	Modern
38. David Inglis	Robyn Blackwell	1909 Renault
39. Graeme Jarrett		1912 Little Midland
40. Len Kelly	Fiona Kelly	1910 REO
41. Fiona Lane	Daryl Meek	1909 McIntyre
42. Bill Lindsay	Glenice Lindsay	Modern
43. Brian Love	Maria Love	1908 Wolseley Siddeley
44. Andrew McDougall	Frances McDougall	1910 Brush
45. Alan Miller		1907 Schacht
46. Barry Murfett		1915 Excelsior
47. Murray Murfett	Erik Carlsson	1909 Renault
48. Jason Palmer		Modern
49. Geoff Payne	Sue Payne	Modern
50. Ron Poyser	Ted Rahill	1905 Cadillac

Driver	Passenger(s)	Vehicle
51. John Prentice	Roger Cameron	1904 De Dion Bouton
52. Brandon Price	Mitch and Parker Williams	1903 Carlton
53. David Provan		Modern
54. Kevin Quigley	Jo Quigley	Modern
55. Ken Russell		Modern
56. Darren Savory	Jenny Savory	1913 Champion
57. Brian Scudds	Joan Scudds, Ian Heyme	1904 De Dion Bouton
58. Mark Seager		1917 Rover
59. Barry Smith	Roslyn Smith	1910 Delage
60. Brenton Smith	Lillie Keogh	1913 GWK
61. Greg Smith		1903 Romania
62. Graeme Splatt	Sandra Splatt	Modern
63. John Stanley	David Hogg	1912 Brush
64. Richard Thege	Heather Gingell	1911 Renault
65. Michael Turner		1913 Merlin
66. Lindsay Vinen	Christopher Vinen	1914 Perry
67. Max Vormister	Diana Vormister	1909 Renault
68. Neil Walker	Glenys Walker	Modern
69. Callum Walsh	Brendan Walsh	Modern
70. John Wards		1909 Delage
71. Graham Weekes		Modern
72. Paul Williams	Kim Williams	1906 De Dion Bouton
73. Matthew Wright	Susan Wright	1918 Harley Davidson
74. Murray Wright	Julie Wright	1913 Royal Enfield

The Lady Driver

by Irene Hill

One of the best resources for studying what Edwardian women wore for an adventure on the road is the 1909 book titled *The Woman and the Car* by Dorothy Levitt. Written with the same precision as Maria Ward's 1896 book on bicycling *Bicycling for Ladies*, it provides instruction on how to operate a vehicle and manage a solo excursion. And of course, it has an entire chapter dedicated to motoring fashions and how to dress for the road.

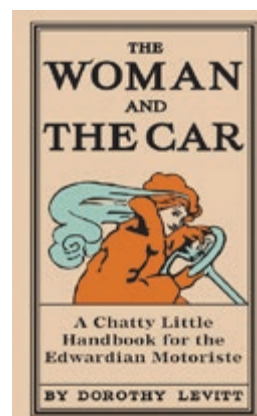
Although riding outfits, including bloomers, were created and worn by the very passionate among the female cyclists, most women who took to the bicycle wore clothing that was much more socially acceptable, such as full hemmed skirts. Similar to what the early advocates of the bloomers faced, the ridicule a woman would be subjected to when appearing in public in her riding outfit did prevent them from being widely adopted. And despite what you may hear today, the corset was so ingrained as a part of daily wear that it was adapted for use on a bicycle, not abandoned.

The bicycle craze was relatively short lived. The trend subsided by 1900 and was replaced with growing excitement over the automobile, another source of transportation available primarily to upper class white women. And as riding in a car doesn't require the wearing of trousers, the bloomers once again failed to truly catch on.

Women's motoring fashions were drastically different from women's cycling fashions. Here too, function prevailed over fashion, but women's motoring fashions have maintained slightly less infamy than cycling fashions due to the prevalence of long skirts.

While that may be the case, garments and accessories used for motoring were unique for their time.

Many early autos were also open-top, and traveling at unprecedented speeds on dusty unpaved roads required protecting one's hair, complexion, and fine clothing. A lightweight overcoat adapted from the carriage coats of old, aptly called a "duster", became de rigueur for driving. Some dusters had protective hoods or could be worn with a veiled hat; driving masks or goggles and gloves would complete the look.



Front Cover Details

by Greg Smith

Our front cover photo this month comes courtesy of the State Library Victoria. We are very grateful to be able to use this fabulous image as it is now out of copyright and no restrictions apply. The written summary that accompanies this photo is as follows:

Close up view of early four-wheeled phaeton steam motorcar. Six formally dressed men in top hats ride in car: Sir Frederick Sargood, H. Thomson (designer), driving, Mr Sterry, Mr Sternberg (Vic. Police Commissioner) and Mr George Lansell (extreme right). One man, E.L. Holmes, Thomson's partner, stands behind them. The name Thomson, Armadale Vic is embossed on front of car in white.

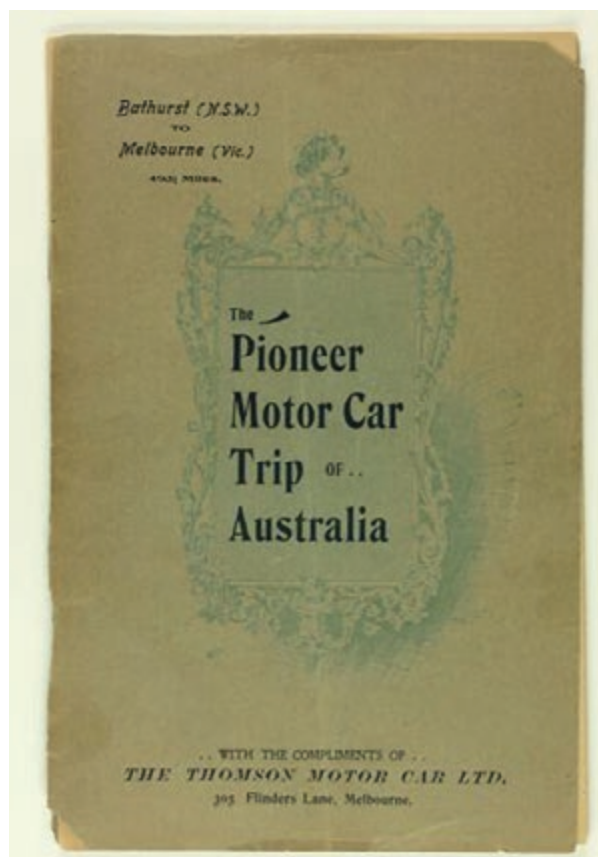
This Thomson steam car has also a close association to the Veteran Car Club of Victoria, as if you remember it was restored by one of our members, Bill Buchanan, before being presented to Victoria Museum of Applied Science. This extremely significant Australian built vehicle remains to this day in the Melbourne Museum. (Although, I believe it is currently in storage and not on show!).

