

December 2025



# Brass Notes

[www.veterancarclub.org.au](http://www.veterancarclub.org.au)

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



**Dementia Prodest**

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

**Patron: Mr Greg Robinson,**  
**President and Chairman, RACV**

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

## The RACV supports the:

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

# Flashback

By Greg Smith



## Flashback for December

Our Flashback photograph this month was taken at the Australia Day celebrations in the Fitzroy Gardens in the late 70s. These events were very popular, and it was not uncommon to have several hundred vehicles attend. It features a beautiful restoration of a c1915 Trumbull. Some term it a cyclecar and others a light car, but whatever your definition, this was an exceptional restoration.

I am hopeful that someone will know the car's history, what the restoration process involved and who did that restoration and who was the custodian of this quite unusual Trumbull. Even where is it now? Responses of late have not been what I would term brilliant, but I am always ever the optimist that our knowledgeable membership will be forthcoming with some details to help us out with the answers. It is important to also educate those who are newer to the club and want to know about these vehicles. Please respond with all relevant details to the Editor.

Unbelievably, we only had one response from the November Flashback photograph, and that being another photograph taken in South Australia by Michael Sheehan whilst the Arrol Johnson was being rallied over there on a Barossa run in the late 50s or early 60s. I thank Michael for his contribution (see Page 8) and hopefully someone will help with further details in the future, so we can enlighten the rest of our membership about this unusual Scottish car which was in our Club.

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## Coming Events

9 December 2025	<b>Natter Night - 8pm</b> Christmas Celebration
14 December 2025	<b>VSCC Two Wheel Brake Rally</b> 7:30am for 8am departure at Dallas Brooks Drive, Royal Botanic Gardens
18 January 2026	<b>Festival of Motoring 2026 - Cruden Farm</b> <a href="https://www.aomc.asn.au/events/2026/1/18/festival-of-motoring-2026">https://www.aomc.asn.au/events/2026/1/18/festival-of-motoring-2026</a>
10 February 2026	<b>February Natter Night</b> Welcome to 2026

## Major Events

12 - 15 March 2026	<b>RACV 1 &amp; 2 Cylinder Rally - Ballarat</b> Contact: Daryl Meek & Fiona Lane
14 - 17 May 2026	<b>RACV Four &amp; More Rally - Camperdown</b> Contact: Murray Murfett
17 - 19 July 2026	<b>RACV Midwinter Rally - Location TBC</b> Wanted: Rally Director
23 - 26 September 2026	<b>RACV Pre-1905 Pioneers Run - Wentworth</b> Contact: Doug Fulford
6 - 8 November 2026	<b>RACV Annual Rally - Location TBC</b> Wanted: Rally Director

## National Events

19 - 25 April 2026	<b>National 1 &amp; 2 Cylinder Rally - Temora, NSW</b> <a href="https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/">https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/</a>
14 - 20 May 2026	<b>'Cobar Catchup' National Highwheeler Rally - Cobar NSW</b> Contact: Ken Dunne 0429 400 505
6 - 12 September 2026	<b>National Veteran Vehicle Rally - Cowra, NSW</b> <a href="https://www.vccansw.com/cowra">https://www.vccansw.com/cowra</a>



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# President's Message

I would like to commence my first President's Report by acknowledging the outstanding contribution that retiring President, Ben Alcock, has made to our club over the last five years. Ben's enthusiasm and vision has been infectious and has positioned the VCCA (Victoria) well for the future.

Thanks to the committee, both past and present, for the sterling work they do in maintaining the club in such a sound condition. Whilst there haven't been too many changes at committee level, I would like to single out Callum Walsh for filling the position of Vice-President. A hearty welcome also to new committee persons Simon Anderson and Jeff Alcock. The full committee can be found elsewhere in *Brass Notes*.

I am honoured to take on the role of President and look forward to continuing to build the club alongside the new executive and committee. The club has embraced remote meeting technology and will continue to do so. This not only allows those outside Melbourne a greater opportunity to actively participate in the operations of the club, but it certainly makes it easier for me personally. Remember, the club now has both a President and Vice-President who live in regional Victoria!

Our monthly journal *Brass Notes* continues to go from strength to strength thanks to Greg Smith and his editorial team. It has become undoubtably one of the best club publications in Australia's historic vehicle movement and alone justifies the cost of membership.

On the event side of things, we are also in a fantastic position with five feature events held annually. We know that we must be doing something right as we have claimed a significant cohort of members from all over Australia. All we need are a few more enthusiastic members to put their hand up as rally directors. Don't be shy in coming forward - you will be capably supported along the way by committee.

As we approach the Christmas period and a new year, the committee, Fiona and I would like to thank everyone for what has proven to be a fantastic 70th anniversary year and we look forward to celebrating with you at our Christmas Natter Night at the clubrooms on December 9.

For those who can't make it, enjoy the festive season, make sure that you celebrate safely and perhaps spend a little time polishing the brasswork in preparation for 2026 and the next 70 year journey.

*Daryl Meek, President – VCCA (Victoria)*

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# Editorial

By Greg Smith

Well, it is that time of year yet again, and it only seems that I was writing about that just a couple of months ago. Our special 70th anniversary year has just flown, and we were very fortunate to be able to celebrate the occasion with some great events, culminating in our huge and very successful 70th Anniversary Rally held in Swan Hill, and then our Gala Dinner and presentation night held at the RACV City Club. Then days later on to our AGM. Time to reflect and also look to the future.

We reflect on our Past President, Ben, who did an outstanding job in the last five years, navigating some pretty turbulent times, especially with the global COVID-19 pandemic just one of the huge hurdles he/we had to get through. It did have the positive effect though of forcing us to adopt a different method of communicating and informing our members. Online communication forums meant we sometimes had virtual meetings for our scheduled Natter Nights, and also, we used ZOOM for our committee and sub-committee gatherings. With this as our new normal I now note that both our new President and new Vice President are both regional members. This means distance is not a barrier to being actively involved in operating our club.

I must admit I have not asked our new President, if he would like me to continue as Editor. A bit presumptuous, but I would love to continue to help Daryl in any way I can, if he will have me. When Ben became President, he did ask me to take on the role, and I only agreed on the proviso that we had a team to shoulder the load, and with that we formed that group.

This group still remains, and I am so fortunate to have this as a solid foundation which we have grown from. I thanked this group at the Presentation Night, but I would like to again do this in writing for the wider reading population.

I thank Callum Walsh for stepping into the breach on a couple of occasions this year and being the “stand in Editor”. He has done this with great aplomb, when I have been off galivanting on extended rallies. I also am indebted to Sherryn Dunshea and Daryl Meek for their expertise in proofreading the magazine for glitches and spelling and punctuation mistakes. These two are highly skilled and have great eyes for detail which is so effective in making our product readable. I am also so blessed to have an ex-Editor in Graeme Jarrett who, when I first started, promised to contribute every month with something. He has never let me down, and is definitely my biggest supporter, but also my biggest critic, and he often tells me off for cutting off a mudguard or the likes in a photo. We also have Gordon Berg, who for countless years has put the content into folders to make it sortable by our expert Roger Berg, who does the layout of *Brass Notes*, that makes it look

so good. So, in essence they do all the work, and I take the glory. Anybody who wants to take on the Editor role, I can tell you that it is not that hard if you have a good team.

I also wish to thank the members that contribute to *Brass Notes*. I continue to say that we have so many people that have so much knowledge and expertise we only need to harness those attributes and get them on paper, so we can all benefit. They say it takes a village to raise a child, well it also takes a large group to make *Brass Notes* the success it is. I looked at last month's edition and saw who contributed photographs and articles. The list is absolutely enormous, and if you have time, check this out, as this is what makes me so proud. We even had new technology of drone photos contributed by Catherine Strutt to give us another angle. Always feel free to contribute how you can.

I would also like to take this opportunity to wish you all a very merry and safe Christmas and New Year and look forward to presenting the Jan/Feb combined edition of *Brass Notes* to you all in late January.



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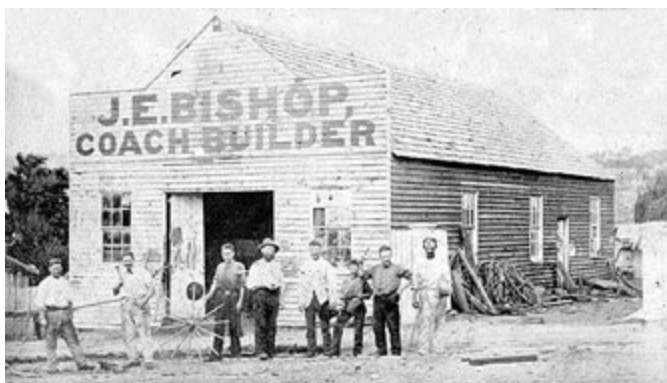
# Front Cover Photograph

by Greg Smith

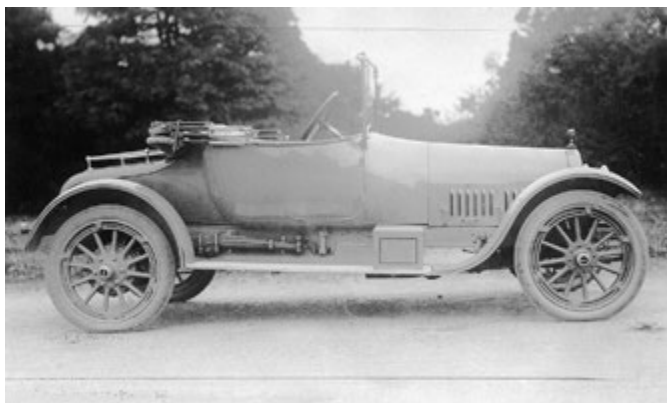
Our Front Cover photograph this month comes to us courtesy of Sherryn Dunshea. The photograph plus some family background was given to her by a work colleague who was seeking information about the possible make, model and year of the vehicle. He had been cleaning out a family home and had come across a range of items that may have been of some interest to the Club, so Sherryn asked if there was anything car related that they did not want, to consider donating to the Club archives.

