

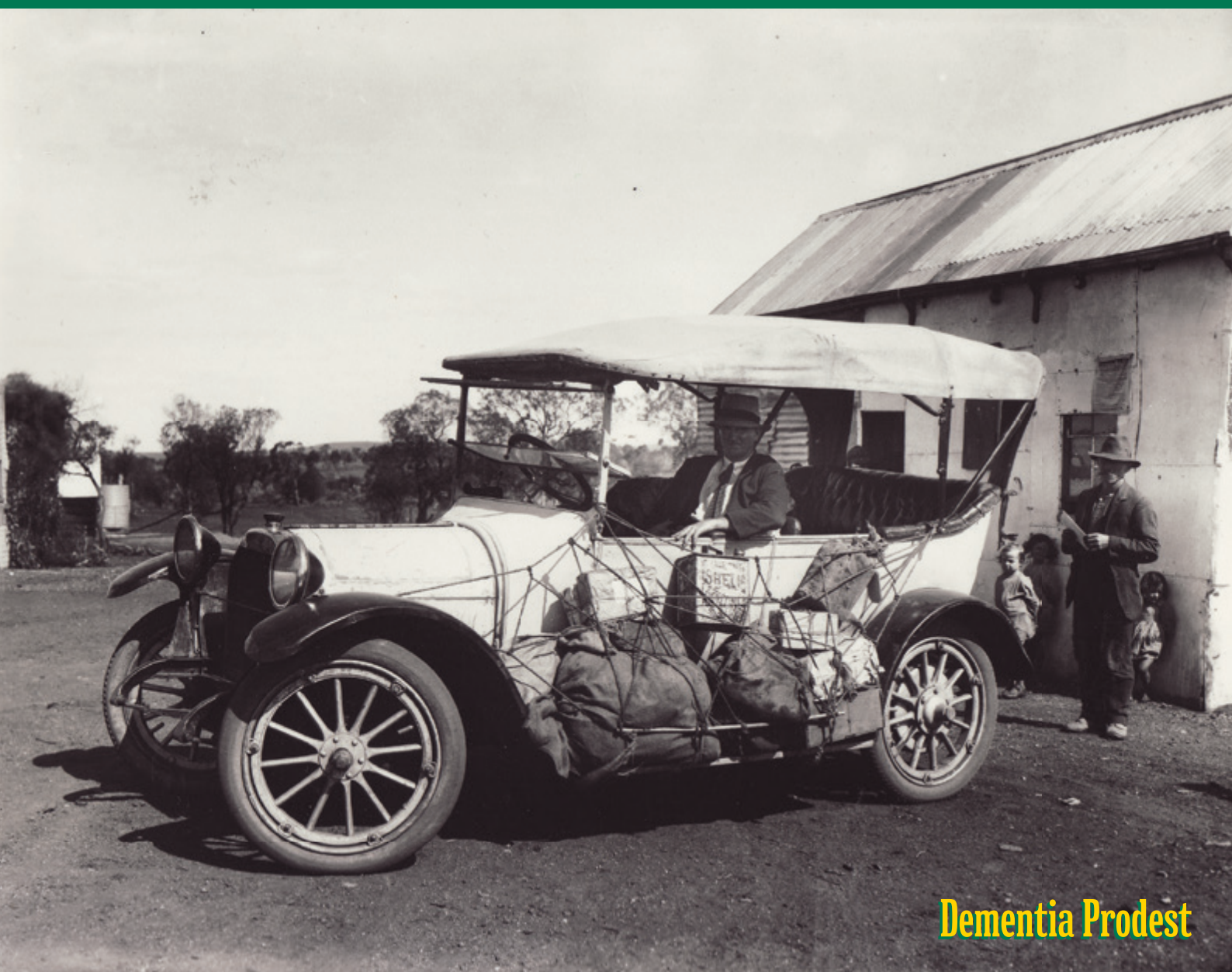
June 2024



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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MEMBERSHIP

WELCOME TO NEW MEMBERS

The club wishes to welcome the following new members:

- Peter Holding and Carmel McFarlane of Newport
- Jamie and Liz McKew of Highton with a 1914 Fiat

Flashback

By Greg Smith



Our Flashback photo this month features a Minerva. The photo was taken on the 40th Anniversary RACV Annual Rally at the lunch stop, which I believe was the Geelong showgrounds. Where have the years gone? Next year we will celebrate our 70th Anniversary! I won't divulge much more about the car or occupants, but it is clearly a very nice Minerva with an excellent Roi de Belges type tourer body.

Please help us out with any information on who owned this car, and if you are able to provide any history, that would be even better. As to what has become of this lovely Minerva I am completely in the dark of its current location, so again, if anyone has any relevant information, we would be so pleased to hear from you. Please respond to the editor.

I am very pleased with the detailed response we had from last month's Flashback Overland. Thanks to the ever helpful Les Johnson we were able to find out lots of history of this car. We are, however, unable to tell you where it is now. Hopefully someone will help us out with this information.

I was also contacted by David "T" Lang regarding the Thornycroft truck we featured several months ago. He had found a relevant article in Restored Cars magazine and our resident Librarian, Daryl Meek, then went to work and very kindly scanned the article and provided the detail for our reading pleasure. Thanks to these two fellows for their input on the Thornycroft. See the responses to these Flashback vehicles later in this issue of Brass Notes.



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

Coming Events

9 June 2024	Maldon Swap Meet Maldon Racecourse Reserve - Cnr Maldon Bendigo & Lewis Roads, Maldon, Victoria
11 June 2024	June Natter Night - Special General Meeting 8pm Clubrooms and online
16 -17 November	Bendigo Swap Meet - Bendigo Showgrounds Information: https://www.bendigowap.com.au/

Major Events

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 & Greg Smith
15 - 18 October 2025	RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill Rally Directors: Michael & Claudia Holding

National Events

18 - 23 November 2024	2024 National Veteran Vehicle Rally - Launceston, TAS https://vccatas.com/2024-Nat-Rally.html
19 - 24 October 2025	National Veteran Motorcycle Rally 2025 Contact: Murray Wright - antiquemcca@gmail.com
6 - 11 April 2025	National Highwheeler Rally Contact: Noel and Sue Holbrook or Dave and Larna Perry



Public Display from left to right, 1914 Ford T of David Boyd, 1915 Ford T of Robbie Dalton, 1909 Minerva of Chris Dillon, 1912 Cadillac of the Emerson boys.

Front Cover:

For more information and further photos about the Font Cover photograph see page 13 and 31.

President's Message

By Ben Alcock

This month, I'm sure we are all busy getting our cars and bikes ready for the RACV Midwinter Rally in St. Arnaud. Alan has been busy putting the finishing touches on the event and is enjoying watching the entries roll in. Make sure you get yours in if you haven't already, and don't forget to book accommodation at the same time.

In order to do our part for the environment, and to help progress future technologies, we have partnered with a tyre recycling program and will offer a free tyre disposal service. There will be two chances for you to drop off your old car and bike tyres (so start making a pile and getting them ready):

Club rooms at our June Natter or:

Factory 10/189 Cheltenham Road, Keysborough – 9am-12pm Saturday June 29th.

Please get in touch with me if you have tyres and these dates don't suit as we will try and help you all get rid of as many old tyres as possible.

Australia's tyre recovery industry includes businesses involved in the recovery and sale of waste tyres for reuse (including retread or repair), processed into tyre derived products (TDP) including tyre derived fuel for embodied energy (energy recovery), or for use in thermal processing and other emerging technologies. Australia recovers on average around 330,000 tonnes of waste tyres annually or 70%. While recovery is moderately high, Australia continues to dispose of around 142,000 tonnes of waste tyres each year into licensed landfills, buried on-site where permitted, dumped into the environment, or illegally stockpiled.



In 2025 our club will turn 70 and we will be celebrating this milestone! We have two major events planned to do this, one is the RACV Veteran Car Club 70th Anniversary Annual Rally being held in Swan Hill (information on page 11) and the second will be the 70th Anniversary Gala Dinner held in November 2025. We have tried to space the events out throughout the year so that everyone has the chance to attend as many events as they can.

Stay safe & well,

*Ben Alcock,
President – VCCA Vic*

2024 – 2025 Subs Are Almost Due

By Rob Anderson

Membership renewal notices will be emailed on 13 June and hard copies will be distributed with Brass Notes in July. A hard copy will be posted to “email Brass Notes” members in early July.

All members should be aware of the two changes to the renewal process this year.

1. MEMBERSHIP RENEWAL DECLARATIONS MUST BE COMPLETED AND RETURNED:

TAVCCA will be producing the next National Membership Directory later this year. The Victorian data will be sourced from our club records.

Because of the world in which we now live, VCCA(Vic) must confirm each member's agreement to publish their details.

To this end, all members must choose either yes or no to the “Do you agree to have your details included?” question on their Renewal Declaration.

Members can do this simply by completing the Online Renewal and ticking their desired option or by completing the hard copy Renewal Declaration and ticking the appropriate box.

Members who choose to complete the hardcopy Renewal Declaration can scan and email it to the Treasurer or post it to the Treasurer. Instructions will be included on the form.

In previous years, the Registrar has been somewhat lenient with accepting renewals without completed declarations. This year VCCA(Vic) must receive either an on-line renewal or a signed Renewal Declaration to accept a renewal

2. ADDED MEMBER RECORDS: Over the past 18 months your committee has implemented a new database system to store member contact and vehicle data.

We can now record a member's history with the club including rallies they have organised, committee positions they have held and major trophies they have won.

We are now planning to include partners' mobile phone numbers and email addresses so we have alternative contact details available should we ever need them.

Members can, at their option, include their partner's contact details. Club communications will be sent to both email addresses i.e. the member's email and the partner's email address.