The Thomson steamer was one of very few built in High Street, Armidale by Herbert Thomson. In 1900, this vehicle made one of the most famous pioneering journeys from Bathurst in NSW to Melbourne, a distance of 794 km, and 56 hours of actual driving time, and this was also following demonstrations at both the Sydney and Bathurst shows.

The Thomson was reputedly the first to be fitted with Dunlop pneumatic tyres made especially in Australia. You will see Dunlop clearly embossed on the tyres now, as Bill sourced similar tyres from Dunlop during restoration. I also believe there is an Australian built Thomson steam engine which survives, and is now in the Powerhouse Museum in Sydney.

Interestingly, back in 1958 the Thomson Steamer was brought along as a display vehicle on the back of a Golden Fleece service truck on our Annual Rally, which at the time, was sponsored by Golden Fleece – our major sponsor prior to our long association with RACV. We have recently tried a similar exploit but without success on one of our major rallies. See my editorial on page 4 for those details.

That is a little about the Australian built Thomson, but interestingly, I had heard of another Thomson that was in Australia. With this information I set about tracing where this Thomson was. What I found, was that there certainly is another Thomson Steamer in Australia, but it is not an Australian built vehicle. It is however of similar significance being an experimental model (prototype) that was made in the USA by the General Electric Company. I urge you to look at the article contributed by Chris Sorenson, who is now the present owner, of this Thomson Steam Surrey on page 21 and also go to his YouTube videos to view this amazing vehicle in action. I am so hoping one day Chris will bring this Thomson, or in fact either of his other two steam vehicles, down to our Pre-1905 Pioneer Run. He has a beautiful Grout steamer (which I saw on the Bundaberg Highwheeler Rally) and a similar quality Locomobile.



The details of this trip from Edward Holmes' notes are detailed in this booklet.



The Thomson Steamer aboard the Golden Fleece service truck. Great advertising for both Golden Fleece and the Veteran Car Club. Photos from Dementia Prodest



Cyclecar Corner – Adamson Light Car

by Graeme Jarrett

The Adamson was more of a Light Car than a Cyclecar, its merits deserve mention here.

These were based on an underslung chassis and had a sporting look because of their low profile and proximity to the ground. They were rated at 9hp and of 1099cc capacity. An Alpha engine was used in both twin and four cylinder models. Three speed and reverse gearbox was fitted – final drive by belts

By the standards of the day, this machine was quite long lived (1912 – 1924) perhaps well supported by the parent Company, R. Barton Adamson & Co Ltd. Enfield Highway Middlesex. The earliest machines were fitted with a two cylinder Alpha engine and later cars used a four cylinder also.

So far as I am aware no Adamson light cars came to Australia. I doubt if any of these fine machines, in spite of their sound engineering, have survived the rigours of time.



Dr A. M. Low (UK) in his 1914 Adamson. This photograph appeared on the front cover of the *Light Car & Cyclecar* (Apr.20th 1914).

10th FEBRUARY, 1914. **The Light Car and Cyclecar** 250

THE ADAMSON CHASSIS.

Underslung Frame— Belt-drive— Three Speeds and Reverse.

NO cyclecar yet introduced has made a greater appeal to the public than the underslung Adamson. Immediately after the first published description appeared in this journal, the makers, Messrs. R. Barton, Adamson and Co., of Enfield Highway, Middlesex, were literally flooded out with inquiries from all parts of the civilized world.

We reproduce on this page the first published photographs of the chassis of this machine, and by a casual glance it can be clearly seen that the ground clearance, which many imagine to be insufficient, is ample for ordinary conditions met with on our roads. As the Adamson standard body is of low build, it accentuates the lowness of the chassis to a great extent, and makes the whole machine appear to be closer to the ground than is the case in actual practice.

No radical alterations have been made in the chassis since it was first introduced, but one minor improvement has now been incorporated. The brakes, which were originally of the shoe type, are now superseded by internal-expanding and external-contracting band brakes, working on the same drums on the rear wheels. These brakes are extremely efficient, and are a great improvement on the old pattern.

The Countershaft and Gearbox.

The neat arrangement of the countershaft and gearbox can be distinctly seen, while it will also be noticed that two leather ring universal joints are fitted in the halves of the countershaft, thus allowing for any flexure of the frame which might occur.

Another important feature of the chassis is the design employed for the belt drive. The front pulleys are 9 ins. in diameter, while the length of the belts is quite above the average for machines of this type. The domed wings with valances which are now fitted as standard add considerably to the appearance of the machine, which is one of the most graceful looking on the road. Comfort is also another prominent feature of the Adamson.

Engine Starts from the Seat

It will be remembered that the engine is started from the seat; in fact, there is no starting handle in the ordinary sense of the word. We have tested the starting device, and it proved to be easy to operate and certain in action.

Having found their present works quite inadequate to cope with their present requirements, the manufacturers are now in the process of moving into larger premises closer to town.

We recently drove an Adamson for a short distance and were greatly impressed with its silky drive, silent running and speed capabilities.

It is satisfactory to note that a very large number of Adamsons are now on order, one of the prospective owners being Dr. A. M. Low.

Side view of the Adamson chassis, which shows that the ground clearance is not so small as is popularly supposed.

SPECIFICATION.

Engine—9 h.p., 2-cylinder, 3 1/2 in. x 3 1/2 in. water-cooled thermostat, expansion, cylinders cast in pairs, both inlet and exhaust pipes cast integral; capacity 1000 c.c.

Valves—Large diameter, interchangeable, all one side. Adjustable tappets all enclosed.

Carburettor—Solex.

Magneto—Brush high tension.

Cranks—Cast—Bearings and crankpins of ample strength.

Clutch—Leather to metal, of large diameter.