This photo was one such thing and has been copied from the original glass plate. Apparently, there are others in the family possession (not all may include vehicles – yet to be determined if there are others and how many).

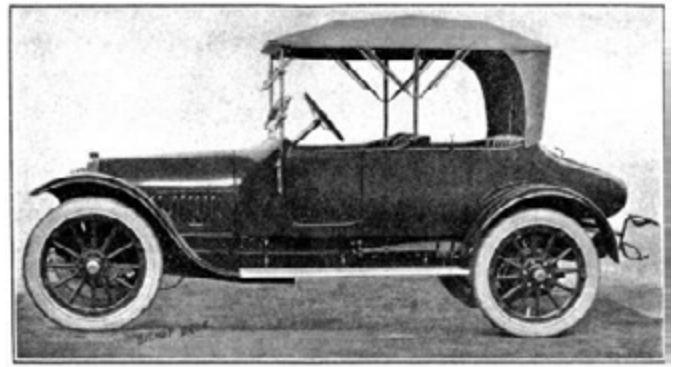
What is interesting is that the person's surname is Bishop, and that the family business was making car bodies. The family business was started way back in the 1860s as a coach builder and originally operated in the Euroa/Beechworth area.



The following is the quote from the University of Melbourne Archives: "Joseph Bishop arrived in Melbourne during the goldrushes, ultimately establishing a coachbuilding business at Beechworth, which was later transferred to Euroa. The family moved to Melbourne in the late 1880s, where one son became the proprietor of the trade journal *The Australasian Coachbuilder and Saddler*".



Also from the University of Melbourne archives is the photograph of this c1916 Buick with a Bishop body.



*Built and exhibited by Dalgety's Limited, Melbourne.*

This interesting and very different touring body was built in Melbourne especially for Dalgety's (who were the Victorian Buick Agents) and was featured in the trade magazine *Australian Coach Builder and Wheelwright*, October 15th, 1916 edition.

*Source: Buick Car Club*

The Bishop family has asked if we can provide any information on the Front Cover photograph. I am quite confident that the car pictured is a Trumbull c1915 and I am sure we can find other details of who owned this car from the registration records. The number plate appears to be 10942 – the zero being partially obscured by the crank handle. Once this is established perhaps the location may also come to light.

Trumbull is a fairly obscure marque, and I can only recall there have been two in our Club. The first appeared very early in our Club's history and was owned by Alan Rewell, and the other was owned by Larry Cole from Mildura and is our featured car in the Flashback column on page 2.

I really hope we are able to provide Sherryn and her work colleague with more information on the Front Cover photograph. Please contribute by supplying information to the Editor.



*The Trumble owned by Alan Rewell.*





# De Dion Bouton Tricycle & Trailer - Offered to the Public

by Graeme Jarrett

After 126 years of single family ownership this historic vehicle is being offered up at a public auction in Melbourne – finalising on Thursday 4th December 2025.



*The De Dion Bouton tricycle as I saw it approximately forty years ago in Sale, Victoria (prior to restoration)*

This machine with its original trailer (from new) is believed to be 1898-99 model, thought to be a 1.75hp type. It was apparently bought new from the agents, Dalgety & Co., Geelong by A. E. Syme a medical practioner whose practice was in Lilydale. He was one of David Syme's sons but not centrally involved in the management of The Age newspaper, unlike his siblings.



*This is the tricycle and trailer as it currently more or less appears in restored condition.*

The machine is currently on view prior to auction at Chicane Auctions, 67 Industrial Drive, Braeside, Vic., 3195. Ph. (03) 9580 7369.

It is hoped that a local buyer will secure it and continue the presence for our collective enjoyment here in Australia.

<https://www.chicaneauctions.com.au/1898-de-dion-bouton-tricycle-1159/>



This vehicle is known to many and seen variously at times in the Ford History Centre in Geelong since being refurbished and restored in 1997. Apart from new paint and other niceties the vehicle is extraordinary for its originality and fine pedigree.

*The De Dion Bouton tricycle with trailer attached as I saw it approximately forty years ago in Sale, Victoria (prior to restoration).*



# Flashback Response

By Greg Smith

Well with the zero response on our flashback Arrol-Johnson, I thought we cannot have yet another flashback photo just going into oblivion. With this, in my spare time, I decided to spring into action and do some detective work to find out as much as I could about this extremely rare Scottish car. I knew it belonged to Maurie Stone of Bendigo, and as I had no contact details for Maurie the first thing I needed was to establish a contact. This proved to be rather easy with just one phone call to Ron Poyser. I knew both these gents were in the local Bendigo car club at some stage, and Ron was able to give me both Maurie's phone number and address. I rang the landline of Maurie for several days and was having absolutely no response. I sort of thought most people are reluctant to answer the landline much anymore, due to people constantly trying to sell you something, so I thought let's go to the next option and call around to the address given to me by Ron.

I called around to Maurie's place and found he had just got home from a stint in hospital. Timing was sort of good, although with my visit I didn't wish to tire him out or overstay my welcome. He was more than welcoming, as he was so passionate about his beloved Arrol-Johnson. And rightly so, as he has owned it since 1954, that is 71 years.

So, to the story of the Arrol-Johnson. Apparently, it is a 1910 model of 15.9hp, and when first registered it had the number 45 assigned to it. (Maurie said with a grin I wish I still had that number plate). It was affectionately known as "ol' 45". The Registration Act became law on the 1st of January 1910, so the car must have been registered in the first few days of that year. The registration records of 1912 show that number 45 was registered to a Mr. Thomas Pearce, of "Olive", 19 Isabella Grove, St. James Park, Hawthorn. By January 1915 the records show that the car had either been sold to someone else or the number handed in and assigned to another vehicle, as the number 45 is shown in 1915 to be in the ownership of Mr. J. F. McCrae, Molesworth Street, Kew.

When Maurie found the car the registration number was quite clear on the rear and front of the car, and it was 21 241 which would have been the registered number some time later. Maurie was able to trace that after the car left Melbourne it was located in Geelong. It was on trip up north, that was to take two days, that it ended up in Sebastian, which is a very small location some 22 km north of Bendigo and close to the township of Raywood. It was then owned by another Mr. Pierce but of different spelling to its first owner, Mr. Thomas Pearce. The car was apparently placed in a shed in the mid to late 20s and when the shed was later needed for another purpose it ended up in the local rubbish dump.



*The Arrol-Johnson as Maurie found it in 1954*



*Photo of the before and after restoration.*

Maurie went on to restore the car as best he could at the time and with limited funds, as he was still working as an apprentice at Innes Motors in Bendigo. His first run with the Veteran Car Club (Victoria) was in 1956 to Ballarat. It was the Golden Fleece Rally, and to make it even more memorable Maurie drove from Bendigo prior to the rally and then home again after the rally. This puts another 300 kms onto the run from Melbourne to Ballarat and return. Maurie, especially in the early years, was a constant competitor in the Veteran Car scene and often used to take the Arrol across to South Australia and do their runs as well.





*The Arrol-Johnson photo was taken in the late 50s or early 60s at the Torrens Parade Ground in Adelaide on a Golden Fleece Barossa Run. Photo supplied by Michael Sheehan*

The car, as well as going interstate, has also been across the Tasman Sea to New Zealand twice, and Maurie reckons it has done several thousand kms over there on two big National rallies. When Maurie first restored the Arrol-Johnson it was painted a green colour, but in the mid-60s it was repainted and further body work was undertaken by the owner to make it look as it is still today.

When you think of Scottish cars the three A's come to mind: Argyll, Albion and Arrol-Johnson. But Maurie, even at his age, is an encyclopedia on the marque. He showed me the table of surviving cars in the Veteran period, and it is remarkable how few there are. Surprisingly, there are quite a few in the true veteran period of 1902-1904 where 11 survive and are often seen in the London to Brighton car run as 4 or 6 seat dogcart versions.



*1902 Arrol-Johnson 6 seater dogcart ; Image from internet*

But the Arrol-Johnson of Maurie Stone's is the sole surviving 1910 version. There are only 10 Arrol-Johnson's from 1910 through to 1914 that are still surviving which is quite a small number considering they were a quality car, and of the ten, Maurie's Arrol, is the only one in Australia. After 71 years of ownership this has to be one of our Club's longest continual stretches of possession, his passion for the car is still extraordinarily high. I think he has become somewhat attached! I personally have some great memories of this car, and the last time I saw the car was at the Bendigo Swap a couple of years ago when it was on display, where it still commanded heaps of attention, and rightly so. Those of you that also know the car and Maurie will also have great memories of it as it was often transported on the back of Maurie's Commer "Knocker" tip truck. This was always a great sight!



*Arrol-Johnson and Maurie on the back of his Commer "Knocker"*

As a final note I also found out that Maurie drove the Arrol-Johnson for Ron and Maureen Poyser's wedding delivering Maureen from home to the church. No wonder I was able to get Maurie's details from Ron!