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

Rob Anderson
0414 446 953
registrar@veterancarclub.org.au

Flashback Response

By Les Johnson

We are very fortunate to have many members and enthusiasts that can assist in recording accurate history amongst us. One such person is Les Johnson, from the Sydney suburb of Chatswood. He has spent countless hours in compiling just about everything that there is to do with the Overland motorcar here in Australia. I thank Les so much for taking the time to share his knowledge and detailed resources to help us with last month's Flashback Overland. Not only were we able to identify the particular Overland we had photographed but were able to clear up a number of misconceptions about a very similar Overland, that was only slightly different and owned by the brother of the one we featured. As such I can give the details of the similar Overland vehicles and the history of both. -Ed



The following is information that Les has accumulated from the then owner of the "Flashback Overland", Alex Reid.

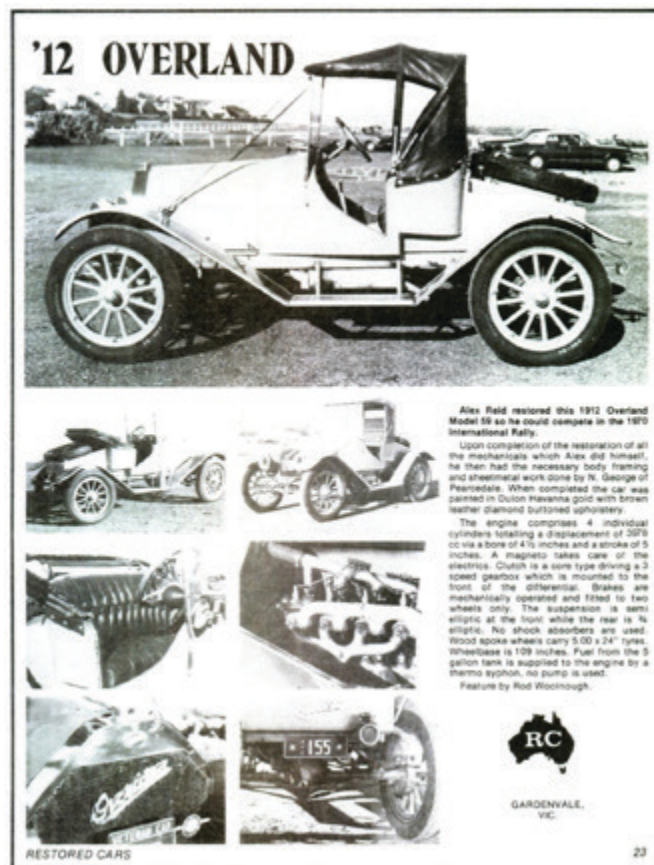
Alex writes: "1967-1968: About this time, I was searching for Veteran Overland parts to assist in the restoration of a couple of cars owned by my brother Donald Reid and a close friend Bob Smith. Advertising in the Victorian Veteran Car Club Newsletter produced some responses which I followed up.

I went over the border to Grong Grong which was close to Wagga-Wagga and looked at the remains of a 1912 Model 59. The person that replied to my request for parts had said that he had a differential and a few other parts however when I arrived there, I was surprised to see a chassis with engine, gearbox, front and rear axles, steering wheel, and wheels, a few (rusted out) mudguards, only missing the radiator, carburettor, magneto among a few other minor items.

Whilst only looking for parts I realized that all this was too good to separate, and it needed to be built into another car. On transporting all this back to Melbourne I made one of those rash decisions that I should be able to complete in the 1970 Sydney to Melbourne National Rally. Other replies to my adverts for parts and swapping things around produced all the missing parts I needed so that a complete restoration could commence. It all sounds simple now but as it was about 50 years ago, I have forgotten all the problems

that were encountered, such as having to change the wheels, since 25 inch tyres were unavailable, and having to change the wheels to 24 inch and alter all wheel spokes to accommodate the smaller rims.

I had a new body and mudguards made by Norm George of Pearcedale, Victoria, who had previously made a couple of Overland bodies and was a highly skilled tradesman. I did all the mechanical restoration and painting, the colour was Havana Gold - a colour used by AMI on Rambler cars that they were assembling in Melbourne. I had the seats and roof hood professionally made. It did not take long for time to pass, and although it looked very right for time, I couldn't drive the car to Sydney but had to trailer it there, staying overnight in Albury so that I cut and polish the paint to finish it off."



1974- November-December Restored Cars Volume No7



Around 1997, and due to a shoulder re-construction, Alex Reid decided to sell the Overland. Alex had some photos of when this occurred but was unable to remember who purchased the car, but recalled it went to the Newcastle area.



The Overland of Alex Reid loaded for the trip to the Newcastle district



The new owners pictured beside the Overland at the Newcastle area.
Can anyone identify these people?

This is just a small amount of information that Les Johnson supplied to me, but it does give us a history of this Overland.

What we are missing is the current whereabouts of this particular car. Les can provide the location and owner of almost every Overland in Australia, but this is the one he is not able to provide. If anyone can help, both Les and I would be most appreciative.

Overland that is often mistaken as the one above

I have also decided to give you an account of the Overland that is often mistaken for the Overland that was owned by Alex Reid. It is a very similar looking car but was owned by Alex's brother, Don Reid. I again thank Les Johnson for the photographs and information he has provided to correct this misconception.

The following are the words from Alex Reid about the car: "This is a car built by myself and my brother Donald Reid (now deceased) and was a combination of models 59-69 and a 1911 flat top Radiator. It was a very fast car but had poor brakes. Sold many years ago and the buyer got it fully registered and drove to Alice Springs and back. No idea where it is now."



The Don Reid Overland. Note the similarity of colour. Differences seen are the rear body section and the door sloping angle.



The Don Reid Overland during restoration.



The Overland of Don Reid as found. Pictured below are Don Reid and Bob Smith with it on the trailer.



When Don Reid owned this Overland, the vehicle permit number was 115, which was evidenced in the Roster of members in 1971. Alex Reid's Overland was 155.

The car was sold by Don Reid around 1984/5 to John Robertson of Frankston who altered the wooden box area on the rear so it could accommodate extra luggage room as he was to drive it to Alice Springs and required this alteration.

It was again sold to current member, Stephen Dynes, who undertook some restoration work including painting the car red, re-upholstering it and altering the rear compartment once more. Stephen outlines the history of the Overland as he was told by Don Reid in his correspondence with Les Johnson. This makes for interesting reading, so here is the transcript following:

13/08/2017

Hi Les,

Sorry for the delay in replying to your letter re the Overland.

I purchased the car on the 20/02/1989 from John B Robertson 32 Highview Rd Frankston for \$11950.00.

He had owned it for around 11 years he purchased it from Don Reid. When I purchased the car John told me he had driven it to Alice Springs he did not drive it to Darwin. Prior to that trip he had the engine rebuilt and balanced. I new Don Reid for many years and he told me he got the car from Boort in country Victoria, may be he got some parts for it there or it may have been there many years ago.

I was told by Don the car was found in the late 1950's and finished in the early 1960's. When first finished it was painted yellow and green and was done as a raceabout.

The Veteran Car Club has a movie that shows the car looking like this taken in the 1960s. Later the car was altered and was painted orange and when John Robertson had it he made the polished wooden box on the back so he was able to travel to Alice Springs and carry plenty of luggage.

When I purchased the car I pulled it apart at home painted it red and made a new smaller box and my uncle reupholstered the whole car and I fitted new back tyres.

I only sold it as I wanted something smaller that I could tow as I always drove the Overland to any event that I attended, including a week long tour of Victoria and into NSW.

The car is fitted with a 1914 type 79 engine and the crown wheel and pinion I have been told is a high speed one out of a model 85, the wheels are vintage Dodge. The Overland was sold on the 16/11/1997 to Robert Lawrence from Tasmania for \$16400.00

I am still in the Veteran car club and currently have a 1914 Triumph Motorcycle and a 1908 AC tricar.

Please find enclosed some photos of the car when I purchased it, did it up and when I was finished.

Thank you for your letter, and I hope this is of some help with your research.

Kind regards
Stephen Dynes

S Dynes



Alterations to the rear of the Overland by Stephen Dynes.



Finished product completed by Stephen Dyne. Note the different rear section.

Stephen owned and rallied the Overland for some time before selling it to Bob Lawence of Devonport in Tasmania. Bob used the car for several years until it was again sold to another person in Devonport, by the name of J.F. Dixon.



Overland when owned by Bob Lawence in Tasmania



Painting work being undertaken by Stephen Dynes, when he painted it red and black under carriage.

This is a period where the history gets a little murky, as Les Johnson writes. It seems the car was registered under J.F. Dixon up until 2007 when it then goes to Debbie Dixon (possibly the daughter) who Les believed lived in South Australia. It next surfaces For Sale at Rainsford's Collectable Cars. Apparently, it was sold from Rainsford's to Grahame Garwood (?) of Strathalbyn, who only seems to have it for one year before it again ends up back at Rainsford's Collectable cars.

In 2012 it is purchased by the current owner Noel Hand. Noel has done a lot of restoration work on the Overland and he contacted me after seeing it in the "Flashback

Column” in last month’s Brass Notes. He writes how he has replaced the radiator, and Les has fabulous photos of the process, as well as new clutch lining and many parts in the transmission drive train. The car has been very successfully rallied up and down the South Coast of NSW and enjoyed thoroughly. Noel also writes how, due to a change in circumstances, the car will be on the market, probably around the July/August period. We hope Noel will advertise this well sorted Overland in Brass Notes and, who knows, it may do the full circle and come back to Victoria.



The car as it is now, owned by Noel Hand. Soon to be on the Market.