Cooling—Thermo-siphon.

Fuel Tank—Fitted under dash, capacity 4 gallons.

Frame—Underslung pressed steel, tapered at front.

Springs—Semi-elliptical, leaf, leaf and front of exceptional length.

Gear Box—Three speeds and reverse, gate change. Direct drive on top.

TRANSMISSION.—From clutch to gear bar through cardan shaft, thence by belts over 9 inch pulleys to back rims. The belts are 11 feet in length, and this in conjunction with the very large pulleys, gives a beautifully soft drive with no slip.

Steering Gear—Steel wire over metal bobbin, duplicated.

Brakes—Hand and foot acting on back wheels.

Wheels—Wire, fitted with 700 x 60 mm. tyres.

Wheel Base—8 ft. 6 ins. Track 4 ft.

Chassis Weight—300 lbs.

Body—Coach-built throughout, of very pleasing design, giving ample leg room and seating capacity for two adults, with large locker at rear. Every Car is fitted with one of our own patent starting arrangements, actuated from Driver's seat. Underneath running from front of radiator to back of gear box, totally enclosing all working parts.

Clearance—6 1/2 inches.

Price of Car, with Side and Tail Lamps—125 Guinea net. (Hood and Screen extra).

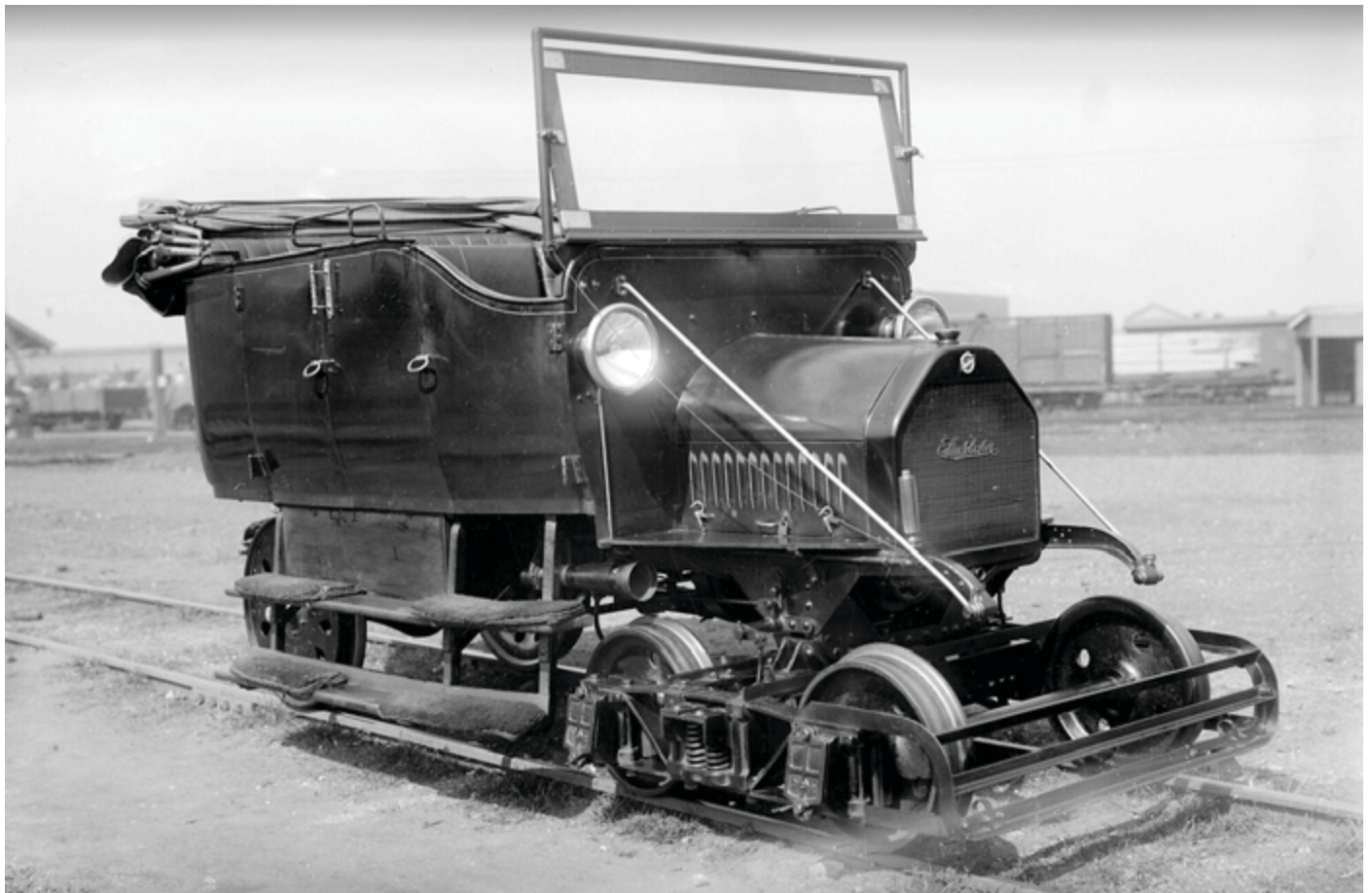
Adamson R. BARTON ADAMSON & CO. Enfield Highway, Mids.

Advertisement Text: If good appearance, comfort, and power are anything to you—the ADAMSON should make a very strong appeal. Made by an Old Established Firm—and BRITISH MADE.

This advertisement appeared in the *Light Car & Cyclecar* (Feb. 16th 1914).

Veteran Cars Riding the Rails

by Doug Fulford



1917 Studebaker converted to an inspection car

Early veteran motorists sometimes had to resort to using railway bridges to cross rivers. For example Horatio Nelson Jackson in making the first transcontinental drive across the USA wrote to his wife, Bertha:

We started on for Bitter Creek, crossing two rivers over the railroad bridge. We had no trouble in crossing railroad bridges... With practice, bumping over bridge ties is no great task. Sometimes, though, we had to hunt for five miles to find a place where we could get our machine on the... track.

Rather a risky procedure one might conjecture but apparently neither unique nor unheard of. But it wasn't all one way traffic either. Railroad officials saw the potential for modified automobiles to be used as track inspection vehicles. These varied from little more than a handcar to which a petrol motor had been added to some quite sophisticated conversions as they were for the boss's use. This conversion was typically done "in house". A local example is this 1917 Studebaker based inspection car made by Queensland Rail.