*The Arrol-Johnson taken on the 1970 International Rally on the trip from Sydney to Melbourne. Image from Veteran and Vintage cars of Australia by Mal Grant*



# 15th National Veteran Motorcycle Rally

By Michael Jeffs, Archie Fox Dobbs, Ian Smokey Dawson, Andrew McDougall, John Cox, Margaret, Leon & Sarah Blackburn and Matt

## Ballarat 19-24 October 2025

In October 2023 in Bundaberg the AMCCA offered to host the 15th National Veteran Rally in Victoria in 2025. The Rally attracted over 120 entries, (some entries with a few extra bikes) 43 supporters and 15 registered volunteers.

The week kicked off with registration, car park swap, a short shakedown run and a welcome BBQ at Rally HQ, the Big4 Windmill Caravan Park, Cardigan on the afternoon of Sunday 19 October. The weather was (as predictable in Ballarat) variable with a couple of wintery days and a couple of glorious days, but that did not deter the majority of riders. After five days of riding the week was capped off with a dinner at the Ballarat Golf Club.

There was a feast of marques present. The oldest bike registered was Greg Smith's 1903 Romania, there were 4 outfits registered, 8 lady riders and 42 AMCCA members.

Deidre Coone acted as official rally photographer and some of her photos appear on these pages but you can peruse more, and contributions from other participants, on the Rally facebook page at <https://www.facebook.com/groups/1006343044478314>

## Monday 20 October - Creswick



*The start frenzy where the noise takes over. People pushing, pedalling, kick starting, waddling all types of different methods to get mobile*

The 2025 National Veteran Motorcycle Rally was ready to begin, and the Ballarat weather was unfortunately showing us its drizzly side. The cloud and intermittent rain were unfortunately typical for a Ballarat spring. But as everyone emerged from their caravans and cabins they were in high spirits and completing the final adjustments to their antique machines. At about nine we gathered in the meeting hall for morning tea, coffee as well as a few doughnuts as we waited to be briefed on today's run. With Murray's booming voice he outlined the schedule for the day ensuring to highlight the signs and stops that we would need to obey. This was soured however by the news that a trailer had been stolen overnight which was a disappointment to us all. With the meeting over we organised our bikes along the edges of the entrance to the caravan park

and prepared to head off. But we couldn't leave before officially starting the run with a small ribbon cutting ceremony. Once the ribbon was cut and the small speech completed the bikes were free to leave the park and set off on the first leg of the journey.

The swarm of antique machines leaving the caravan park was an iconic sight. With a large spread of manufacturers from Rovers to Indians and more Triumphs than you can poke a stick at. It was organised chaos with different starting procedures leading to some hairy situations. I had some issues starting my Triumph however after some assistance we were all off. The first section of road gave us a chance to assess the bikes and make sure that they were all working as we intended them to and all the sounds they were making were the correct ones. Once we were comfortable with our bikes, we could start to enjoy the road and the countryside scenery. But we couldn't lose focus as riding through traffic on bikes that were made before cheeseburgers were invented, was a bit of a difficult art. But sometimes things can go wrong as disaster struck when a bike fell down whilst trying to navigate one of the Ballarat roundabouts in wet and tricky conditions. We hope the rider and bike are all okay. We continued through Miners Rest and started to explore some country roads. Unfortunately, there were some early issues and break-downs on this leg of the journey however the many backup trailers were there to assist anyone in need and help them get moving again. The rain was persistent throughout this section with some heavier downfalls and some lighter sections, but the rain never seemed to completely stop. After a good amount of time, we all eventually made it to the shed for a meetup.



*Frances McDougall on the 1913 Ladies Douglas making nice headway at this stage*



Upon approaching the shed it was an amazing sight to see all the bikes lined up along one edge of the property and the lush green meadows behind was a fitting backdrop. Inside the shed however was where all the attention was. The shed housed a beautiful collection of 'petroliana' as well as classic and antique cars. this was a lovely sight after riding in the rain for the past hour. The antique gas pumps and cans were dotted around the walls of the shed and the cars being the main attraction were front and centre. After perusing the amazing collection, it was time to head to our lunch stop. Whilst we were in the shed a large downpour of rain decided to make an appearance making the bikes and potentially a few vital components very wet. This led to a few people having issues starting their bikes after they sat in the rain. Unfortunately, some needed to be put on the back of the trailers and carted the rest of the way. After getting underway again it was time to put in the last few kilometres before the lunch stop.

After the downpour the puddles on the ground were plentiful and the white lines were closer to ice than paint. This led to some tricky manoeuvring as dodging the potholes, avoiding the white lines and being mindful of traffic was a lot to take in. This section was slightly shorter and took us through some amazing scenery including a recently burnt-out forest where new growth was starting to come through. Just as the scenery got interesting, we arrived at the Creswick football oval. The kids playing netball and football must have been surprised when close to one hundred antique motorcycles arrived and filled their car park, but we weren't concerned about that as there was some delicious food to eat.



*Lunch enjoyed in the Creswick football ground hall*

The warm club hall was a nice place to relax after a wet section of the journey. With plenty of chairs and halls it was a nice time to relax and eat some freshly made meat rolls and discuss our bikes and the interesting things that have happened on the trip so far. This was also a great time to try and get some of the bikes up and running that arrived at the lunch stop on a trailer. This was met with mixed results as some bikes could get running again whereas some other ones needed some more invasive dissection to determine the cause of the issues. After the lunch we were all rounded up and told to start moving back along the designated route towards the caravan park.

The final section of road had some undulations and hills which gave the old bikes a good test. This also led to some great scenery as we could enjoy it at nearly walking pace as we went up the larger hills. This section also had some intersections, which are always very difficult to navigate on these old machines. This was unfortunately demonstrated when one of the bikes was clipped by a car at an intersection and the rider went down. The bike lightly caught on fire and an ambulance was called out. This event reminded everyone how dangerous motorcycle riding can be and although it is fun, it still needs to be undertaken with immense caution. We hope the rider has a quick recovery. After this unfortunate event we needed to be extra vigilant. The scenery for this section was the highlight with many fields of various coloured crops, and the rain had mostly disappeared. Traveling past Lake Learmonth was a beautiful sight and riding the entire length of the Avenue of Honour was humbling and amazing to see. After dodging the cars for the final stretch of road we all eventually arrived at the caravan park where we could grab a cup of tea and relax before servicing the bikes for tomorrow.

*Michael Jeffs*

### **The Ride of Confusion**

I woke up at 6:45am, I have breakfast and I help with the oiling. Then, we get our gear on. I just learnt how to do my helmet.

We start the bike and start to move. My dad is riding the "Matchless Sidecar," I was behind my dad. My brother, Max (who is doing the drawing) was in the sidecar. As we left the BIG4 Ballarat caravan park, we followed the riders up ahead. We enter the roundabout, we assume we turn right, because there were about 10 bikes by themselves. One of those bikes was my dad, my brother and me. My mum actually went the right way, and you might be thinking, 'What right way? Is there a wrong way?' Well, I'm about explain it to you.

So let me admit my dad went the wrong way with the other riders. We ended up in the final destination, instead of where we should have stopped – and that final destination was in Creswick. We found out 20mins later and once we realised we told the other lost riders. It was murky and grey and a slight pour of rain, so we decided to take some shelter. and buy some food! Once we bought the food my dad got a coffee from a coffee van. We walked back.

When everyone turned up (25mins later) as soon as they all came back, we had to move again to our lunch stop. We were excited, as that meant more food!

The lunch stop was at the footy ground at Creswick, so we only had to ride up the hill about 1km. Once we got there, everyone was there. I didn't realise how many people were at the veteran rally! We went inside and had a bread roll with lamb and gravy, and slices for dessert. It was delicious.

When I finished my food, I asked my parents if I could watch the footy outside. They said yes. After about 15mins, we start getting ready again for the ride, all the way back to the BIG4 caravan park. On the way back, everyone seemed to be slower as they were tired.

I waved to every single person we overtook, or that passed us. Even though they overtook us, it was still fun, and we would always give them a thumbs up, and they would always give one back. I was also tired, so I didn't move much on the back.

Once I got back to the caravan park, I told Mum I wanted an early night sleep. Once we packed everything up, I was, of course very hungry again. I had spaghetti then we went to sleep.

I just want to say thank you to all the great staff and it was a great first ever veteran rally!

*By Archie Fox Dobbs (9 years old), Everton, Victoria*



*Archie and Max with mum, Maree, with the 1912 Matchless Outfit*



*Drawing done by 7 year old, Max*

## **Tuesday 21st Day 3 - Clunes**

Today's run would take us north of Ballarat to the 'book town' of Clunes. A lovely little village set in old gold mining country that is now surrounded by grain and sheep farms, many of which have the remnant 'mullock' heaps left from mining on the properties. The weather had improved considerably from Monday morning with a few patches of blue sky appearing. It was great to hear the sound of veterans warming up for the day's rally as we marshalled for the start. My 1914 Royal Enfield had given a bit of grief the previous day and was on the back up trailer. That is what will happen if preparation for these events is left to the last minute. So, after a few adjustments the RE seemed to be running ok.

Off we went on the same route as the previous morning heading for Clunes but turning off at Miners Rest past the thorough bred racing stables of Ciaran Maher (a prominent horse trainer who has currently featured in the Victorian spring racing carnival). Twists and turns through some lovely green countryside brought us to our morning regroup at Creswick. When all the bikes are lined up together it was quite a sight. Water and fruit provided at the regroup, thanks.