Flashback Response from March

By David Lang & Daryl Meek

I received a phone call from David Lang who had remembered there was an article written about the c1910 Thornycroft truck we featured in the March Brass Notes Flashback column. After going through his library of Restored Cars magazines he was able to locate the piece and relay the issue it was in. Daryl Meek then very kindly scanned the piece and sent it to me including the photos. We would also like to thank Eddie Ford and the wonderful publications he has produced through many years promoting our hobby. Restored Cars has promoted many of our events as well, so for that we are indebted.

The following is just part of the article from the Restored Cars number 177, July/August 2006 relating to the Thornycroft.

History

“This truck was imported by the Tarrant Motor Co. of Melbourne from the UK, and was sold to MacRobertsons (confectionary makers) in 1912. It was found in Williamstown in 1964 and roughly restored by Thornycroft Australia prior to their closing shop that same year. It had two owners prior to Brian Dawes who purchased the truck in 1988.” (I believe it was earlier than 1964 when it was found and roughly restored, as Thornycroft Australia entered and drove this truck in the 1958 Annual Rally-Ed)

The article goes on to explain the driving techniques needed to pilot the vehicle, so I have not included all this.

“The truck is good for a 2 ton payload so the ride is decidedly rough, although I doubt it would be any better with a load on and couldn’t help but think what it must have been like for the original “truckies”, traversing cobblestone streets, rutted country roads or worse, some distant battlefield.”

The following are specifications taken from the magazine article. I particularly like the performance quote: 0-30km/h, at least 10 minutes.

SPECIFICATIONS

MAKE: Thornycroft
YEAR: 1912
MODEL: M2-40
BODY STYLE: Tray, Chassis Number 1230
ENGINE: Engine Number - 575

Type – Petrol, 4 stroke
 Number of Cylinders - 2
 Bore & Stroke - 4 ½” x 6”
 Max BHP @ RPM - 18bhp.
 Induction System - Solex Carburettor
 Exhaust System - Factory cast iron manifolds
 Exhaust Type - Single with single muffler
 Pipe Diameter - 2”
 Ignition Type - Magneto
 Firing Order - 1-2

TUNE UP SPECIFICATIONS:

Tappet Clearance with Engine Hot - Inlet .08” Exhaust .010”
 Spark Plug Gap - .025”
 Normal Oil Pressure - 18lbs @ 20mph

CLUTCH: Cone, leather lined
TRANSMISSION: Manual, floor shift.
BRAKES: Mechanical, Two wheel drum

CHASSIS AND BODY OF TRUCK:

Frame Type - Steel box.

BODY CONSTRUCTION:

Coach (wood), hand built.

SUSPENSION: Wheels Type - Cast iron.

Size - 36”

Tyres - Hard rubber

CAPACITIES: Fuel Tank 60 litres

FUEL CONSUMPTION: 12mpg at best



PERFORMANCE:

0-30km/h, at least 10 minutes.

Estimated Top Speed 20mph (32km/h).

PAINT TYPE:

PAINT COLOR:

Enamel
Body, Dash,
Fenders & Wheels - Red

UPHOLSTERY:

Black vinyl

BRIGHTWARE:

Brass.

GAUGES TYPE:

Oil pressure.

1. Solid rubber tyres don't make for a very smooth ride. Balloon tyres were still a way off in 1912 for heavy vehicles.

2. The chain drive inside the rear wheels was popular in early trucks.

3. The outside controls on the driver's side, the gear and brake lever, and the acetylene generator which uses carbide and water to produce acetylene gas for lighting.

4. The engine from the right side showing the carburettor and fuel lines, thermocycle cooling and no fan.

5. The Thornycroft engine from the left side. Note the magneto and cylinder priming caps on the cylinder top, which incorporates the head.

6. Under the truck in the clutch area.

7. The driving position, there is one gauge low down, it has a dash mounted fuel tank, gravity fed to the carburettor. The clutch pedal (left) has a large C on it with a B on the brake pedal. The big handbrake is used together with the floor pedal brake.



Page 26 Restored Cars #177, July-Aug 2006

Steam Theme: 2011 London To Brighton In The Grout Steam Car

By Chris Sorensen

As background to this adventure in the Grout steamer, we had previously done the London to Brighton car run in our 1904 De Dion Bouton, so the story begins. Our first big rally challenge was getting our De Dion Bouton and ourselves to London in 1989 for the London to Brighton car run. When we came home, we said that we were happy to have done it, but with the expense and effort involved, we would probably not do it again.

Oh well! we proved that to be wrong. Being a ships' engineer when they were propelled by steam engines, I had always wanted a steam car. That ambition was fulfilled when I purchased a 1903 Grout Stanhope steam car from a gentleman in Pennsylvania, USA.

Being such a unique and original car, I knew we had to run it in the Brighton Run, so after some preparatory maintenance on the car, I shipped it from Pennsylvania to Felixstowe in the UK. Part of the deal was that the gentleman I purchased it from, did the maintenance on it, and for that he had a seat in the Grout for the run. That is the reason in some of the photos you will see a United States Flag as well as the Aussie flag.

Now things had changed since 1989, and the run had grown into a motoring festival which included an entrant's car show and concours. As in 1989, Jenny again had made our period costumes and we dressed up on the Saturday and steamed the Grout to Regent Street. I can say driving a 100-year-old tiller steam car through the streets of London is an experience to remember. On Saturday morning we lined up in Regent Street with all the cars for the concours. It is open to the public, and there are thousands of people that come along to look at the cars and join in the festivities. We entered our Grout in the concours: Although it isn't restored, it was in very original condition so we thought it would be fun to enter the concours. There are three prizes, one of them being the "people's choice". To our surprise and excitement, we won the "People's Choice". This was certainly an achievement that we were very proud of.

The next morning, very early and still dark, we lined up in Hyde Park awaiting our turn to take off for Brighton after the red flag was torn up. We steamed across the starting line down past the Palace, and Queen Victoria's statue, down the mall past Westminster Abbey, and the Houses of Parliament, and Big Ben. Over Westminster bridge and off to Brighton.



Driving down past Buckingham Palace and Queen Victoria Monument



Going over Westminster Bridge. Only 60 more miles to Brighton

The significant difference between a steam car and a motor car is in addition to taking fuel you need water. We had a few water stops, including one unscheduled one at a barber shop where we used their hose to fill up with water.



Coming through the arch leaving Hyde Park



Parked in front of toilet at Croydon. Taking on water

After crossing the line at Brighton and being greeted by the huge crowds that gather to welcome the finishing cars, we went to the celebration dinner which was very “British”. Then the next day we took the Grout back to Felixstowe and packed it into a container bound for Australia.



The Grout now back in Australia

Once again, we said to ourselves that was it, for our London to Brighton experiences.

But!!! It was not to be, and we did it again in a 1903 Cadillac then again in a 1901 Locomobile steamer. In keeping with the steam theme, I will follow up with a story on Locomobile in my next installment.

An advertisement for VVC Instruments. It features a circular speedometer graphic with the word 'INSTRUMENT' around the top and 'VVC' around the bottom. The text reads: 'INSTRUMENT REPAIRS', 'Veteran Vintage Classic', 'Speedo, Tacho, Clock, Temp, Oil, Amps, Fuel', 'Brendan Walsh 0418-103739', '114 Hayes St, Shepparton 3630', 'vvcinstruments@gmail.com', and 'VVC INSTRUMENTS' with a Facebook logo.

RACV Veteran Car Club 70th Anniversary Annual Rally

By Michael Holding

Next year, as we celebrate 70 years since the formation of our club, we will be staging the “70th Anniversary Rally” in Swan Hill. Yes, we are finally heading to Swan Hill.

Consisting of 3 full touring days and many of the activities promised for the Covid cancelled 2021 National, the event will start with a Mayoral Welcome at 4pm Wednesday (October 15th) and conclude with the final rally dinner at the art deco Town Hall on Saturday evening (October 18th).

We have scheduled this event to attract entrants returning home from the National Veteran Rally in Murray Bridge the week before.

During October in Swan Hill, several huge events claim all the accommodation with booking 12 months in advance. You will need to book NOW.

Our two recommended properties have agreed to hold all their cabins, powered sites and motel rooms for our entrants, **BUT ONLY UNTIL 31st AUGUST - THIS YEAR. (This is 14 months out from the rally and less than 3 months from now)**

After this date, they will be released to the general public and won't last long.

Be sure to check the accommodation cancellation policy before booking.

BOOK NOW so you don't miss out!

PHONE the property directly and advise them you are attending the rally. **Do not use internet/website bookings. The dates have been blocked out for us and will show as unavailable.**

Check the club website for more details
www.veterancarclub.org.au

Michael and Claudia Holding (Rally Directors)

Big 4 Riverside Holiday Park

03 5032 1494

<https://www.big4riversideswanhill.com.au>

The Swan Hill Resort

03 5032 2726

<https://swanhillresort.com.au>

T Ford Time - Raceabout

By Graeme Jarrett.

The lure that some people have of building a Raceabout continues to fascinate me. I expect it is a matter of to each his own.



Above: - The T Ford above has been considerably modified over its time on the road – beginning life as (probably) a 1913 or earlier car. The mudguards are something of a giveaway to its real age. The radiator is an aftermarket item along with the later style bonnet. The minimalist scuttle and windscreen do offer a little protection and the boxy trunk at rear does not match the attempt at a racy appearance at the front. This effort looks to have been a mixture of ideas – a pity. Accreditation unknown.



Above: - This one is a 1917 model Ford T, I believe, perhaps best termed as a semi raceabout. The lack of a windscreen would result in a feeling of great speed, and discomfort to match. It looks to be a professionally built body – unlike so many others (although a little ungainly). The photo, from the USA, is at a Ford dealership. The wire wheels give a semblance of more modern good looks. Accreditation unknown.