This vehicle was much loved by Sir Matthew Nathan, Governor of Queensland. He is shown here (centre front) with the Studebaker rail car having arrived at Tamborine Station on the Canungra line in 1922.



Sir Mathew Nathan, Governor of Queensland shown with the Studebaker

Of course these conversions were done on "lesser marques" such as Napiers, Crossleys, Panhards and, of course, T Fords. You can't always have the very best!



The "Captain Cook" Napier on the left, as featured in the January/February Brass Notes

The January/February 2024 issue of Brass Notes has a great article on RM6, a converted veteran Napier that saw service on the Cooktown to Laura line.

Another of the veteran Napiers converted by Queensland Rail became RM26 pictured below.



Of course the Model T Ford was a cheap, readily available basis from which to build such a vehicle. The following example was built in Ridgway in 1913 from a 1910 T Ford. It was built for the personal transport of the General Superintendent WD Lee. It was wrecked at least twice and modified many times. Legend has it that it was destroyed in a collision with a train. The Ridgway Railroad Museum has an operational replica of this vehicle.

At least one manufacturer, namely Oldsmobile, had attempted to capture a share of this market with two models made for this specific purpose. Both were based on the curved dash platform. Built by Olds Motor Works from 1903 to 1905, total production appears to have been only around 127 units. They were (allegedly at least) exclusively sold by the Railway Appliance Company of New York and Chicago.



W. D. Lee beside the 1910 Ford T Rail Car

The smaller model 1 had a 4.5 hp motor and appears to have been designed for narrow gauge railways. It could carry up to four passengers in a back to back arrangement and had only one forward and one reverse gear.

The larger Model 2 came with the same 7 hp motor used in the standard Oldsmobile runabout and had two forward gears plus reverse. It was built for the standard 56½ inch wide gauge but could be made to fit any gauge down to a 42-inch minimum. It could seat up to six with a removable side seating tonneau or be set up to carry four plus tools.



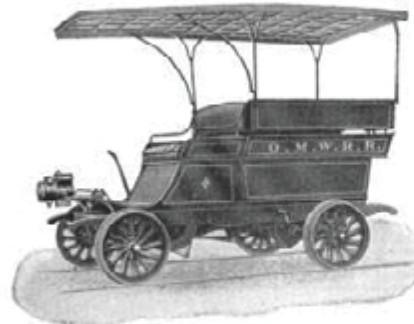
Rear view of the 7 hp Oldsmobile Rail Car

The Oldsmobile Railroad Inspection Car

Gold Medal Louisiana Purchase Exposition

Model No. 2 Tonneau Car

Will carry six to eight persons. Tonneau can be removed and platform added when desired.



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The Big X Factor - Joining The Dots!

by Murray Murfett



The very original and reliable 1915 Excelsior Big X, with Alan Esmore, Murray Murfett & Barry Murfett

Around 40 years ago, active Club member Tom Esmore (Alan's father) from St.Arnaud took his wife of 40 years to Tasmania for their wedding anniversary. He also took along a large tandem trailer to collect some pre-arranged purchases, such as a body for a veteran Fiat, 28 early stationary engines and a 'barn-find' veteran motorbike for a Rotary contact, Jack Murfett from Terang, (father of Murray).

The 1915 V-twin Excelsior Big 'X' came out of Blackwall, Tasmania and was owned by the late Doug McLoughlan. Doug was an enthusiastic collector of old cars, bikes and steam parts and his work with the PMG as a technician took him to farms and the back blocks, providing many opportunities in the course of his work. The Excelsior was in a quite good and complete order but back in the day, 'patina' was not a popular condition, and a tin of the correct coloured, olive green paint was purchased, as well as some reproduction transfers to finish the planned restoration job. However, Jack had other distractions, which included veteran car interests (he owned a 1914 Talbot 4CB and a 1908 front-radiated Clement Bayard), which put the Big X on a back burner. Both Tom and Jack were members of this, and other Clubs.

Fast forward 30 years and the 1915, 1000cc Excelsior Big 'X', remained unrestored, and was passed on to this writer's close cousin and motor cycle enthusiast

Barry Murfett, who did several necessary repairs, as well as bringing out most of the original paint, pin-striping and transfers, using baby oil!

Barry brought along his 'show 'n tell' to Echuca during the recent 1&2 cylinder Rally where he gained more of the background story from Alan Esmore and Andrew McDougall. Barry has no intention of restoring the Big 'X', apart from essential repairs.

It should be noted that this large American bike has no relationship to the much smaller, 150cc English bike of the same name.



The original factory Big X transfer on the petrol tank.

Who Is It?

by Greg Smith

We have done a lot of What is It? questions. This month we are providing two photos where we need the answer of Who is it?

The first photo was taken in 1965 and the young boy is pictured in "Hercule" the Hotchkiss tender vehicle that belonged to the club. Please let us know your thoughts on who this may have been.

The second photo was taken some time back and was in the Third James Flood Book, on page 161. I guess the best clue would be to try and identify the steering wheel and controls. Once this is established I am positive the identity will be pretty easy. This is a boy who, when the photograph was taken, was aged around 18 months of age. Please let us know your thoughts on who this may be by contacting the editor.



Brass Notes For May

Next month we are hoping to do a bit of a "Steam Theme". As such we would be very grateful for any articles to do with steam vehicles. I was lucky enough to sit with Bob Ballinger on the Saturday Night Dinner on the RACV 1&2 Cylinder Rally and he kindly volunteered to write one article. Lets hope others will also help out with the "Steam Theme". -Ed

Auction Results For Two Significant Vehicles

by Graeme Jarrett

I do not generally report on auction results, however, these two vehicles are of particular interest. The Napier, for its Australian connection and the Mercedes for its one family ownership since new in 1903 and its extraordinary sale price.

One of our late members, Bob Chamberlain, built a replica of the famous L48 Napier factory racing car known as Samson in the 1970s in Port Melbourne. The engine was the only large part of the original car to survive.

Details of the car:-

- The Reconstructed 1904 Gordon Bennett Napier L48 "Samson" Racing Car. Engine no. 1320A
- 15-Litre Inline 6-Cylinder F-Head Engine
- 240bhp at 2,300rpm
- 2-Speed Manual Transmission.