The weather was warming up. We next headed out of Creswick towards Lawrence and then through Smeaton. Some of these roads and intersections looked familiar from the Creswick rally run by the Antique Club every January albeit in a different direction, on into Clunes and approximately 75ks on the clock. The town has retained a lot of its historical buildings and street scape; the perfect main street to line up roughly 120 veteran motorcycles. Lunch was served promptly in and around the local RSL club.



*The run and jump mounting made to look easy when starting the LMC*

After lunch, refuelling and a wander we then began our afternoon leg of the rally heading southwest and back towards Ballarat through Coghills Creek and some wine country on lovely red dirt and the remnants of hedge fencing, single lane bitumen roads and very little traffic; right into Learmonth and a regroup. By this time the weather had warmed up. Many took the opportunity to siesta under the trees. There was word that road works were ahead of us so a slightly longer wait time was agreed and hopefully it would be over by the time we passed through. It was.

Past Lake Learmonth and around Mount Weatherboard (where do they get these names from) and then a long, long straight run home to the Big 4 park. It was a great day's ride and thanks to the route planners who kept us off most of the main roads and safe. What a great turn out of motorcycles and people that share a common interest. Bring on Cowra I say.

*Ian Smokey Dawson*





*The VCCA helpers, Andrew McDougall, Paul Fullard and Barry Muffett hard at work watching the Royal Enfield getting in readiness for the run*

### **Wednesday 22 October - Lake Wendouree**

On a previous national rally in Albany, the riders encountered strong winds on one of the rides, particularly exiting a cutting and entering a causeway crossing. Many of the riders were blown from the centre line to the side of the causeway.

However, on Wednesday afternoon's run the intensity of the wind was a quantum greater and with gusts on top. This certainly ensured that the riders remained alert and focused. It was a challenge and the toughest ride I have encountered on a veteran bike. At times we were being blown along, but this could quickly change on negotiating roundabouts and circumnavigating the lake. From wind assist there would be a quick change to having to lean the bike into the cross wind, followed by leaning forward to maintain way into a headwind. Some riders were gluttons for punishment as they circumnavigated the lake twice, before the regroup.

On the return journey we were riding past a plantation of windbreaks, which provided great protection from the side wind, until there was a break in the windbreak before the next one commenced. This required a countering move on the bike where there was no protection.



*Daniel Sargent on the 1912 Triumph looking well at ease*

As we neared the finish we had to negotiate a straight road, parallel to the Avenue of Honour, but heading straight into the gusty wind. My Matchless V Twin certainly struggled in top gear; however, this wasn't as tough as it was for the fixed speed single cylinder bikes, which just managed to make forward motion.

The consensus of the riders who chose to ride, seemed to be that they were pleased to have done the run, but appreciated the challenge and skill required and were happy to have arrived back without incident.

*Andrew McDougall*

### **Thursday 23 October - Lake Goldsmith**

The weather conditions had markedly improved overnight, and Thursday's ride was carried out in good riding conditions – a little overcast but no rain. Heading northwest the ride was uneventful to the first stop adjacent to farmland. From there towards Beaufort a steady incline with a bit of altitude was the site of roadworks that had a portable traffic light stop system. Drama for some ensued!!! A few that were unable to proceed about halfway up did a U-Turn to have another go – however, this triggered the stop lights which halted those on the other side that were ready to motor up quickly. Eventually all got through.



*1903 Romania of Greg Smith tailed by James Dunshea on the 1912 Triumph as they go through Snake Valley*

A whisper had got around early in the rally that there would be no roadworks to annoy us as an offer of a 'slab of the good stuff' was made if they would hold off roadworks until the next week. After 50km, Beaufort was reached with an opportunity for refuelling near the park with the band rotunda. The bikes were then lined up in the adjacent side street where locals, including the press photographer, could view the bikes. Heading south, the route took us past large wind 'farms' very close to the road and the lake that gave Lake Goldsmith



its name. Confusingly the lake was not there – just a green depression waiting for the rains to fill it. At the 66km mark, lunch was at the Lake Goldsmith Steam Preservation Association site.

A nice lunch, catered by the Beaufort Apex Club, was provided in a large shed with tables and chairs. We had an opportunity to see working displays of large stationary steam engines, electrical gear, motor mowers, etc. as volunteers had kindly opened their sheds and got the machinery going. Thoughtfully, the Rover riders had arranged nine of their bikes in a row for a group photo. Similarly, there was some groupings of Indians and Triumphs and 'oh yeah' two V-Twin J.A.P. Specials side by side.

The afternoon route took us south for a very short straight run then eastward to Hillcrest and a zigzag northwest via Snake Valley and Haddon areas back to the rally Headquarters at Alfredton with 61km being covered in the afternoon run. On the run there were some amusing place names on signs – Bo Peep Lane, Weatherboard Road and Snake Valley, but the sign to Black Bottom Road was missing – probably stolen. If you are going to Beaufort, you can visit the Cyril Callister – Vegemite Museum and the Art Trax Gallery at the railway station, however, check first for days and times open.

The Lake Goldsmith "Steamies" hold their rallies on the first weekends of May and November.

John Cox

### Friday 24 October - Smythesdale

Our last day was dry and was to be the shortest run so that everyone could start to pack up and also get ready for the 'end of event' dinner that evening. During briefing our two youngest supporters/passengers, Archie and Max, were each presented with a signed copy of John Burke's book *Veteran Motorcycles in Australia* which he wrote in 1999. After the briefing all the lady riders and passengers were called for a photo together, along with some of the bikes they were riding or passenger in.



*The lady riders assemble behind Catrina Sargent's Scott and a Triumph and the wonderful 1911 AKD outfit from Western Australia*

Then it was off for everyone. Re-group after 26.5km was scheduled at Smythesdale where most riders arrived on time. We were able to view the gallows and lock-up built in the mid-1860s during the gold rush. However a small group of riders decided to turn right at one of the roundabouts before arriving there, but Julie our erstwhile Co-ordinator received a quick call from her son, telling her that she hadn't told him the

route was going past his house. .... It didn't! so, a quick turn around and she was able to redirect most of these wayward riders back into the correct route and sent another of the group to catch up with a couple who had carried on. It was great to see that all got back to the re-group safe and sound.



*Max Cowie's 1904 Eureka made an appearance ridden by daughter Maree, on the short run to Smythesdale*

The second part of the morning was a short loop arriving back at Smythesdale for lunch at Woodyalook Recreational Facility for lunch. The ladies of Scarsdale CWA did us proud here with lots of finger food and soup, tea and coffee, all set out so that there was no need to queue.

After lunch a few decided to ride directly back to HQ, whilst others chose to follow the designated route. There were a few bikes that had to end their rally on the trailer unfortunately.



*Must be nearly the end of the rally, as rally organiser, Murray Wright, is kicking up his heels with joy*





*Panoramic view of the motorcycles made a special photo*

The evening meal was a great end of an eventful week where some of us were roped in to sell raffle tickets. The main prize, a jet washer, was won by Lesley Fleming, but lots of other guests got prizes also.

The UK contingent had a brilliant week, met lots of friendly people and caught up with old friends. Matt, who was on his first visit to Australia, spent the rally helping Andy put out the route signs each day and really enjoyed seeing the area around Ballarat. Everyone is looking forward to the next event in New South Wales.

*Margaret, Leon, Sarah Blackburn and Matt*

*NB: I would like to make a very special thankyou to the Antique Motorcycle Club of Australia and in particular Jennifer McDonald for allowing us to reproduce this article that was in their magazine. I am also very appreciative of all the photos that were provided by Deidre Coone, Jennifer McDonald (Editor) and Frances McDougall for this article. It shows exactly how clubs of similar interest can get together and in cooperation produce wonderful memories and results. -Ed*

## Darge's Motor Car

*By Graeme Jarrett*

The name Darge, at least here in Victoria, is the key to early motoring photographs on a large scale. Algernon Darge, a commercial photographer, had a photo studio at 175-177 Collins Street, Melbourne from where his large staff worked. His legacy of work is wide ranging which includes commercial and motoring photographs.

I was blissfully unaware of what sort of car Darge owned until I saw it being used as a photographers prop at military camps in Victoria, it was a Benz, most likely the 12/20hp model, I believe. Darge's car featured a skull and crossbones on the radiator cap.

Image of photographer Algernon Darge (opposite) behind the wheel of his car outside his Australasian Studio in the Broadmeadows camp. Some of the civilians with Darge may be photographers who worked for him at the camp.

This is one of a series of photographs taken by the Darge Photographic Company which had a permit to take photographs at the Broadmeadows and Seymour army camps during the First World War. In the 1930s, the Australian War Memorial purchased the original glass negatives from Algernon Darge, along with the photographer's notebooks. The notebooks contain brief details, usually a surname or unit name, for each negative. The names are transcribed as they appear in the notebooks.

He is also reputed to have owned a Ford in 1916.

*Accreditation – Australian War Memorial.*



*Darge at the wheel in his Benz featured here in this shot which largely appears to show new recruits and family members and his staff at the Broadmeadows military camp.*



*Darge's Benz featuring again in this shot which largely appears to include new recruits and family members at the Broadmeadows or Seymour military camp.*

# A.V. Turner “Darge” Albums – Zeunert Archive

by Callum Walsh



Motorsport **Zeunert** Archive

Motograph by “DARGE,” 175 Collins St.,  
Melbourne's Moto-Photo-Man.