Front Cover Details

By Daryl Meek

In 2021, Gilbert Ralph, Honorary Archivist of the Henry Royce Foundation, donated a collection of 33 images to the VCCA (Victoria).

In the mid-1960s, Gilbert was living in Kalgoorlie and was involved in the formation of the Golden Mile Museum. During his time as secretary of the Museum, hundreds of items were donated by local residents. Amongst these was a large collection of glass plate negatives that had been recovered from the basement of a former photographer's studio in Hannan Street. In this vast collection there were some excellent photographs of motor cars taken between about 1910-1930 in Kalgoorlie settings. Of the 33 images, 18 are of veteran motor cars.

The Golden Mile Museum was subsequently absorbed into the WA Museum and is now known as the Museum of the Goldfields.

Being an old car enthusiast himself, and before heading back to Victoria in 1968, Gilbert had the motoring themed plates printed. Fortunately, some of the images included information added to the edge of the negatives which, along with input from Gilbert, has resulted in considerable efforts being made to identify each of the vehicles. Many thanks to Gilbert for this significant donation.

In future edition of Brass Notes we will publish some of these images in the hope of receiving some well-informed feedback from members.

We have already had some success. The Studebaker images on the Front Cover and on the inside Back Cover of this edition were annotated on the back as being "c1915-1916 Studebaker" and "Mt Monger Mail".

Mount Monger Station still exists and is located in an area known as Feysville, about halfway between Kalgoorlie and Kambalda. The Mount Monger goldmining area is still in operation and produces gold to this day.

Resident Studebaker guy, Doug Fulford, has confirmed that the vehicle as being a 1915 (model year) SD4 tourer – the same model as the green car that Vivian and he took on the recent Four and More Rally at Kyabram. This model was manufactured from about July 1914 to about June 1915. The bonnet is too short for it to be a Model EC6. The headlights and the way they are mounted distinguish it from the previous model (which also had the petrol filler sticking out the top of the cowl) and the subsequent SF models.

LETTER TO THE EDITOR

Dear Greg,

I took my Buick to the well planned Four and More Rally. However, at one point it failed to proceed and shamefully needed a push start. It is usually an easy starter with the hand crank. I mentioned to others on the rally that the previous owners had two daughters who often drove the car and were proficient in starting it on the crank.

From that came the idea of having the women involved in the RACV Midwinter Rally cold start competition. I imagine there is nothing to stop ladies competing now, but wouldn't it be better and more encouraging if there were two sections?

I can see there could be a clash if a car was entered for both sections. If it started in the first section it would have a warm engine for the

subsequent/ladies' section. I think it would be fairer if all the ladies' cars were started beforehand and ran for say a minute.

I have contacted the previous owner's family, and the daughters think it is a great idea. What do our members think?

Maybe the competition could be expanded further with a section for the 1&2s and one for the Four and More.

Regards Geoff Brown

Well, what do the members think of this idea of Geoff's? It is nice to see a member with a bright idea to try. -Ed

RACV Four & More Rally

An unabridged version by Julie & Murray Wright

THURSDAY

We registered at the Kyabram Showgrounds, following an uneventful journey, leaving just enough time to unload and prepare for the shakedown run to Tongala to view the murals and Cavalry Memorial. A great spot to stand around and “avachat”. A casual cruise back to Kyabram in good weather was thoroughly enjoyed, as was the group meal that night.

FRIDAY

We enjoyed the Aussie wildlife murals at the departure point, surrounded by good weather and lots of chatter and catching up. An enjoyable traverse to Maria & Joe Sciacca’s orchards and packing sheds was a real eye opener as to the capital investment and foresight required to keep ahead of the game. I ran into a heap of trouble, literally, when I ventured into a patch of cat’s head burrs. Burrs 1 My Thongs 0.

Amazing to view the infrastructure involved in picking, cool storage and packaging of pears, apples and apricots. After viewing these processes, we drove out to see the Pink Lady apples that were nearly ready for picking. All under cover with the leaves having been blown off to make sure the apples all ripened evenly. Thanks Maria & Joe for your hospitality.

A short hop found us in Tatura to view the Museum that had a wide variety of artifacts and memorabilia in relation to the many internment camps that were

located around Tatura during WW2. From some very skilled artwork to a handmade lathe, all this painted a very rosy picture of these times, but were they? Tom Boyd was granted permission to give a performance on the pedal organ. I am not sure which let him down first, his repertoire or his legs, but it was still appreciated by those within earshot. More food and a chat.



Tom Boyd playing superbly the pedal organ.



1911 Wolseley of Paul Williams at the orchard.



1912 Enfield of Murray Wright.

After lunch we headed off towards “Day’s Mill”. On the way we had a minor hiccup when a truck going in the opposite direction broke the leather strap and lifted the hood on the Enfield. We stopped and lowered it, while discussing whether it would still be covered by the Enfield Warranty. This of course made us late in arriving at the Mill and we missed the introductory talk. Amazing place locked in time, but sad to know that lack of government funding will ensure this will be as good as it gets. Apparently, there is no political mileage to be gained in European heritage.

Pleasant motoring conditions had us heading back to Kyabram for more food and lots of chitter chats.



1913 Buick of Geoff Brown traveling well.

SATURDAY

A relaxing rumble to Rushworth for the Saturday Market, where everyone ambled around looking and finding treasures. My shopping was assisted by my personal banker James, thanks young fella. The local Historical Society was running a steam traction engine and a single cylinder road roller around the market, although the speed they were travelling was not conducive to an hourly rate of pay.

After eating and having a chat we were off to Rochester via Colbinabbin silos. A short stop and a long chat and we were off again, well some of us anyway. A bit of assistance was required to get a couple of cars back underway, but all was successful.

Upon arriving at the local history Museum in Rochester, I noted that Michael Holding was attacking his fourth or fifth scone with jam and cream. This was followed by his eight or ninth. A score was his final score. The "arvo" tea was accompanied by lots of chin wagging.

The Museum had lots of interesting objects that stimulated lots of varying discussions regarding usage and the memories involved with them. The tail wind helped us back to Kyabram in time for the Rally Dinner.

More food, even more exercising of the jaws that was influenced by our resident bush poet Doug Fulford.

SUNDAY

The day started with an hour-long display of rally vehicles. I was very impressed by the turnout of locals to view our treasures. Lots of discussions were evident between locals and non-locals regarding said vehicles. One elderly lady posed this question to both Terry and myself, "What are all you blokes going to do when they stop making spark plugs?" My reply was that I had not pondered this dilemma but will certainly do so in the near future.

A casual Sunday drive led us to Girgarre for lunch and final catch-up discussions. I would be very interested in observing an eat-off between Adam's young fella (Jelly Slice) and Claudia's old fella (Scones and Cream).

The general agreement was that it was a fantastic rally. David Boyd is to be complemented for his skills in making the Rally run so smoothly. Route signage was also of an incredibly high standard, well done all. I am not sure who organized the weather, but you did well.

Julie & Murray



1913 Sunbeam of Terry Mansbridge flanked by the Harris 1910 Briton and the Kennet 1911 Hupmobile.





Right to left: 1909 Minerva Chris Dillon, 1915 Ford T of Robbie Dalton, 1914 Ford T of David Boyd, 1912 Enfield of Murray Wright, and 1911 Ford T of Michael Holding.



1914 Ford T of Don McPherson, 1910 Briton of Tim Harris, 1912 Talbot of the Caffyn's, 1916 Ford T of David Lang, 1914 Ford T of David Boyd, 1913 Overland of Joe Sciacca.



Right to left: 1912 Talbot of the Caffyn's, 1911 Wolseley of Paul Williams, 1906 Vulcan of Adam Auditori.



Right to left: 1915 Studebaker of Doug Fulford, Caffyn Talbot, 1913 Sunbeam of Terry Mansbridge, 1916 Benz of John Wards.

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An Organisation in Transition - Studebaker (Part 1)

By Doug Fulford

An Organisation in Transition: How Studebaker Transitioned from Horse Drawn Carriages to Horseless Carriages.

The story of the rise and eventual demise of the Studebaker organisation in its various incarnations is a truly fascinating one. As perhaps the largest and most successful manufacturer of horse drawn vehicles and equipment, they successfully made the transition to become a major player in the horseless carriage industry. They undertook what was effectively a voluntary product recall in 1912, something pretty much unheard of at the time. It cost the company some US\$1,000,000 but greatly aided their product image. Poor financial decisions at the time of the Great Depression were to see the company go into receivership and not only survive but trade out of receivership in less than a year. Studebaker and Packard owners argue to this day about which company bought out the other in their twilight years before the combined organisation gracefully exited the automotive market. Along the way the company pioneered a great many innovations both mechanical and in styling, including a brief very profitable time when they pioneered the compact American car. Their last gasp attempt at igniting the brand, the ahead of its time Avanti, might not have succeeded as hoped for, but at the same time was a noble failure. I hope that the foregoing synopsis might inspire you to read more about this fascinating company. This article can only cover the company's history from the time when they decided to enter the horseless carriage industry to the end of the veteran era. Although the cars are interesting in their own right, the corporate strategy that the company followed is perhaps even more interesting.

At the time that Karl Benz was developing his Patent-Motorwagen the Studebaker company already enjoyed a dominant position in the horse drawn market. Its corporate strategy was still very much the domain of three of the five Studebaker brothers who, like their forebears, had been trained as blacksmiths and wagon builders. In 1852 Henry and Clement Studebaker had set up as H & C Studebaker, blacksmiths and wagon builders with a capital of \$68. The issues they had financing a rapidly growing business were solved when a third brother, John Mohler Studebaker, returned from the goldfields. He had prospered there, not from finding gold, but from making wheelbarrows for the miners and building wagons. Henry Studebaker wanted out of the business, so John Mohler purchased his share. They subsequently approached a fourth brother, Peter, to join the business. By 1868 the company's net assets were \$223,269.06 with annual sales of almost \$350,000. They had outgrown the original business structure, so the Studebaker Brothers Manufacturing Company was incorporated with an initial capitalisation of \$75,000 divided among the three brothers. Subsequently the youngest of the five brothers, Jacob, joined the company.