Although offered here in Australia, the car was exported for the recent Amelia Island auction sale in the USA, held by Bonhams Cars. It was sold for US \$742,000 including premium (AUD \$1,138,000 approximately).



The late Bob Chamberlain campaigning the Napier replica in a hillclimb event.



The original L48 Napier Samson during its early life.

One of the outstanding early veterans has recently been sold in the USA for an eye watering record price. It was sold at the Gooding & Company sale, Amelia Island for US \$12,105,000 (AUD \$18,570,000 approximately)

The 60hp Mercedes Simplex set a new standard in modern design and performance at the time it was built.

Details of the car:-

Developed throughout 1902 and debuted in 1903, the Mercedes-Simplex 60 HP followed in the footsteps of earlier significant design capability. It represented an entirely new standard of performance. At the heart of the new 60 HP model was a high-output, four-cylinder engine, which featured a 140 mm bore and 150 mm stroke (9.25-litre displacement). Capable of 80 mph and easy to handle, thanks to its relatively long wheelbase and low centre of gravity.



The 1903 Mercedes Simplex at the recent Gooding & Company sale in the USA.

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T Ford Time – The Upside-Down Club Again

by Graeme Jarrett

I do hope the occupants of the vehicles in these accidents were not injured.

The turning over of an early car is a tragic event, largely for the lack of protection offered to the occupants. They have no roll bars or structural framework to shield them from the impact. Also too, the lack of seatbelts. These shots were sourced from the Internet and the details of each is largely lost.



This 1915 Ford T tourer somehow misjudged the road geometry and ended the journey upside-down.



This Ford T town car (possibly 1920 model) somehow managed to become inverted. The owner might have a hard time explaining to his insurance company the circumstances leading up to the result.

Photos and attribution – the Internet.

MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Bob and Deborah Sanders of Guys Hill with a Dennis Fire Appliance
- David and Kate Belford of Gisborne.

Auction Lamps In Use

by Andrew McDougall

Last month we featured a set of lights being put to use on a 1903 Humberette that were purchased at the Auction the Club conducted after the donation of lights, horns and accessories from Garry Dubois.

This month is another set that found a new home from the Garry Dubois collection and you can see they suit the Sizaire et Naudin of Andrew and Frances McDougall perfectly.

Keep the photos coming of how these lights and horns are being put to good use on our restorations, as this was always the hope of our committee and indeed Garry Dubois.



Thomson Steam Surrey

by Chris Sorensen

The famous General Electric Company of Lynn, Massachusetts, built experimental automobiles during two separate periods before and just after 1900, commencing in 1894 and again in 1897. At least nine experimental cars were built at the Lynn works including electric, gasoline, steam and liquid air propulsion vehicles.

The vehicles were all designed by Professor Elihu Thomson or Hermann Lemp of Lynn. This is one of Professor Thomson's own design and is known as the 'Thomson Steam Surrey'.

Thomson developed a twin cylinder uniflow steam engine, followed by a four cylinder of the same type. This car is a four-cylinder uniflow steam engine.

Steam for the engine is supplied by a Thomson design "Flash Boiler" producing steam at 500 PSI. It is fired by a kerosene burner. The transmission from the engine is via a tail shaft driving a very basic universal diff via a worm and worm wheel.

It is known that General Electric built at least three steam cars to Thomson's design, a Victoria in 1898, a Runabout and a Surrey.

This is the Surrey and unique in that it is the only one of Thomson's experimental vehicles remaining. It is extremely rare for such a vehicle to survive in its very original condition.

Its survival can be traced, as it remained in Thomson's ownership before being placed in the care of the Wolfpen vehicle Museum of Massachusetts. When the museum closed many decades later it was acquired by a prominent Australian businessman, and shipped to his collection in Western Australia where it remained until his death. Since then, it has had one other owner in NSW, until we purchased it in 2022.

It was in the condition that you see it today other than the burner and associated pipework. The system is complex and with no instructions other than patent information and with the help of my friend Peter, we have got it steaming on the road under its own power.

We think this is the first time it has been steamed in over 100 years. It is our plan to take it to London in November 2024 and run it in the famous London to Brighton Veteran car rally.



1898 THOMSON STEAM SURREY, Owned by WOLFFEN AUTOMOTIVE MUSEUM, INC.

Manufacturer	General Electric Co. Lynn, Mass.	Boiler	Flash Type, Water Tube	Front Storage	Steel Springs
Address	24717	Working Pressure	160 Pounds per Square Inch	Rear Storage	Full Length
Body Type	4 Cyl. - Box Containing	Burner	Kerosene	Seats	Artificial
Engine Type	2-1/2" x 3-1/4"	Steering	Horizontal Bar	Truss	Solid, 2 1/2" x 1-1/2"
Valves	Single Valve, Exhaust Ports	Foot Brake	Internal Expansion	Wheelbase	37"
Body & Stroke	2-1/2" x 3-1/4"	Road Brake	None	Tread	36-1/2"

All the cars of the company, the General Electric Co. was manufacturing early into the automobile manufacturing business and built about a dozen experimental cars, this being the third. It was designed and used by Elihu Thomson who believed that automobiles should not become too fast due to the explosive character of gasoline. The photograph was taken when the car was new, shortly after. Many features were added and these are now on the car. Different seat design are also included.



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

The RACV supports the:

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

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Prince Henry Vauxhall – Australia – Part 1

by Graeme Jarrett, with photographs & history input from John Kent

The British Vauxhall Company had an enviable reputation as building fine motor cars. However, it needs to be said that their unremarkable earliest cars were single cylinder (1903-05). These were unsophisticated and unrepresentative of what was to come. The three cylinder cars were added to the offerings by Vauxhall soon after and were the beginning of better things to come.

The four cylinder cars, notably the A type (1908 – 1915), were highly regarded and gained the company some foothold and traction in the market. These were largely 3.0 litre capacity (90x120) and nominally 20hp. They were capable of high speed and attracted much attention and a popular following.

The success of the A type prompted the Vauxhall Company to enter the Prince Henry Trial of 1910 in Germany, which they were highly rated.