*Darge Photo: The second placed Paul Meyer on the Two-Day Reliability Trial of 24/25 April 1914*

## Part 4 – Automobile Club of Australia (A.C.A) Events of 1914

The Melbourne to Sydney Reliability Contest was the premiere event in 1914, as detailed in the August issue, but that was all over within the first fortnight of 1914. For the rest of 1914, the ACA held many other competition events, albeit on a smaller scale. But first, let's rewind to September 1913 and the final competition of that year, which was used as a warmup for the 'big one' in January.

On Thursday the 18th of September, the ACA departed on a three-day, 464-mile reliability trial from Sydney, to Mudgee, Singleton and back. A total of fourteen entries were received, twelve of which set off from the start line, with many of the “regulars” present. A.V. Turner was present in a 12hp Benz, which could have been his first competitive outing in a Benz, along with Boyd Edkins (Vauxhall Prince Henry), Les Pye (Vauxhall), Paul Meyer (Benz 12hp), W. Sorrell (Cadillac) and Alick McNeil (Fiat). They were joined by two additional Vauxhalls – four in total – R.W. Sandler's 'Sandler Special', an Adler, a Star, a Hudson and a Sizaire Naudin.



THE CADILLAC.

Mr. W. A. Sorrell's Cadillac car which took part in the reliability trial. (See Interpress.)

*Image from Trove – “The Sun”, Sydney, 27 Sep 1913*

The first day, 169½ miles to Mudgee, included a timed hill climb on the 1¾-mile run from Hartley Bridge to Hassan's Walls. The climb was a battle of Benz and the Vauxhalls. With the scoring formulae including the weight and horsepower of the vehicle, victory was to Turner with the 12hp Benz clocking 240 seconds. Edkins' blistering fast 205.5 second run gave him second place, ahead of another Vauxhall, then Meyer's Benz, and then two more Vauxhalls. The little Sizaire was not a fan of the climb, with a time of 429 seconds, the slowest by over 50 seconds.

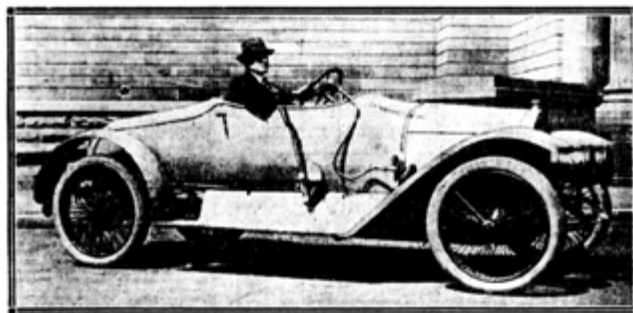


Mudgee to Singleton was 152½ miles, of “not the best” conditions. Up to two inches of rain fell overnight which turned the ‘black soil’ road section between Cassilis and Merriwa into quite the challenge. *The Daily Telegraph* noted “this is the first experience competitors in ACA trials have had of the black soil roads, and they desire it to be the last”. Unfortunately, the Sizaire had a run in with a post upon entry to the overnight “stable” and bent the crank shaft, forcing retirement of the smallest competitor.

An early start on the final day saw the entrants head directly for Sydney via Wiseman’s Ferry. The 142-mile section was found to be very challenging again, this time due to the poor road condition and sections of sand that was “several feet deep” around St Albans. First car to arrive at the Martin Place finish line was H.M. Hart in the six-cylinder Hudson.

In addition to the hill climb, the other scored components were reliability and petrol consumption. Five vehicles, the Hudson, the Adler, the Fiat, and two Benz (Turner and Meyer) all scored perfectly in reliability. The petrol consumption was combined with weight for a ton milage reading, which resulted in the two Prince Henry Vauxhalls to be fractionally split in the top two positions, Pye taking the crown ahead of Edkins.

*The Daily Telegraph* claimed, “it was a thorough test, and easily the most severe reliability trial yet promoted in this State, if not the whole Commonwealth”, and overall, it was Turner and the Benz determined victorious, with a narrow margin to second placed Prince Henry Vauxhall of Boyd Edkins and third placed Benz of Paul Meyer.



THE SUCCESSFUL BENZ.  
Mr. A. V. Turner's 12-h.p. Benz car, winner of the Automobile Club of Australia (then) 'day' reliability trial, (also) intergroup.)

Image from Trove – “The Sun”, Sydney, 27 Sep 1913; with incorrect model noted.

## Hill Climbing Contest

Following the city-to-city trial of January 1914, the ACA was to next hold a Hill Climbing Contest on the 21st of March, at Artillery Hill, National Park. This was the debut event for the new approach of “Private Owners” and “Trade” entrants being separated into sections. The two sections were further broken down in two sub-classes, under and over 20hp. Prior to competing, each entry had to ‘weigh in’, using the Circular Quay weigh bridge, loaded ‘with which they intend to compete’, which includes the official observer. Entries were as follows:

PRIVATE OWNERS' SECTION. Class A (for cars up to and including those of 20 h.p.). All the cars are four-cylinder models.			
Competitor.	Car.	Bore and Stroke, M. M.	A.C.A. H.P.
G. C. Hutchinson .....	Singer	65 x 68	7.00
G. H. Stanton .....	Adler	75 x 100	11.74
P. Meyer .....	Benz	72 x 120	12.00
V. C. Sharp .....	Star	80 x 120	15.61
H. R. Schwartz .....	Sunbeam	80 x 140	16.21
C. J. Moore .....	Vauxhall	90 x 120	19.71
Class B (for cars over 20 h.p.). All the cars are four-cylinder models.			
Competitor.	Car.	Bore and Stroke, M. M.	A.C.A. H.P.
G. T. Eaton .....	Latrobe	40 x 40	11.52
John A. R. Jones .....	Darracq	90 x 140	28.01
L. Borden .....	Hopson	80 x 180	25.45
A. Wilson .....	Wain	95 x 140	25.69
A. Christie .....	Benz	95 x 140	25.69
R. G. Tedman .....	Minerva	100 x 140	28.51
W. Gordon Dixon .....	Talbot	101.5 x 140	29.36
W. F. J. Mearns .....	Cadillac	114 x 114	30.87
"TRADE" SECTION. Class A (for cars up to and including those of 20 h.p.). All the cars are four-cylinder models.			
Competitor.	Car.	Bore and Stroke, M. M.	A.C.A. H.P.
K. J. Stanton .....	Calhoun	87 x 90	7.70
H. Sandford .....	Minor	63 x 86	7.00
C. R. Bradley .....	Hudson	69 x 120	8.76
C. R. Bradley .....	Arrol John	80 x 120	11.72
E. J. Stanton .....	Benz	72 x 120	12.00
A. V. Turner .....	Benz	72 x 120	12.00
H. Sandford .....	Darracq	75 x 120	13.00
R. A. Carter .....	Chrysler	200 x 400	23.40
Boyd Edkins .....	Vauxhall	90 x 120	19.71
Class B (for cars over 20 h.p.). All the cars are four-cylinder models.			
Competitor.	Car.	Bore and Stroke, M. M.	A.C.A. H.P.
A. V. Turner .....	Benz	95 x 140	25.69
Alec McNeil .....	F.I.A.T.	100 x 140	28.51
C. J. Winterton .....	Cadillac	40 x 40	29.36
W. A. McNeil .....	Calhoun	440 x 500	28.81

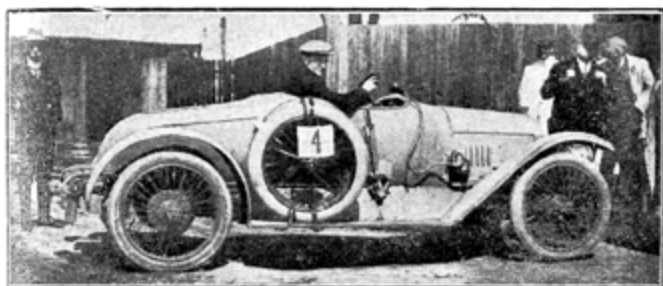
Image from Trove – “The Sydney Morning Herald”, Sydney, 14 March 1914

Turner, ever the salesman, sold the Melbourne to Sydney winning 25/70hp to Mr A.J Christie, his ACA official observer on the event. You’ll notice Christie is entered in this hill climb in the Private Owners Class B. Turner was back in a 12hp Benz for this event in Trade Class A, but also entered a 25hp example in Trade Class B.

The Benz car which made such a brilliant showing in the last inter-State reliability trial, with Mr. A. V. Turner at the wheel, was purchased by Mr. Alex. J. Christie, chairman of the Roads and Tours Committee of the A.C.A. Mr. Christie accompanied Mr. Turner in the Benz on the contest, and was so struck with the car that he purchased it as soon as the competition was ended.

Image from Trove – “Punch”, Melbourne, 12 March 1914

Due to severe wet weather, the event was postponed a week to allow the venue to dry. All entries carried over and were set to attack the climb from 2pm onwards. It was said that the heavy rains will have had a beneficial effect on Artillery Hill, as the surface was very loose, but I’m not sure of the accuracy of that comment!



MR. A. V. TURNER'S 12-H.P. BENZ.  
Which won the September Reliability Trial of the Automobile Club of Australia.