Peter, Jacob, Clement, Henry and John Mohler Studebaker

As the dawn of the new century approached more firms were developing and marketing horseless carriages. Would the horseless carriage be the way of the future? If so, it would represent the biggest challenge that the business had to face. The obvious question was should Studebaker enter the horseless carriage market. It is generally accepted that it is easier to acquire new technology than to establish the necessary route to market to exploit it. And Studebaker certainly had a well-established route to market domestically and a growing one internationally. While it was unclear at the time which technology, steam, electric or gasoline, would win out in this emerging market, Studebaker had the financial resources to test the market with more than one technology. After several attempts John Mohler's son in law, Frederick Fish, agreed to move to South Bend as Studebaker's general counsel in charge of administrative matters. By 1891 he had been made a director. As early as 1895 he proposed that Studebaker enter the horseless carriage business. Despite Jacob's unexpected early death, the remaining Studebaker brothers remained firmly in control of corporate strategy, although that was about to change. While Fish might have managed to get lukewarm support from his father-in-law, Peter, and Clement remained vehemently opposed to the idea.* Undeterred, Fish continued to argue his case and many of the ensuing board discussions were apparently quite fierce. He was convinced that if Studebaker did not enter the horseless carriage business the company would eventually suffer a lingering death as their market collapsed. When Peter Studebaker died in 1897 Fish replaced him as chairman of the executive committee. From that position he was able to push the company into taking its first tentative steps towards the production of horseless carriages.

Fish managed to persuade the board to invest \$4,000 in the development of a practical electric powered vehicle. An electric powered vehicle may not have been Fish's preferred option, but it was no doubt the only

option that would get board approval as John Mohler regarded steam and gasoline engines as noisy, dirty and dangerous.

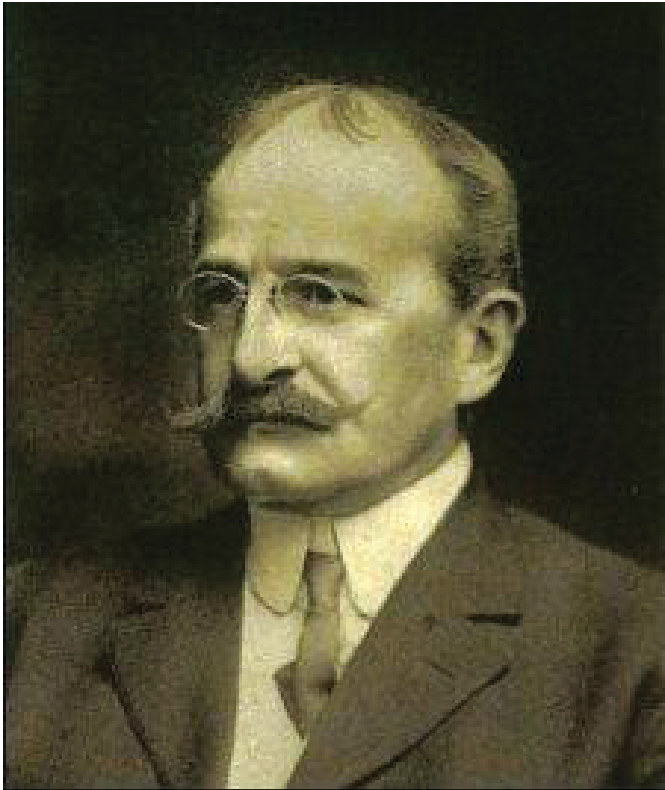


Photo of Fredrick Fish

The choice of an electric vehicle had other advantages too. Studebaker was already building bodies for taxis made by the New York Electric Vehicle Company. Plus, the technology that needed to be acquired was a much cheaper and simpler acquisition than for example the still new and rapidly changing gasoline motor, controls and drive chain. Clement Studebaker died in 1901 and with his passing opposition to motorised vehicle production effectively vanished although, at the time, John Mohler still believed that Studebaker's real financial future lay in the production of horse drawn vehicles and equipment. And while he might have been correct in the short term, history would prove otherwise.

With Fish now firmly pushing the agenda, the first Studebaker Electric Runabout rolled off the assembly line. It was sold to a Mr F W Bles of Missouri five days before Studebaker's fiftieth anniversary. The second was sold to none other than the famous inventor, Thomas A Edison. It wasn't Edison's first such vehicle as he had purchased the first electric vehicle produced by his friend, Walter Baker. Edison realised that the real limit to electric vehicles was the weight and life of the batteries and spent considerable time and resources on trying to improve them. An early advertisement read: "A motor vehicle worthy of the Studebaker name. We have not been indifferent to the introduction of the

horseless carriage. Rather than push upon the market an imperfect and immature product we have, however, expended time and money in order to secure a type of automobile which would not discredit our standing in the vehicle world. The Studebaker Electric Vehicle is admirably simple in construction, safe, easy to operate and remarkably free from vibration and noise. It is not a racing machine but a strongly built, practical vehicle for everyday service on country roads and city streets. Extensive experiments and tests have convinced us that the electric motor, with the greatest improvements recently made in storage batteries, provides the most desirable equipment in every way. It is simplicity itself, clean, odourless, durable and sufficiently speedy for all practical purposes." Can one sense behind that a degree of Fish's possible frustration that Studebaker had entered the market later than it should have?



Photo of The Studebaker Electric owned by Thomas Edison

Sales of electric vehicles were, however, disappointing. Studebaker tried to counteract that by pursuing foreign sales, making refinements and introducing new body types, including trucks and delivery wagons. Women, although a relatively minor component of the automotive market at the time, were a significant component of the electric vehicle market. Studebaker tried to capitalise on this by introducing stylish models such as the Victoria. Despite all these efforts, when the production of electric vehicles was halted some ten years later, only a total of 1,841 electric vehicles had been built, way short of the volume that Studebaker needed.

Undeterred and more in control, Fish was now free to pursue a second option, namely the gasoline powered car. His problem was that Studebaker lacked the technology, the equipment and the skilled workers to design and produce such a vehicle. He negotiated a deal with the Garford Manufacturing Company, an established manufacturer of automotive chassis. Under the terms of the agreement Studebaker would buy into Garford who would provide the frame, engine and drive

train to Studebaker. Studebaker would build the body and market the vehicles. As part of this Fish set up the Studebaker Automobile Company as a separate entity from Studebaker Brothers. It is fairly clear that Fish's longer-term intention was to take control of Garford and acquire the technology. The Studebaker-Garford gasoline powered vehicles were advertised alongside their electric counterparts. A 1905 advertisement stated that: "The 1905 Victoria phaeton presented herewith is indisputably the most satisfactory electric vehicle yet produced. It is especially designed for city and suburban driving" The same advertisement claimed that: "The 1905 Studebaker Gasoline Automobile for distance touring possess many admirable features that have not yet been assembled in one car. Most notable are its ease of starting (by one turn of the crank), sure control by foot lever, lack of vibration and accessibility of all working parts." The Garford chassis was technically advanced for its day and a high-quality product. But that came at a price that put the vehicles out of reach for most potential buyers. Despite that, Garford was not set up for mass production and could not keep up with the demand for new vehicles. Studebaker did gain a majority shareholding in Garford in 1908. Frustrated, Fish's interest in Garford waned and he realised that he had to look elsewhere. In 1911 Studebaker sold Garford to the Willys Overland Company. The Garford experiment hadn't been a great success and in the seven years of production only 2,481 Studebaker-Garford's had been built. But Fish had learned from it that the future was medium to low priced gasoline cars. But where to find such a cat?

its own organisation. It might seem strange that Fish would enter such an agreement with such an untried organisation. But Everitt, Metzger and Flanders were all major figures in the automotive world.

Walter Flanders was a production genius who had received a promised \$20,000 bonus from Henry Ford when he re-organised and retooled Ford's production system in 1906 so they could produce 10,000 cars in a year. When some Ford managers complained that he had spent too much money retooling, Flanders responded: "I did not come to save pennies, I came to make dollars." William Metzger was a sales genius. He established what was most likely America's first automobile dealership, in Detroit, and helped stage America's earliest automobile shows, in Detroit and in New York's Madison Square Garden in 1900. In 1902 he was one of the organisers of the venture begun to build a car called the Cadillac. He took orders for 2700 at the New York Automobile Show in January 1903, before anyone knew the name and no more than three of the cars had been produced. Byron ("Barney") Everitt had started his own body building business in 1899 receiving body orders first from Ransom Olds, and later Henry Ford. Around 1904 he launched his own car; an assembled one called the Wayne. These three leading lights of the early American auto industry were soon joined by another, LeRoy Pelletier, who had been Henry Ford's private secretary and advertising manager, though for the latter he apparently preferred the title "publicity engineer." The new corporation was not simply announced, it was celebrated at a gala dinner at the Cafe des Beaux Arts on Tuesday, June 2nd, 1908.