The Prince Henry model was born in 1911. It really was a refined 20hp A type model car with tuned engine and a distinct narrow pointed radiator with flutes that ran along the bonnet line. This was a very pretty and sporting car

A new larger model of the Prince Henry appeared in 1913 of 25hp (4.0 litre). This new version sported a wider radiator. Production of this model ceased in 1915.

These three shots are of the early type Prince Henry 3.0 litre (20hp). This car has a long wheelbase compared to the usual offering by Vauxhall



'Jack' is presumed to be the owner behind the wheel when this shot was taken.



The complement of soldiers aboard the car suggests a period of wartime. Identities are unknown to the writer.



This car apparently spent much of its early life in Bendigo – "Jack" was apparently the early owner.

What Is It - Response

by Andrew Benoit

Hi Greg,

I think the photo of the smashed up car in the current Brass Notes is a 1911 or 1912 Regal Colonial Coupe. This body style was referred to as a Colonial Coupe due to the Colonial windows in the door and rear quarter. If you look to the left of the bent over fence post you can see the upward curved front of the left frame rail that identifies it as a Regal underslung.

Regal, Oakland, Cartercar and others marketed Colonial Coupe models at the time although I think Regal is the only one with examples that have survived to the present day. There's a very nice one at the Louwman Museum in The Hague.

Regal cars were sold in the UK under the brand Seabrook-RMC.

This is the body style I plan to build on my Regal, photo attached, and awaiting inspiration.

Regards

Andrew



Period photo of a Regal Colonial Coupe



Andrew Benoit's Regal underslung chassis in the process of restoration



Billy William's crashed vehicle which certainly does look like a Regal.

Findings, Feedback and Follow-Up

by David Inglis, Greg Hill and Chester McKaige

David Inglis has written in regarding the front cover photo of the December Brass Notes. It has been correctly identified as an Argyll, but the photo shows the front wheel having a Stepney wheel fitted to it. David has one of these Stepney wheels on the running board of his AX Renault and would like to know how they are secured to the flat tyre. Let's hope someone will respond to David's request and educate the rest of us. -Ed

Dear Greg,

I cannot identify the vehicle on the front cover of December Brass Notes. However the rear wheel has fourteen spokes suggestive of an expensive marque - a la Silver Ghost.

The photograph turned my thoughts to the Stepney on my Renault which I have never used. I can see how it would bolt on to the outer edge of the rim. I assume the defective tyre and tube would need to be removed first. There is a short stout leather strap which I guess is intended to go around a spoke to stop the Stepney from slipping against the rim. However there is no obvious way of detaching the strap to put around a spoke and likewise no buckle arrangement to pull it tight.

Even when the Stepney is mounted it does not seem ideal to be taking the load on only one side of the rim. This would exert an undesirable lateral torque on the fastenings of the rim to the felloe. I have never actually seen a Stepney in use.

All in all it would seem preferable to carry a spare tube and hopefully to seek help from Bob Ballinger who some years ago gave a masterly demonstration on how best to change a tube on a beaded edge tyre. Thanks Bob!

Best regards,

David

Dear Greg,

The Lost Napier pictures which appeared in the March edition of Brass Notes have now been identified.

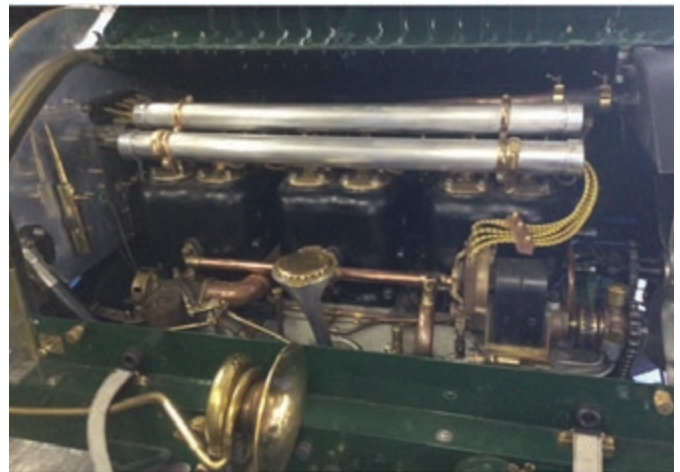
The pictures showed an early 6 cylinder Napier engine and chassis sitting outside in the weather possibly in Victoria.

Glenn Ridolfi from Cairns was the first to solve the mystery as he had seen the same engine in an article that appeared in Volume 44 of Country Motor Australia.

This 1907 40hp Napier has now been restored by Chester McKaige after passing through a few hands after the Arthur Lang auction many years ago.

Chester has a number of old photographs taken by his late father showing the Napier, but Chester never thought that he would one day own this lovely car.

Greg Hill



The restored Napier engine of Chester McKaige



The engine. These photos were taken by Chester McKaige's late father, and discovered by Chester when he was going through his extensive photographic collection.



The sad remains of the Napier at Arthur Lang's property. The "home made" rear chassis member can be seen where the chassis has been cut.

Comings, Goings, and Restorations

by Greg Smith

As is often the case, it is hard to keep up with all that is happening in the Veteran car scene, especially when I am not informed. I have had some news through from the Emmerson boys. I thought I would never see the day, but they have acquired something other than a Cadillac. Yes it is true. They have a special term for it, but bottom line is, they have a very nice 6 cylinder Buick, that seems quite complete, but requires restoration. Buicks seem to be the flavour of the month with the news I gave you a month or so back that Alan Esmore is also restoring something quite similar.



With the news of the 1903 Oldsmobile moving from Bill Dineen to Rob Anderson, the President informed us at a recent Natter Night meeting of a 1901? Oldsmobile that will also be coming up for sale. From the photographs that I saw, it is not quite 100% Oldsmobile, but let's wait and see what transpires on that one.

In some other Pre-1905 news, a fair bit has been happening, not so much here in Victoria, but Australia wide. I mentioned in the December issue Doug Fulford has purchased a 1903 Cadillac from Russell Holden. Well the restoration is underway and I believe the body is painted and ready for upholstery.

Grant Vormister has also purchased a Cadillac, 1904 model, I believe from Russell Holden, so that will be a nice performer when the restoration is completed. It is nice Russell is able to source these vehicles and import them to our soil so that our stocks of Pre-1905 vehicles, is swelling.

In South Australia, Peter Allan has a new toy in the way of a very early Orient Buckboard. These are one of my favourite vehicles and it will be great to see it out and about on the next Pre-1905 event in Naracoorte in September.