Image from Trove – “Sunday Times”, Sydney, 28 Sep 1913

**A.C.A. Reliability Contest.**  
THE SEVEREST TEST YET HELD IN AUSTRALIA.  
WON OUTRIGHT BY THE

**World Famous Benz**  
THE ONLY TWO BENZ ENTRIES GAINED

**First and Third In Final Classification**  
**First and Fourth in Hill Climb**  
**Full Points for Reliability.**

20 AND 30 TON MILES PER GALLON PETROL CONSUMPTION.  
DOES THIS NOT PROVE THEIR SUPERB QUALITY?

**Stanton, Turner and Co.**  
133 Castlereagh Street.

Image from Trove – “Sunday Times”, Sydney, 28 Sep 1913

As organised, competition commenced at 2pm on a mostly dry course. However, after the first three vehicles ascended the hill, a storm drenched the event and put a halt to further attempts. After an intermission, event officials made a "trial run" up the hill with Turner in the Benz and determined that competition could continue, although the wet course didn't help the results. All three who managed to complete a dry run, unsurprisingly, won their respective classes. These were C.J. Munro (Vauxhall), Reg A. Carter (Crossley) and A. J. Christie (Benz). *The Daily Telegraph* reported "Many of the competitors who made the ascent on the wet course claimed that Messrs. Carter, Christie, and Monro should be sent up the hill again, under the altered conditions. Messrs. Carter and Christie were both agreeable, but as Mr Monro had returned to the city, this course could not be followed".

Trade Class B saw a walk-over with three retirements, leaving only Turner in the Benz to attempt the climb. Unfortunately for Turner, he had only gone 150yds when a valve spring broke, and he was forced to withdraw. It took only five minutes for the issue to be rectified, but only one trial on the hill was allowed.

The  $\frac{3}{4}$  mile contest was decided on a points calculation by the following formula: time in seconds and horsepower multiplied together and divided into weight of car in pounds. Combined with the weather, this saw some interesting results.

Paul Meyer, in Private Class A, finished second in class, although his run in the 12hp Benz was the first upon recommencement after the storm, and 23 seconds slower than the third placed Sunbeam of H. R. Schwartz.

Edwin Stanton (yes, he of Stanton, Turner and Co.) managed to will his 7hp Calthorpe entry to a very impressive climb of 2 minutes and 16 seconds, only 9 seconds slower than the Carter Crossley's winning dry time, and 4th place in Trade Class A. Interestingly, it was a quicker time than many of the private entries in much more powerful machinery!

Second to Christie in Private Class B, was Reg Gowing in his new 25hp Prince Henry Vauxhall. Gowing managed to push the Vauxhall to a scorching fastest time of the day on the wet course, of only 94 seconds, but couldn't pip Christie in the standings due to it weighing 742lb less than the big Benz.

## Two Day Trial

The Artillery Hill climb contest was followed by a two-day reliability trial held across the 24th and 25th of April, and this is where we cross paths with the A.V. Turner album of images again. The entries received were as below, although six would be ruled out before the start. DNSs included the Stoewer, Star, Benz (Geddes), Brazier, S.W. and Minerva (Hughes).

*The Sydney Morning Herald* pre-event summary read "the route, which lies through Liverpool, Picton, Goulburn, Moss Vale to Albion Park, and returns via the South Coast-road to Bulli and thence via Appin to Sydney, measures 281 miles, and includes some of the finest scenic country in the State.

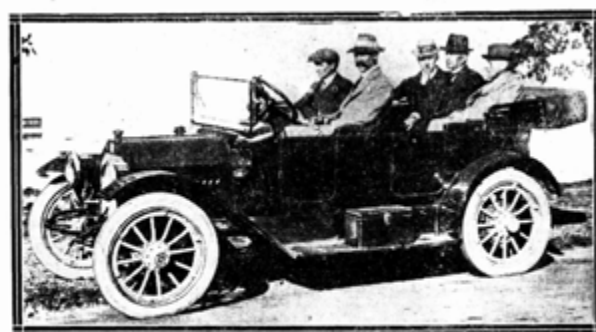
The roads, however, are reported to be in a deplorable condition, and, although but a comparatively short distance, it will be a severe test for the cars."

Competitor.	Car.	A.C.A. H.P.	Observer.
Mark Foy .....	Stoewer...	10.04	W. R. Winsor
F. G. Geddes ....	Benz.....	12.60	G. A. Royle
Paul Meyer .....	Benz.....	12.60	J. M. Hanlon
R. A. Carter .....	Crossley...	15.46	J. A. Minnett
Arthur Kidman ...	Charron...	15.61	H. B. Phipps
C. O. Sherwood...	Armstrong-Whitworth	17.56	P. A. Oatley
W. F. J. Stroud...	Ford.....	18.74	F. Hickey
V. C. Sharp.....	Star.....	19.51	J. A.S. Jones
H. R. Schwartz...	Sunbeam...	19.51	F. S. Black
R. A. Pye .....	Vauxhall...	19.71	J.F. Rose-Soley
Boyd Edkins .....	Vauxhall...	19.71	R. N. Wallis
Jules Maillard....	Brazier....	20.61	L. Gibbons
B. Luckless.....	S. W. ....	20.84	W. Sheldon
C. B. Bradley ...	Empire....	21.09	D. A. Shaw
Dr. S. H. Hughes...	Minerva...	21.89	Wm. Epps
R. Gowing.....	Vauxhall...	25.69	R. V. Hodgson
A. V. Turner .....	Benz.....	25.69	A. S. George
R. G. Todman ...	Minerva...	25.51	H. C. Morgan

Image from Trove – "The Sydney Morning Herald", Sydney, 24 April 1914



Image: Darge photo – Paul Meyer's Benz on the attack



The 22 H.P. Empire.  
Owing to Mr. C. B. Bradley, and his car being the first to start in A.C.A. Hillclimb Trial. Although prohibited by Automobile from winning, because in the trial, Mr. Bradley, through the Empire through with high road on both 1st and 2nd days. No points were lost, and the engine caused no trouble. The passengers in the car are Messrs. C. A. Royle, R. A. Shaw, H. B. Phipps, C. B. Bradley, C. A. Christie, and J. L. L. L. L. L.

Image from Trove – "The Sun", Sydney, 2 May 1914

Two hill climbs, Razorback and Governor's Hill, were to be run in addition to the regular reliability and economy scoring, with both climbs occurring on the 129-mile southbound first day. Unlike at Artillery Hill, the weather was "superb" and was "ideal for a trial" according to *The Daily Telegraph*, although not without drama.





A.C.A. Reliability Trial.  
Cars at the foot of the famous Razorback Hill.

Image from Trove – “The Sun”, Sydney, 2 May 1914

Razorback saw some very impressive times being set, led by Boyd Edkins and A.V. Turner who were split by only 1 second, 135 and 136 seconds respectively. However, it was H. R. Schwartz in the Sunbeam which created the greatest spectacle. A good start in the fully loaded Sunbeam ended in disaster when the front axle “gave in” as he attempted to round the second bend of the climb at pace. *The Daily Telegraph* remarked that it was “only for the banking [or he] would probably have gone over into the valley below.” Although shaken, Schwartz and his passengers were unharmed. The damage and positioning of the car meant that the car was left in place and acted as an obstacle for all competitors that followed. After all attempts were made, the car was recovered and towed to Camden for axle repairs. The running repairs allowed Schwartz to continue on to the night stop at Goulburn but was to retire from the official proceedings. Paul Meyer and his trusty Benz took the Razorback victory following the formulae calculations.



H. R. Schwartz (Sunbeam). Who met with an accident while ascending the Razorback, and retired. The car shed a rear tyre, and turned completely round, finally running into a bank, and bending the front axle beyond temporary repair. The passengers narrowly escaped injury. Light cars completed the run to Goulburn without losing points. The final stage was completed within schedule time by seven competitors. Photos: Darge.

Image from Trove – “Sydney Mail”, Sydney, 29 April 1914; a Darge photo.

Governor’s Hill, located just a stone’s throw from Goulburn, was far less eventful but yet again saw an Edkins fastest time and Meyer victory on formula. Mr Stroud’s Ford and Mr Pye’s Vauxhall were unable to register a time, and Pye joined Schwartz in retiring from official proceedings as he did not reach Goulburn within the event conditions.



A. V. Turner (25-69 Benz). Negotiating the Razorback. He and Boyd Edkins (19-71 Vauxhall) had a close finish for third place.

Image from Trove – “Sydney Mail”, Sydney, 29 April 1914; a Darge photo.



R. A. Carter (15-46 Crossley). Crossing Paddy’s Ford. Mr. Carter, who won the economy test. There were twelve competitors. The contest extended over two days, the run being from Sydney to Goulburn—225 miles—on Friday, and back via the South Coast—352 miles—on Saturday.

Image from Trove – “Sydney Mail”, Sydney, 29 April 1914; a Darge photo.

The run home from Goulburn saw one of the highest attrition rates of vehicles that an ACA event had experienced, with only seven reaching the finish line within the competition. Contrarily, the positive of this was that four of the five retired cars did make it to the finish line with the group under their own power.



A.C.A. Reliability Trial.  
Competitors leaving Goulburn on the second day. Perhaps the most interesting spectacle at Goulburn was a telegraph messenger, who will be observed apparently doing a 100-mile run on a telegraph cable.

Image from Trove – “The Sun”, Sydney, 2 May 1914

Five of the seven finishers had completed the event with a ‘clean sheet’, this included the Benzs of Turner and Meyer, Bradley’s Empire, Edkins’ Vauxhall and Carter’s Crossley. It was also Carter’s Crossley which topped the tables in the economy calculations. The 3,983lbs, 15hp motor used only 10.4 gallons of fuel for the entire trip, which gave the best MPG (26.82) and Ton Milage (47.69).