Photo of 1908 Studebaker-Garford



B Everitt



W Metzger

The Everitt-Metzger-Flanders Company (EMF) was incorporated in 1908 with an initial capitalisation of \$500,00, soon increased to \$1,000,000. Its intention was to manufacture a low priced, four-cylinder car to be known as the EMF-30. In order to do so profitably would require a large volume of cars to be manufactured and sold. While EMF had acquired the necessary plant and equipment to mass produce such cars, they clearly lacked the necessary route to market. Almost immediately Fish, with the approval of John Mohler, who appears to have come to terms with gasoline powered vehicles, negotiated to take half of EMF's production and sell the vehicles through



W Flanders



L Pelletier

Flanders figured (correctly as history would show) that the future of the automobile industry would come down to a few large players and he wanted to be one of them. His target was to sell around 100,000 cars per year to reduce costs. However, unlike Henry Ford who opted for the low-priced field (and announced his Model T one week later), Flanders believed the motoring public more likely to accept a “well finished” car and opted for the middle price range. The arrangement with Studebaker at face value looked like a win-win situation but this wasn’t to be the case, in part because I suspect that Fish’s ultimate goal was for Studebaker to become an automobile manufacturer in its own right. Fish had arranged that final payment for each EMF was to be made after it was sold. Great for Studebaker but a financial burden for EMF. Studebaker was to handle all export sales and the US was divided in two with Studebaker handling sales in the South and the West and sales elsewhere in the US in the hands of William Metzger. Perhaps not surprisingly, Metzger had opposed the deal and was aggrieved that he couldn’t build a nationwide sales team and persuaded Everitt to leave too. They departed EMF, selling their shares to Studebaker, which gave Fish a foot in the door. Perhaps they also had some inkling of Fish’s intentions.

The EMF was a solid conventional car, although it was maligned by jealous competitors who coined phrases such as “Every Morning Fixit” and “Every Mechanical Fault”. Its very conventional design was extolled in Pelletier’s advertisements. The very same day the first EMFs rolled out of the factory on one side of town, on the other the first Model T rolled out of Ford, and their price tag was \$400 less. Then in 1911, when the T’s price was lowered to \$780, the EMFs was too, to \$1100. Ford consistently under cut, outproduced and outsold EMF. Flanders, ever the production man, kept on ramping up production, offering all staff bonuses for extra volume. However, while the cars were selling well, sales weren’t keeping up with production. Certainly, specifications wise at least, the EMF 30 was the superior car but carried a higher price tag. It was a good performer and quite a solid car and its performance as the pathfinder vehicle for the 1909 Glidden tour reinforced that and certainly surprised the tour organisers.

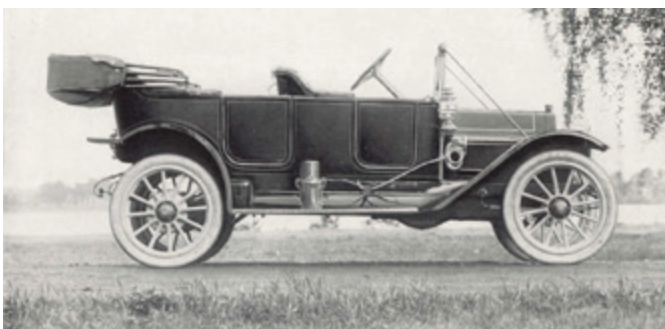


Photo of 1912 Studebaker EMF 30

Then in 1909 EMF announced that they had purchased the failed Deluxe Motor Car Company. The newly acquired plant was to be used for the production of a new car, the Flanders-20, with an initial goal of producing 25,000 units in 1910. The Flanders-20 was an

entirely new and rather unconventional car specifically designed to allow for economical manufacture in large quantities. Unfortunately, the transmission proved to be a weak point and Flanders-20s suffered rear axle failure at an alarming rate.



Photo of Flanders 20

Studebaker was furious that EMF failed to fix the engineering issues with its clutches and transmissions. EMF complained that Studebaker wasn’t living up to its part in their agreement. They claimed that by limiting the discount provided to dealers Studebaker was restricting the available sales volume. Rather than engage in a long and costly court battle Fish approached J P Morgan who had had a long-time interest in Studebaker. Their task was to resolve the matter by purchasing the remaining 64% of EMF stock. This was duly achieved but over \$5,000,000 changed hands in the process, Flanders himself receiving over \$1,000,000 cash. On 31 December 1910 EMF and the Studebaker Brothers Manufacturing Company were merged into a new entity, The Studebaker Corporation with John Mohler Studebaker as President and Chairman of the Board and Frederick Fish as First Vice President. Fish sent mechanics to the owners of every Flanders-20 and had the bad transmissions and other faulty parts replaced at a cost to the company of over \$1,000,000. All production was halted.

When production was restarted there were several changes. Production of electric vehicles was abandoned. It was clear that, for some time at least, the internal combustion engine would dominate the automotive market. All cars were to carry the Studebaker marque. Prices were lowered. By the end of the year some 22,555 cars had been sold grossing \$28,480,000. Fish now had all the resources he needed. There was just one more step to achieve. To produce a wholly Studebaker car, one designed by Studebaker, manufactured by Studebaker and sold by Studebaker. His mission was almost complete.

** Please note that different accounts vary as to who of the remaining Studebaker brothers was most opposed to entering the horseless carriage business. But all accounts agree that Fish had to fight long and hard to get even the first tentative step towards that goal approved.*

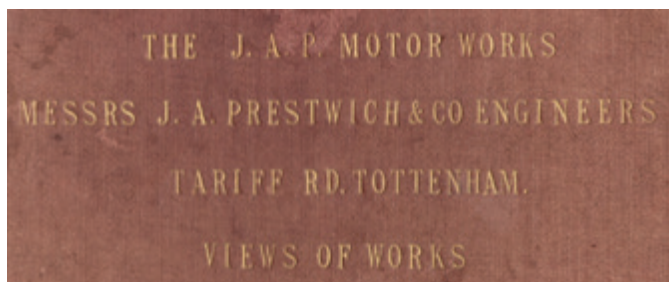
Cyclecar Corner – J.A.P. Engines

By Graeme Jarrett.

John Alfred Prestwich began making small engines in London in 1903 – this was to become, in a few short years, what I describe as, the JAP engine empire. Originally the works supplied engines for motorcycles and continued to do so for a very long time.

During the Cyclecar Boom (1911 – 1914) JAP engines were the most often used engine suppliers to Cyclecar builders. Both the 6hp and 8hp vee twin engines were built in large numbers to satisfy demand.

I have been very fortunate to have acquired an original factory booklet of twenty pages showing the extensive activities in the 1912-13 period.



This book is extraordinarily interesting because it shows the internal factory production methods, machining, assembly and staff at work in real time. As well as the factory methods the staff are also photographed – there were very many employed in production and management at that time.



This is the JAP factory senior members of staff including John Alfred Prestwich – front row, centre.



This is the JAP factory parts hand finishing area– circa 1912-13. This was quite a vast area with only a small part shown here. Interestingly the workman in the foreground is assembling the overhead valve engine version – perhaps a 90mm bore.



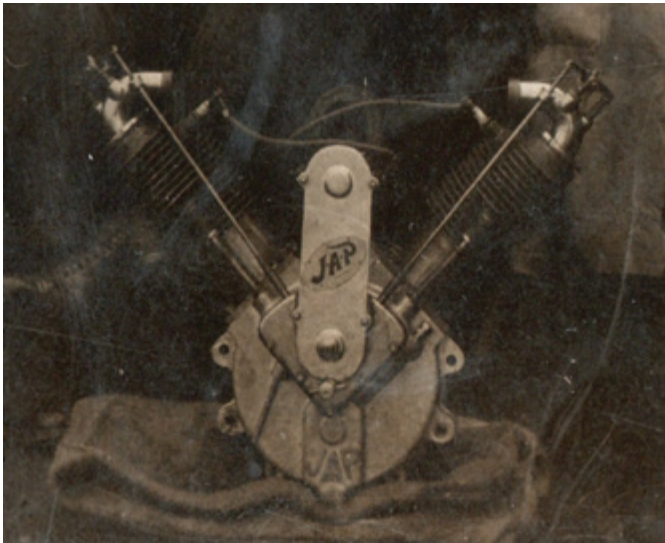
This is the JAP factory parts store – circa 1912-13.



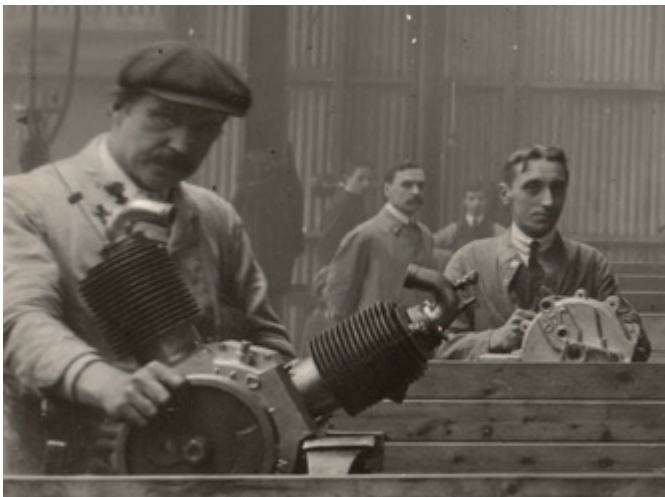
This is one of the JAP factory engine assembly areas – circa 1912-13. It is particularly interesting because it shows both 1912 and 1913 engines being assembled side by side. I expect this shot was taken in late 1912 at a time of producing engines for the 1913 selling season.