In the west, Geoff Paynter has secured a very nice looking 1903 Darracq, and I am hoping he too will have it at our rally in September.



In NSW I know of two vehicles hoping to be ready for the run as well, a 2 cylinder 1904 De Dion Bouton and a pre-1905 Motorcycle both owned by the same family. More on these in a future edition of Brass Notes

Paul Williams is making excellent progress on a Singer motorcycle. Paul only got this I reckon 12 months ago from Ken Hall. Apparently it is soon to be safety checked and ready for riding. Great work Paul, I am sure you will enjoy joining the "bikie gang".

I was also unaware that Andrew Benoit had a lovely underslung Regal under restoration until he responded to the latest what is it? If he builds the Colonial body it will look superb. Speaking of superb, he is also undertaking the finishing touches to his Panhard Levassor. I was privileged to see a video of its initial start-up. This is the ex-Max Roberts car who did the wonderful restoration. The fire brigade did turn up to the false alarm as an inordinate amount of smoke was forthcoming. This is a restoration that is spectacular, and again, I hope to see it on one of our rallies in the near future.



Lastly, there was a recent auction of the George Hetrel collection and three Veteran vehicles were listed for this. There have been several differing reports on where these vehicles have ended up. So with this in mind we will report only when we are completely certain on accurate whereabouts. If anyone can be 100% confident on where these vehicles have landed, please contact the editor so we can inform the members.

Private Classifieds

WANTED

Book "The Chamberlain: An Australian Story".



Published in 2003 by Peleus Press, John Hazelden, Author.

Contact: Graeme Jarrett
Ph: 0422 041 994
E: graemejarrett@gmail.com

WANTED

Drip feed Renault oiler

Mine was taken to pieces by a restorer in Blackburn and some internal parts of the drip feed oiler (and other parts!) were "misplaced" - specifically the main pump shaft. Looking for:

- Purchase of a complete one,
- Obtaining the parts, OR
- Someone who would be willing to lend theirs as a template to make, or allow me to make, the missing bit(s)

PLEASE NOTE A 3, 4 or 5 head drip feed will do
ALSO

A crank handle for the Renault which was also "misplaced"

These are the last mechanical parts needed for the restoration of my 1908 AG

Contact: Michael Jacombs
Melbourne, Australia
Ph: 0433 187 702
E: mjake1234@gmail.com



Photo of my oiler

FOR SALE

1912 Overland Doctor's Coupe

Body built by Norm George and based on blown up drawings as shown in Overland brochures.

All Mechanicals have been totally rebuilt to standard model 59 specifications.

The modifications for safety include LED indicators and electric horn. Another modification is the fitting of a starter motor for ease of starting.

The interior is quite the show piece, being Huon Pine woodwork, and tapestry upholstery.

The car since being rebuilt would have travelled only approx. 2000km.

Brassware includes scripted "Overland" headlamps, E&J side and tail lights, and rectangle acetylene generator. The speedo is a brass Jones type.

This is the only Overland Doctor's Coupe in Australia.

Asking Price \$70,000 ONO

Contact: Rod Cripps
Ph: 0409 988 455
E: rodmaggie@gmail.com



AVAILABLE FOR LOAN (FREE)

Renault AX flywheel puller. For short term loan when you are actually ready to use it. Melbourne pick-up and redelivery only.

Contact: David Inglis
Ph. 9878 0496

THE ESTATE OF WILLIAM (BILL) FORMBY

will go on line at

auctionsplus.com.au

on Friday 29th March for previewing prior to the auction which will take place between the 15th and 18th April.

There are 298 lots – including cars, T Model car projects, T Model lights, horns, wheels plus a range of other T Model parts, also garage equipment, machinery, antique furniture, gramophones, clocks and more.

Just go to the site and scroll down until you find Estate of William Formby.

FOR SALE

Geoff Collis is selling his Father's Fourth James Flood Book. \$100.

Contact: Geoff

Ph: 0419 564 354



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Events

2024 RACV FOUR AND MORE RALLY

Thursday 18th to Sunday 21st April.

Now the 1 and 2 cylinder rally at Echuca is over, and what a fantastic rally that was thanks to Adam and David, it is now time to consider the 4 and more rally to be held in Kyabram.

Our aim for this event is to keep it simple, enjoy driving our Veterans cars and have time to socialise with fellow enthusiasts.

On Thursday afternoon our Shake Down run will take us to Tongala where you will have time to enjoy a cup of coffee and time to walk around the Tongala Art Trail which won the Australian Street Arts award in 2022.

On Friday we will visit the Tatura "War camps and irrigation museum" which houses a unique collection of items from the seven WW2 prisoner of war and internment camps in the local area. It also has interesting information of the history of irrigation in the Goulburn Valley.

After lunch we will travel through the picturesque town of Murchison to the historic "Days Mill" which is considered to be the best preserved 19th. Century Steam powered flour mill in Victoria. (Not open to the general public)

Saturday we have the opportunity to explore the gold rush town of Rushworth and enjoy their local market whilst our cars are on display. After lunch travel through Colbinabbin, we will stop and admire silo art work which has been judged as some of the best silo art in Victoria before progressing on to Rochester for further attractions.

Sunday will involve a short morning drive to the small community of Girgarre where we will have an early light lunch, allowing plenty of time for those returning to load their cars and depart.

Kyabram is well known for its recently established Fauna Park, however cost and time restraints have not enabled inclusion on this rally. If you would like to visit this park, Sunday afternoon would be a good opportunity.

Registration forms and information regarding accommodation is available on the club web site.

Registrations close Thursday 4th April.

For any further information contact:

**Rally Director
David Boyd
0421 064 689**



Expression of Interest

**PRE-1905 RALLY –
NARACOORTE**

13-15 SEPTEMBER 2024

Planned Itinerary

FRIDAY 13/9	1400: Shakedown Run to Naracoorte Caves – World Heritage Site
SATURDAY 14/9	Run to Penola, Lunch at a Coonawarra Winery, explore Penola - Home of Saint Mary MacKillop
SUNDAY 15/9	Run to Frances

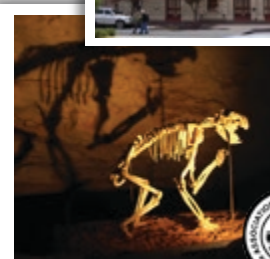
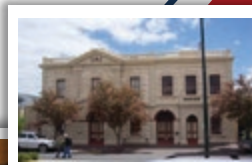
Are You Attending?