Carter's consistency across all scoring fields resulted in a narrow victory, ahead of Meyer's Benz. Experienced campaigners Turner and Edkins were in a tight battle for third, which saw Edkin's poor fuel economy result in him just missing out on the third position.

POINTS SCORED.					
Competitor.	Reliability.	Fuel Economy.	Razorback Hill Climb.	Governor's Hill Climb.	Total.
Carter .....	200	100	64	84	448
Meyer .....	200	74	70	100	440
Turner .....	200	93	54	82	429
Edkins .....	200	68	60	94	422
Gowing .....	192	75	44	66	377
Bradley .....	200	67	34	51	352
Stroud .....	134	55	22	31	242
Sherwood .....	—	—	40	81	Ret.
Kidman .....	—	—	29	58	Ret.
Todman .....	—	—	40	62	Ret.
Pye .....	—	—	48	—	Ret.
Schwartz .....	—	—	—	—	Ret.

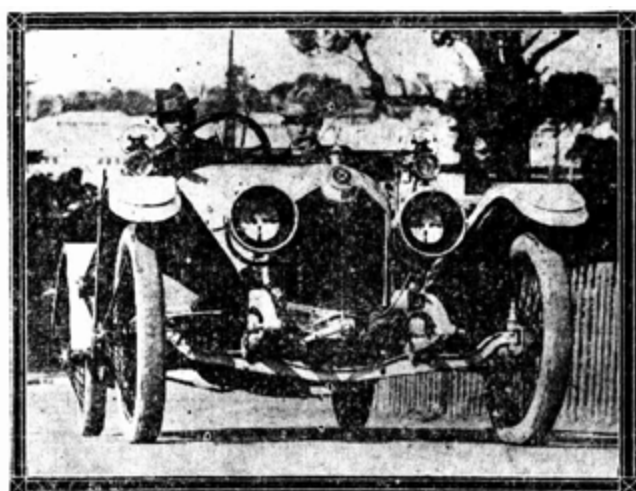
Image from Trove – "The Sydney Morning Herald", Sydney, 28 April 1914



Mr. Paul Meyer and his Benz.

Mr. Meyer secured second position in the A.C.A. Reliability Trial. He also won both hill-climbing competitions during the tour. This Benz car, which has covered 14,000 miles, has done remarkably well in recent competitions promoted by the Automobile Club of Australia.

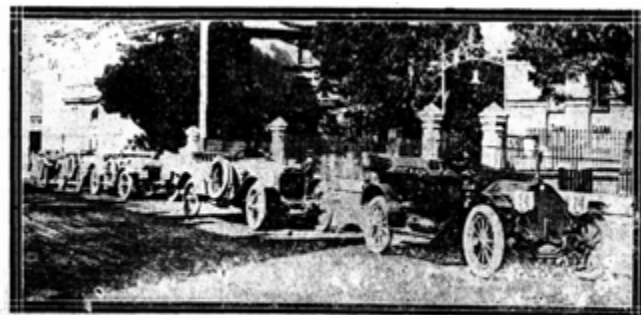
Image from Trove – "The Sun", Sydney, 2 May 1914



A.C.A. Reliability Trial.

Mr. Reg. Carter's 12-40 h.p. Crossley, the winner of the competition.

Image from Trove – "The Sun", Sydney, 2 May 1914



A.C.A. Reliability Trial.

Some of the cars which took part in the Automobile Club of Australia Reliability Trial. The picture was taken at Wollongong.

Image from Trove – "The Sun", Sydney, 9 May 1914



Mr. Reg. Gowing's Vauxhall.

One of the competing cars in the recent Automobile Club of Australia Reliability trial.

Image from Trove – "The Sun", Sydney, 9 May 1914

## Economy Contest

The 30th of May saw the next event, this time an economy contest. This was held over a 60-mile journey from Circular Quay to Katoomba, a challenging route which resulted in a rise of 3,300 feet across the distance. It was very well supported with 20 entries received, 19 of which took the start on the Saturday morning.

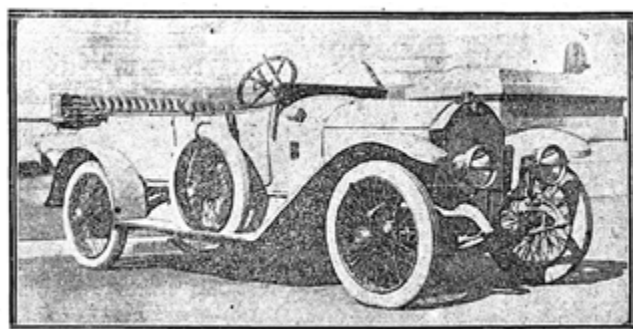
Competitor.	Car.	No. Cyls.	Catalog H.P.
Mr. Oscar Blau ...	Loireley .....	4	12/15
Mr. R. A. Carter ...	Crossley ....	4	15
Mr. A. J. Christie ...	Benz .....	4	22/40
Dr. F. R. Crouch ..	Metz .....	4	22
Mr. J. B. Dance ..	Fafnir .....	4	11/16
Mr. Boyd Edkins ...	Vauxhall ....	4	20
Mr. Reg. Gowing ...	Vauxhall ....	4	25
Mr. G. F. Hill ...	Talbot .....	4	12/15
Mr. O. H. Ibels ...	Star .....	4	12
Mr. Jules Maillard ..	Brazier ....	4	16
Mr. Alick McNeil ..	F.I.A.T. ....	4	10/15
Mr. Paul Meyer ...	Benz .....	4	12/20
Mr. L. W. Pye ...	Vauxhall ....	4	25
Mr. Chas. Schultz ..	Benz .....	4	25
Mr. V. C. Sharp ....	Star .....	4	15/0
Mr. C. O. Sherwood ..	Armstrong-Whitworth ..	4	15/0
Mr. G. H. Sinden ..	Adler .....	4	7/17
Mr. W. A. Sorell ....	Cadillac ....	4	30
Mr. R. G. Todman ...	Minerva ....	4	28
Mr. A. V. Turner ..	Benz .....	4	—

Image from Trove – "The Sydney Morning Herald", Sydney, 23 May 1914



It was run with great success and attracted an additional dozen vehicles who joined the run as a social outing to Katoomba, which many of the event participants continued on to.

With so much practice across the previous events, it is no surprise to see the ton milage achieve by the regular participants. A comfortable victory went to Les Pye in his 25hp Prince Henry Vauxhall, who achieved a very impressive 63.92 ton-miles per gallon (31.57 mpg) at 4536lb when fully loaded with six occupants for the journey. Just 16  $\frac{3}{4}$  pints of fuel consumed. The margin was over 9 ton-mpg from A.J. Christie in the second placed Benz, but he and a further 3 participants also achieved more than 50 ton-mpg. Third place was G.F. Hill's 12hp Talbot, whilst Dr F.R. Crouch's Metz was awarded the highest mpg at 36.46. Turner was uncharacteristically further down the order, in 8th, with a mere 44.9 ton-mpg. Maybe he had a lead foot on the day through the hills.



Mr. A. J. Christie's 22.40 H.P. Benz.  
—Martin, Turner, and Co., Sydney Agents.

Image from Trove – “The Sun”, Sydney, 30 May 1914

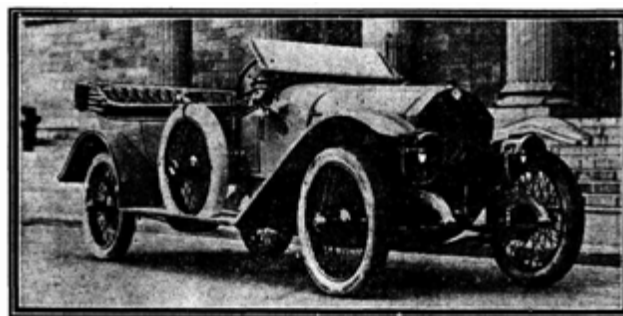
## Speed Judging Contest

Saturday the 27th of June saw a new style competition, a speed judgement contest, which covered an approximately 40-mile route. *The Sydney Morning Herald* summarised the preparations as “Competitors will not be advised of the route, which will start and finish at Martin Place, until a quarter of an hour before the event, when they will be supplied with a schedule setting out the course and the average speed at which it must be covered. Speedometers and dashboard clocks must be properly obscured.”

Turner was prescribed an average speed of 18mph, to which he achieved 17.34mph, resulting in a .66 variance. Incredibly, this wasn't good enough to win. He was beaten by H.B. Phipps' Hudson, which achieved a marginally lesser variance of .54mph from his prescribed 18mph average. Out of the 9 competitors, the poorest performance was still only 3.71mph average out. Considering the route went via the Pennant Hills, and road conditions were reported as “awful” due to the morning's rain, this is quite impressive!

Name and Car.	Average miles per hour.	Points.
H. B. Phipps (Hudson) .. . . .	18 .....	.54
A. V. Turner (Benz) .. . . .	18 .....	.66
J. B. Dance (Fafnir) .. . . .	15 .....	.72
C. Lloyd Jones (A. Underslung) .. . . .	20 .....	.83
Paul Meyer (Benz) .. . . .	15 .....	.88
R. V. Hodgson (Marion) .. . . .	18 .....	1.04
O. B. Ibels (Star) .. . . .	15 .....	1.13
J. H. S. Jones (Darracq) .. . . .	16 .....	2.83
J. Myers (Maxwell) .. . . .	18 .....	3.71

Image from Trove – “Sunday Times”, Sydney, 28 June 1914



Sporting Model.  
A 22-40 h.p. Benz, with special host body. The car has all the latest improvements and distinctive appearance. The body was built locally. Martin, Turner, and Co., Sydney Agents.