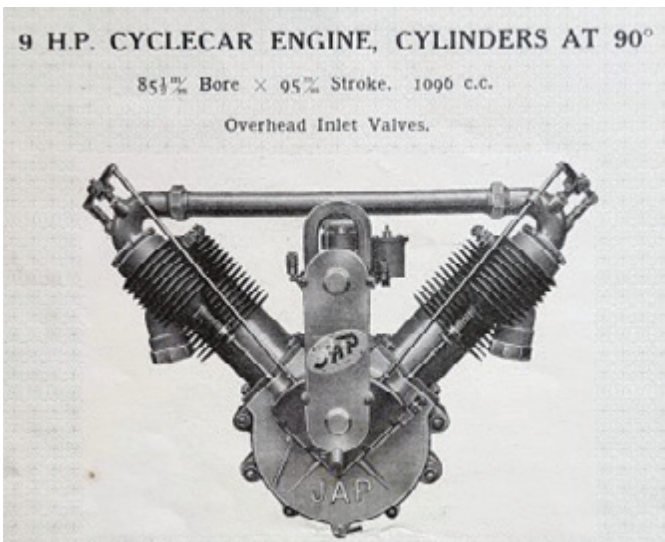
This is one of the JAP factory engine final assembly and possibly testing areas – circa 1912-13. Again it is particularly interesting because it shows both 1912 and 1913 engines being assembled side by side. There are a number of Cyclecar engines clearly visible – apart from the motorcycle type. In particular, the water-cooled item (third from left) and the special 90 degree engine further along (note the overhead inlet valve to each cylinder).



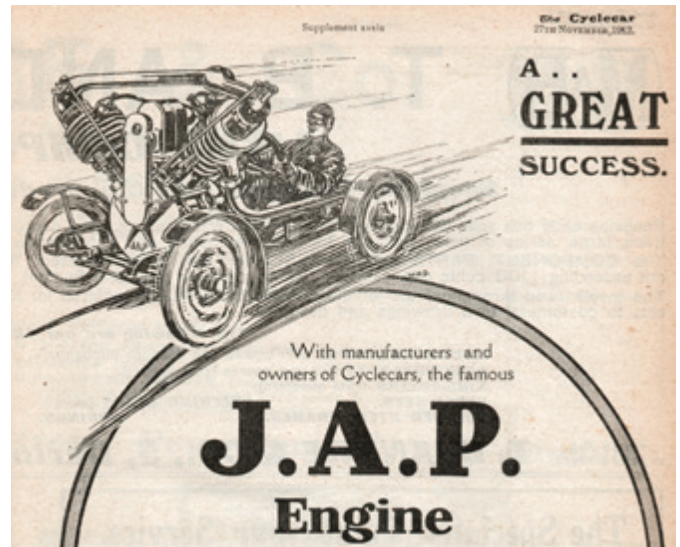
This is one of the JAP factory engine finished products. In this case, one of the special Cyclecar engines of 90 degrees. These were rated at 9hp, 85.5 x 95 (1096cc). Because this one has an oil box at the bottom of the crankcase it is for the 1913 production year.



This is assembling one of the special Cyclecar engines of 90 degrees. These were rated at 9hp, 85.5 x 95 (1096cc). It is the second iteration of this type for the 1913 production year.



This is one of the JAP 90 degree engines from late 1912 – JAP advert. Note the longer barrels and lack of oil box – typical of the 1912 production.



I do like this over the top advert of the JAP 90 degree engines from late 1912. To some extent the oversized engine does replicate it in real life. It was physically large and quite heavy compared to its other offerings. JAP advert 12th November 1912.

There are at least five of these engines surviving worldwide, three in Australia, one in Germany and one in England.

The 90 degree engine was probably not the success that JAP was expecting – the production run seemed to begin in October 1912 and was largely completed by later in 1913, perhaps some unsold engines lingered in stock later than this.

The buyers were largely those who wanted something more sporting and saw this as an opportunity for more performance. Buying the 90mm bore overhead valve engine (50 degrees) might have provided a better result.

The only notable motor sport success for the 90 degree engine was in the 1913 French Cyclecar Grand Prix. One of these engines was installed in a specially built DUO Cyclecar – it finished the race in 5th position behind the winner, a Morgan (1st) and a Bedelia (2nd).



The DUO Cyclecar with 90 degree, 9hp JAP engine of 1096cc. (photo credit Stilltime, UK).

The only Cyclecar builder that I can find using the engine in some numbers was Gordon. Other makers included David in Spain. There were also a number of one-off builders spread across the Cyclecar world at the time.



Photo of the huge factory of J. A. Prestwich.



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Bedelia at Auction - Sold

This early Bedelia has been offered at auction as part of the Peter Mullin sale in the USA by Gooding & Co (26th April 2024).

It was sold (US \$42,560) for considerably more (three fold) than it's apparently low estimate of US \$10,000 – US \$20,000. How can an experienced motor auction house of international standing have estimated it such a way? One can only wonder.

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2024 RACV Midwinter Rally – St. Arnaud

By Scott Emmerson & Alan Esmore

The hottest ticket around this winter is the Icicle rally – St. Arnaud. Starting Friday 12th July, each day has been meticulously planned by Alan Esmore, the flat stretches of road will be perfect for any veteran model to attend. The history of St. Arnaud and its rivers of gold are a well told story, but perhaps lesser known but by no means forgotten, is the legend of bushrangers that once roamed the coach roads, so it is with fair warning I pass on sound advice, should you enter the Midwinter, keep an eye out for the legend of Captain Moonlight and Captain Melville.

Alan has written a poem which may share more information on the two outlaws and a challenge to Doug to further enhance his poem....

Accommodation is filling up and there are only a few rooms left at the Country Road Motel – ph: 5495 2255. Likewise at the Motel – St. Arnaud ph: 5495 1755, there are only a few rooms still available.

Alan has got on hold a few Airbnb properties – ‘The Old Post Office’ apartment 3, sleeps 6 \$250 per night. ‘The Old Post Office’ apartment 1, sleeps 2, 1 bedroom \$140 per night. ‘Dundrennan Accommodation’ 5 bedrooms, sleeps 10 \$450 per night. If you would like to book any of these accommodations, please reach out directly to Graham at GWF Holiday rentals m: 0430 108 548.

This is a magnificent opportunity to escape the Winter grey of Melbourne, the misty hills of Warragul and defiantly escape the fog that haunts Ballarat! Alan has practically guaranteed that you will sometimes, always, maybe arrive to a sun-drenched St. Arnaud (emphasis on the word drenched)! The Winter tour will explore the old veranda towns of Rupanyup, we’ll see the local artistic silo art works, soak up the abundant country atmosphere and foremost enjoy the chance to drive your Veteran.

To date I have not heard any secrets on the preparations from members for the cold start competition, I suspect like the athletes preparing for the Paris Olympics, there is quiet diligence at the Pilates classes and extra reps at the gym sessions, not to mention possible carbie rebuilds to ensure a swift start!

Alan and Heather have done a wonderful job designing this Midwinter tour, there is so much local knowledge and extra little thoughts included, such as whole streets being blocked for veteran cars to park on Sunday, I don’t want anyone to miss this huge event and I encourage everyone to take the chance and get away to a truly wonderful Veteran car weekend.

Reach out to Alan or myself if you have any questions.

Heard there was a rumour going ‘round town.....

*Captain Melville’s a coming down tonight
With no doubt his bloody mate Captain Moonlight
Will be right by his flank
Maybe to rob the local bank*

*On their horses they do gallop
Down the creek and ‘cross the paddock
Stopping coaches with plans they do hatch.
With a crack of a pistol, stealing jewellery and cash*

*That Captain Moonlight he’s a ladies man
Chasing women wherever he can
Captain Melville loves living up in the caves
Rocks on the mount are his hidey hole maze*

*Last time in town a “posse” was all set
To track them down, the coppas to get
Maybe down Lord Nelson Mine so deep,
Where gold could be found for them to keep*

*But alas they slipped away down the back lane
A slippery trait that is part of their fame
With lots of gold nuggets to add to their stash
That was taken from many a Cobb & Co hold up dash*

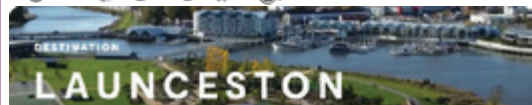
*So to find out the ending get here early to our town
The rumour the best rally this year is going down
Go ask Scotty Emmerson, who says planning it is easy
But that’s not so for me, Alan Esmore aka Ol’ Ezzie*

*So I have written this verse and I have lost my track
Run out of rhyme and song, there’s no way back
So I will leave this tale here for the real master of verse
Doug, it is up to you to help break my poets curse*



The 2024 National Veteran Vehicle Rally

18 – 23 November 2024



Contact us:

W - www.vccatas.com

E - 2024nationalrally@gmail.com

P - 0448 678 291 (Jill)

P - 0404 917 366 (Ben)

**ENTRIES
NOW OPEN
ON OUR
WEBSITE**

Findings, Feedback and Follow-ups

By Peter Fagan

Peter Fagan has responded to the article presented by Michael Sheehan in last month's edition on the "where is this IHC now?". Peter has done quite a bit of research himself on the history of various buggies in South Australia when investigating the history of his. He writes the following:

Hi Greg

During a thorough look at numerous photos while researching early SA buggies, I noticed on the Richardson buggy a wooden rack at the back of the body, no doubt used as extra storage space when it was used for the mail car.

If you look closely through the rear wheel in the 1935 and 1938 photos the rack is clearly visible. If the car survived with its original body, there would be signs of where the rack was mounted.



I also came across an article on the first mail run in the T Ford, which replaced the IHC in 1912 and the tender document for the mail run in 1914, which shows Richardson's offer of 1600 pounds per annum.

The mail run would have been interesting. 260 miles from Pt Augusta to Tarcoola at 5.5mph average is over 47 hours of driving. Assuming some breakdowns and 8-10 hours a day, it is almost a week trip, one way. So, with a turn-around, they would have got the mail every 2 weeks in Tarcoola. Now we complain if we don't get news within the hour!

Regards Peter Fagan



Note the wooden rack that can be seen between the spokes at the rear of the IHC.