If you plan to participate:

- **Email:** [Julian McNeil](mailto:JulianMcNeil@gmail.com) julianjmcneil@gmail.com with your **contact details**. Include: Your Name, Address, Club, Car make, number of passengers.
- **Book accommodation:** tell them you are with the Veteran Car Club, as rooms have been reserved.

**William Macintosh Motor Lodge
20 Stewart Terrace
Naracoorte SA 5271
Phone (08) 8762 1644**

An event for all vehicles open to cars built before 1st January 1905 and appropriately dated. Non-rally entrants are welcome to come as spectators.



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)

RACV MIDWINTER 2024 ST. ARNAUD

We are proudly announcing the 2024 veteran midwinter tour will be set in the saintly and historic gold mining town of St. Arnaud.

This winter tour is frost full of fantastic day drives, all starting Friday 12th July.

Alan Esmore, as tour director, has planned Saturdays tour to be literally a golden day for the entrants, appetites will also be kept full with wonderful winter meals organised. This coming winter you will be in good veteran Buick country, perfect flat terrain, quiet country lanes and hospitality in abundance.

Book your accommodation today, in this cosy country hamlet. There are three motel options and caravan park, all ready to take your bookings now.

Country Road Motel. Ph: 5495 2255.

14 Rooms. On hold for Veteran Members until June.

Motel St Arnaud. Ph: 5495 1755.

17 Rooms. On hold for Veteran Member until June.

Kings Avenue Motel. Ph: 0409 908 160.

6 Rooms. 4 queen 1 king and one twin.

St. Arnaud Caravan Park. Ph: 5495 1447.

3 Deluxe Cabins and 2 Standard Cabins. On Hold for Veteran Members until June.

The 2024 midwinter rally is going to be massive, with all the trimmings. We are also keen to hear from eager entrants and their training programs for the cold start competition. Are high carb diets the secret? 5am yoga sessions the edge or is intermittent fasting the trick? Let us know.

Entry forms and further details will be available shortly.

This July escape to the country; 'feel the warmth and touch the gold'

Rally Director: Alan Esmore

Assistant: Scott Emmerson

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 12 March 2024 @ 8.03pm

Opening

The Club President, Ben Alcock, welcomed all to our March Natter Night.

Attendance

There were 26 members in our Clubrooms and 15 members online tonight.

Apologies:

Jennifer Atherton, Jeff Alcock, Stan Bone, Fiona Lane.

New Members

Bob and Deborah Sanders of Guys Hill with a Dennis Fire Appliance

David and Kate Belford of Gisborne.

Financial Reports

Lots of financial transactions due to the 1 & 2 rally.

Thanks go to Claudia Holding who assisted when some fraudulent transactions went through our Westpac account. All funds recovered now.

Events

Past:

European & British Car Show 18/2

Yarra Glen Swap meet 10/3

Coming:

RACV 1 & 2 Cylinder Rally Echuca 14-17/3. 72 entries,

139 participants.

Kalorama 24/3/24

Hot Cross Bun Run 29/3

Four & More Rally Kyabram 18-21/4

Historic Winton 25-6/5

RACV Mid-Winter Rally TBA

Pre-1905 Naracoorte Sept

RACV Annual Rally Bendigo Nov 8-10

National Rally Tasmania Nov 18-23

Library and Archives Report (Daryl Meek)

Daryl Meek has received images from the WA Goldfields of pre 1910 car photos.

The Race to the Future is available to read from the Library.

Wanted, for Sale or Swap

Nil

Items of General Business

Michael Holding also advised we need to store photos of our members cars for our club records to comply with VicRoads requirements.

A new roster is about to be started. Everyone must complete the Form with our membership renewals.

Ben advised the Garage Girls Show is touring shortly.

Raffle today is Lamb/Vegies/Pie/Custard and Chocolate. Thanks Deb.

Next Meeting 8.00 pm on Tuesday, 9 April 2024

Meeting Closure at 8.35pm

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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

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

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

TREASURER
Jessica Holt (Chris)
t 0431 181 719
e treasurer@veterancarclub.org.au

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

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Craig Emmerson
t 0410 663 292

Deb Alcock
t 0412 777 676

Peter Hammet (Joan)
t 0428 282 631

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

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

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WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

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

Download the application form at
veterancarclub.org.au.

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

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

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

If you require your vehicle safety inspected, and verified for Vicroads eligibility, please review the Vicroads permit requirements on their 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.

RACV 1 & 2 Cylinder Rally Echuca

Photos supplied by Frances McDougall, Callum Walsh & Gordon Berg



A wonderful photo of the Pevensey and the Echuca Port at night taken by Gordon Berg on the way home from the Friday Dinner



Peter Broun and Peter Morse from Tasmania in the 1906 Cadillac, formally owned by David Couper



Fiona Lane and Daryl Meek in the 1909 McIntyre, formally owned by Joan and Barry Forryan



1903 Carlton owned by Rick Thege. Driven by Brandon Price and Mitch Williams. Pictured here at the Echuca Port

RACV 1 & 2 Cylinder Rally Echuca

Photos supplied by Frances McDougall, Callum Walsh & Gordon Berg



1911 Brush of Glenn and Jenny Campbell from ACT. Formally owned by Joan and Barry Forryan and before that, Bob and Helen Ballinger. On its maiden voyage with the new owners



Alan and Heather Esmore in the 1909 Buick for the first time out. Formally owned by Ian and Sue Berg



Charge of the Cadillac brigade. Ron Poyser in his 1905 Cadillac followed by the Tasmanian 1906 Cadillac of Peter Broun



1909 Delage owned by Geoff Simmons and transported down and driven by John Wards



1910 Delage of Barry and Ros Smith running beautifully across the plains. Don't they look happy?



Murray Murfett in his first time out 1909 Renault. He was so pleased with how it ran



Couple of interstate Reo's. Peter and Jill Hawkin's 1908 Tasmanian car leading the 1910 of Len and Fiona Kelly all the way from Queensland



The 1906 Star in front of the Star Hotel on the Port of Echuca. Driven by Tim and Marie Harris