Commonwealth of Australia Gazette (National : 1901 - 1973), Saturday 3 January 1914 (No. 1), page 23

Commonwealth of Australia.		Postmaster-General's Department.	
NOTIFICATION OF ACCEPTANCE OF TENDERS.			
Tenders invited for the public conveyance of mails to and from various stations, for a period of three (3) years (except where otherwise indicated) from 1st January, 1914.			
Name.	Station No.	Price.	
SOUTH AUSTRALIA.			
43. E. Stoddie, Maitland.—Conveyance of mails to and from Springs and Maitland.	South Australia, Mails No. 2	43 0 0	per annum (for 3 years)
50. E. C. Gage, Mount Olie.—Conveyance of mails to and from South Australian Railway Station and Mount Olie.	" "	50 0 0	per annum
51. A. Hill, Peter.—Conveyance of mails to and from Albert and Peter.	" "	48 0 0	" "
140. W. J. Paine, Tanna.—Conveyance of mails to and from Tanna, Devon and Devonport.	" "	70 0 0	per annum (for 3 years)
141 and 142. J. J. Richardson, Port Augusta West.—Conveyance of mails to and from Port Augusta and Tanna, and South Australian, and Port Augusta and Tanna.	" "	1,600 0 0	per annum
143. J. J. Richardson, Port Augusta West.—Conveyance of mails to and from Tanna, Devon and Devonport.	" "	30 0 0	" "
144. T. P. Paine, Tanna.—Conveyance of mails to and from Tanna, Devon and Devonport.	" "	30 0 0	" "
145. J. J. Richardson, Port Augusta West.—Conveyance of mails to and from Tanna, Devon and Devonport.	" "	200 0 0	" "
146. W. J. Paine, Tanna.—Conveyance of mails to and from Tanna and Kelly.	" "	15 0 0	" "

J. J. RICHARDSON,
Postmaster-General.

The Daily Herald. Tue 16 Jan 1912

MOTOR MAIL TO TARCOOLA.

The well-known mail contractor, Mr. Norman Richardson, has long been faced with a difficulty with regard to the conveyance of mails between Port Augusta and Tarcoola, the best time he has yet been able to make over the 260 miles of rough track being by motor buggy, in which he was able to put up an average of 5-1/2 miles an hour.

He appealed to Messrs. Duncan & Fraser, who recommended a 20-horsepower Ford car as the best means of conveyance. This suggestion was taken, and Mr. Richardson purchased a car and drove it to Port Augusta to take up the running, stating that he would be perfectly satisfied with eight miles an hour for the journey. On Saturday the firm received a telegram announcing the result of the first trial, which was to the effect that the through trip had been completed without a single mishap at an average speed of 15 miles an hour.

The driver, Frank Williams, describes the trip as a splendid one, but says the roads were the worst he had ever travelled. As he has had a wide experience of driving, his trips including the overland route to Sydney, up the west coast to Streaky Bay, Broken Hill by road, and the far north, his description of the road may be taken as accurate, and the performance of adding 10 miles an hour to the previous best time must be regarded as another triumph for the motor. Some idea of the merit of this performance may be gathered from the fact that "The Daily Herald" published in Adelaide on Thursday, was delivered at Tarcoola on Saturday.

Comings, Goings, and Restorations

By Greg Smith

The last time I wrote in this column, back in April, I mentioned about the vehicles that were auctioned at the George Hetrel Collection Sale. We were not totally sure where the three vehicles had ended up, as there were conflicting reports. I now can safely say with complete certainty where at least two have landed.

The FIAT was advertised in the May edition of Brass Notes and as yet, I am unaware if it has been sold or not. I am hopeful it will remain within our club.

The 1903 Peugeot has ended up in Queensland in the ownership of Mark Jansen of Oldtimer Australia. I believe Mark is very keen to use it in the London to Brighton car run in the United Kingdom.



The c1916 Triumph Motorcycle with wicker sidecar has found a new home here in Victoria. It has ended up in a private collection of vehicles located in the Camperdown region. It was viewed and photographed recently by one of our Club members.



One vehicle that has surfaced quite recently is a car that has been in our club for many years but has not been seen for an eternity. It was owned by club member, Alfred Gange, and the car is a very rare Wolseley Stellite tourer. It is my belief that not many tourer Stellite's exist, most I have seen are usually of the 2-seat roadster configuration, but even those are rare on the ground. The only other Stellite I can think of is the one in Tasmania that is located at the big Lavender Farm. The car has changed hands from the Gange family and is now located at Port Fairy and owned by Michael Matthews. I also believe Michael is to be making application to join our club, and who knows, maybe, to join us at the RACV Midwinter rally at St Arnaud. That would be very exciting indeed.



The 1914 Stellite Tourer seen at Warrnambool with new owner Michael Matthews.

Natter Night Meeting Minutes

Another very desirable car that has changed hands is the Peter Blayney 1904 Curved Dash Oldsmobile. This one didn't even make the newsletter and was quickly purchased by one of our members based in Ballarat, Malcolm Bandy. Congratulations Malcolm, you must have caught the "bug" from your trip to Forbes last year for the Pre-1905 Pioneers Run. I am hopeful we will see the very well sorted Oldsmobile at Naracoorte at this year's event.



I have also recently heard of another vehicle changing hands. The 1911 Empire 20 type C of John Stanley that was advertised in the March edition of Brass Notes, has thankfully stayed here in Australia and been purchased by a very excited Tim Harris. This is wonderful news and I am sure will bring lots of driving pleasure to Tim.



One of the great news stories is the importation of an extremely rare c1903 Peugeot twin cylinder car. The car does require a fair bit of restoration work but will be well worth the effort as this is a very special model Peugeot, and I, along with the owners, can't wait to see this car gracing our roads. More information will be forthcoming as the restoration progresses.



VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 14 May 2024 @ 8.02pm

Opening

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

Attendance

There were 32 members in our Clubrooms and 18 members online tonight.

Apologies:

Jennifer Atherton, David Provan, Deb Alcock, Barry Smith & Fiona Lane.

New Members

Peter Holding and Carmel McFarlane of Newport
Jamie and Liz McKew of Highton with a 1914 Fiat Tipo

Financial Reports

Our bank accounts are healthy, the RACV Four & More Rally looks to have made a small surplus. Detailed report next month.

Raffle Lamb, vegies, apple pie & cream.

Events

Past:

RACV Four & More Rally, Ben thanked David Boyd for his work in organising his 2nd rally, an excellent weekend, full report in this month's Brass Notes.

Coming:

Historic Winton - tickets available 25-6/5
RACV Midwinter Rally - St Arnaud 8-10/7. Scott Emmerson spoke, accommodation filling up quick.
Pre-1905 Pioneers Run Naracoorte Sept 13-15/9
RACV VCCA Annual Rally - Bendigo 8-10/11. Information available on club website, accommodation to be booked ASAP.
National Veteran Vehicle Rally - Tasmania, 18 November.
Next year is our 70th, Anniversary Rally to Swan Hill in October (16-19) (information on website and will be in Brass Notes).
We have a Rally Director for every major rally next year.
Gala dinner in November 2025

Library and Archives Report (Daryl Meek)

Daryl advised two books have been donated - 1948 London to Brighton & Midland Auto Club Yearbook 1947-8

Club to buy another De Dion book.

Wanted, for Sale or Swap

1916 Ford T Model for sale. Partly restored. More info to follow.

Items of General Business

Special Meeting in June.

Stan Bone asked after a yellow 1914 Hupmobile out in Eastern Victoria

2025 Membership Directory. Must return form for renewal.

Succession Plan for Secretary - Darren finishes after 5 years this year. We need a new Secretary, seeking volunteers before we approach people.

1903 Peugeot sold to Mark Jansen

1904 Darracq on 1955 Argus run - where is it?

Next Meeting 8.00 pm on Tuesday, 11 June 2024

Meeting Closure at 8.30pm

Private Classifieds

FOR SALE

A brass headlight Gray & Davis made for Winton, that I wish to sell. Can you put this add into Brass notes?

Headlight is large, measures 300mm in diameter, has the front rim attached with hinge and lock nut. Some dents.

PRICE: Asking \$350. Pick up available from Macleod or postage is priced at \$40.

CONTACT: Scott Emmerson

M: 0488 002 054.



WANTED

Royal Enfield Bicycle the earlier the better.

Looking for a pre 1905 motorcycle project or complete bike

CONTACT: Murray Wright

M: 0448 112 622

FOR SALE

Good evening Greg,

I am sending this email on behalf of my mother, Margot Neilson. Mum would like the items listed in the club magazine. Prices for all items are to be listed as reasonable offers.

De Dion timing chest cover.

Wicker basket is 800x400x500mm.

SCAT rims are 23"x3 1/2 "

Rims with brake drums are 24 x 2 3/4

Mum doesn't have email, so in the first instance please

CONTACT: Margot on 03 9469 2009.

Regards,

Dave Neilson.



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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e president@veterancarclub.org.au

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FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

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

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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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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The editorial team reserves the right to edit or omit any material submitted for inclusion in *Brass Notes*. The decision to publish a letter in *Brass Notes* is the decision of the editorial team.

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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.

Studebakers From Western Australia



c1915 Studebaker which was the Mt Monger Mail car. Mount Monger Station still exists and is located between Kalgoorlie and Kambalda.



c1915 Studebaker which I believe to be a different vehicle from the one above. Photo believed to be taken in the same Goldfield region. The man at the back door is dressed up with flowers in his lapel as well as in his hand. Must be going to a special event, maybe his wedding?

RACV Four & More Rally - Kyabram

Photos supplied by Ben Alcock



Left to Right: 1913 Overland of Nigel Smith, 1911 Hotchkiss of James Dunshea, 1910 Overland of Jack Alcock, 1916 Buick of David Barnard, 1912 Talbot of the Caffyn's, in front of the silo art at Colbinabbin.



1913 Overland, 1909 Minerva, 1911 Stower, 1911 Hotchkiss, 1914 Ford T, 1912 Enfield, 1913 Overland all parked in lovely formation in front of period correct shop.