Image from Trove – “The Sun”, Sydney, 27 June 1914

## July Economy Contest

With the great success of the May event, July once again saw an economy contest but this time with a twist. To change things up from previous economy tests, this one did not measure weight and consumption over a journey. It instead temporarily connected a container which contained half a gallon of fuel to the carburettor, installed by the Club official on the side lamp bracket (or similar location in full view of the observer), and they were to travel along Bunnerong Road, from Kensington Racecourse to La Perouse and back until they ran out. Of course, they'd be weighed prior to subsequently calculate ton-milage.

The cars nominated are as follow:—		
Owner.	Car.	Catalogue H.P.
A. J. Christie .....	Benz .....	22/40
G. C. Hutchinson .....	Arrol Johnston .....	11.9
Alick M'Neil .....	F.I.A.T. .....	10/15
Dr. E. M. Humphrey .....	Vauxhall .....	20
G. H. Sinden .....	Adler .....	7/17
Les W. Pye .....	Vauxhall .....	20
J. Myers .....	Maxwell .....	25
O. H. Ibels .....	Star .....	12
Roy Sandford .....	Singer .....	10
C. J. Monro .....	Vauxhall .....	20
J. B. Dance .....	Fafnir .....	10.8
Boyd Edkins .....	Vauxhall .....	20
G. P. Innes .....	Humberette .....	8

Image from Trove – “The Daily Telegraph”, Sydney, 23 July 1914

Thirteen entries were received, however notable “regulars” missing were A.V Turner, G.F. Hill and R.A. Carter, and only eight competed on the day. A.J. Christie was victorious with 49.51 ton-mileage (24.3mpg) in his “improved” 22/40hp Benz, ahead of Boyd Edkin's Vauxhall (45.61 ton-milage) and G.H. Sinden's Adler (43.92 ton-milage). The special prize for greatest number of miles covered was awarded to G.P. Innes in a Humberette, which achieved an impressive distance of 28.8 miles on the half gallon.

Mr J.B. Douce was most unfortunate in his Fafnir, as the rubber hose connecting the special container managed to work loose and empty itself within 7 miles!

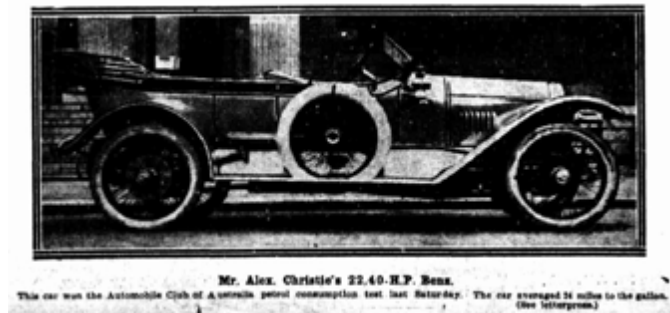


Image from Trove – “The Sun”, Sydney, 1 Aug 1914

August originally didn't have an event planned, but that was to allow members to prepare themselves for the biggest event since the Melbourne to Sydney event. A six-day, thousand-mile trial set for the 7th to 12th of September. Due to many requests from members, there was a proposal to revisit Artillery Hill for another climbing contest, subject to gaining sufficient entries. Entries for the September event were closed on 6 August, however the ongoing uncertainty from the outbreak of War, and with Australia's involvement increasing throughout August and into September, the Club “postponed” the two planned events.



Image from Trove – “Sunday Times”, Sydney, 16 Aug 1914

By November, *The Daily Telegraph* had reported “It is now certain that there will be no further competitions this year, within the State” and *The Land* stated, “if the war is still on, the big annual inter-State trial from Sydney to Melbourne is likely to be abandoned”.

They did however hold one further celebration. Late in October, the ACA moved into their new, ‘up to date’ clubrooms on Phillip Street, Sydney, and they held an opening ‘smoke’ ceremony on the 3rd of November. On the same evening, they presented prizes to the May, June and July competition winners. As at their AGM in late November that year, there were 499 members.

## What Is It?

A reader has submitted this photo of a very early car which in 1903 was reportedly the first car owned by a resident of Ipswich, Qld. Mr David Featherby (born May 1836) a British soldier who fought in the Indian Mutiny war, where elephants were used to haul the large cannons. He subsequently moved to Queensland in 1866 where he undertook several prominent engineering projects in the Bundaberg and Ipswich areas. He was also a staunch officer in the Salvation Army. It is recorded that he designed and constructed his own vehicle however this one appears to be a manufactured one, typical of the period, and powered by a single-cylinder De Dion engine. It is in the family folklore that he wouldn't be seen out in this one (or maybe the homebuilt one) until it was painted in the uniform colours of the Salvation Army. In this photo, he was dressed in his Salvation Army uniform, the identity of his lady passenger is uncertain. It was reported that he was as ‘lively as a cricket’ until he died aged 93.

The family would like to know what make of car it is and if there is anything else known?



Hi Greg, One for the “cyclecar” gurus. Photo is from Clare, SA, relative of the passengers still with us. I think the marks are blemishes not bullet holes.

Best Regards Terry Parker

I think we should get an answer to this one. Please respond to the Editor.

Grandmother of an 83 year old friend up here.





# Commercial Collage

by Mick Turner



*First motorised fire vehicle in Bendigo, and outside of Melbourne. Take a look at the radiator mascot.*

The first motorised fire appliance outside of metropolitan Melbourne arrived in Bendigo on Thursday 10 April 1913. The appliance was purchased by the C.F.B.B., who put up two thirds of the purchase price with the remaining third being made up by a generous donation from Mr. Horace Lansell. Horace was the son of the gold tycoon, Mr. George Lansell. The appliance was named 'The Horace Lansell'. The arrival was written up in the *Bendigo Independent*, Friday 11 April 1913, under the heading 'New Fire Reel', article follows: 'The new fire motor wagon built by Henry Simonis and Co. fire engineers of England was taken from the case yesterday and the parts assembled by Mr. Horace Lansell and Station-keepers Trengove and Brown. It was given trial runs in the yard and then placed in position in the station. Last evening it was admired by scores of visitors. It is 16ft long and weighs about three tons and is built on the most modern type and is painted red. It is capable of carrying eight men, 1000ft of hose which will be flaked and not wound on a drum. Each length of hose will have a separate locker. On top of the hose box are 20ft collapsable ladders. The speed limit is set at 30 miles an hour. It is a 30hp car with four-cylinder engine. A trial run will be held on the road this morning.' The vehicle was a 1912 Commer, had solid tyres and large acetylene headlights. It is said to have stood in the station with a box of matches inside the headlights. At Charring Cross one wet night

when taking the short cut across from View Street to High Street, it went into a spectacular skid and came to rest smashing a telegraph pole near the opposite kerb. At this time, and for many years afterwards, few, if any fireman owned a car, most having to ride their bicycle to the station, and often on to the site of the fire. In 1916, the board was asked to send the station-keepers to a garage in Melbourne for instruction on motor engines. The same year it was decided to buy "an oil lamp to be used as a tail light." In 1917, it resolved, "That the motor be taken for a run at least once a fortnight, to instruct the off-duty watchmen in driving." Bendigo still had one horse cart with the horse and reel going to the Eaglehawk brigade following the board issuing Bendigo with a Maxwell hose carriage in 1917. The horse cart had still been required to turn out if the Commer would not start. From 1917, the board began the issue of motor hose carriages for the bigger cities, and then many other towns. Initially four-cylinder Maxwells, followed by Dodges with Braidwood bodies. The Commer was in service for eight years. There is no mention of where 'The Horace Lansell' ended up afterwards.

This article was compiled from the *Bendigo Independent* Friday 11 April 1913, page four (via Trove), and the excellent publication "The Bendigo Fire Brigade - a history of its development", by Donald A. Walker 2001.

# Cyclecar Corner – D-Ultra

by Graeme Jarrett

Friction drive was often used in Cyclecars as a way of saving on cost and mechanical complexity. Cheap and cheerful one might assume. The D-Ultra had friction drive and let's hope it was a good design.

These cars were made by Harold Dew in the 1914-16 era and disappeared from view – perhaps the Great War (WW1 1914 – 1918) had much to do with its failure or undercapitalisation. – common issues with so many Cyclecar builders. He claimed in sales literature that he invented the Cyclecar in 1906. A claim not wholly supported.

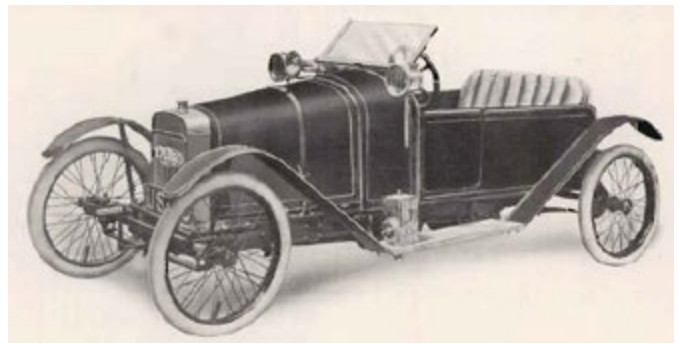
JAP vee-twin engines were generally used but Chater Lea items were apparently also offered. These were 85mm X 85mm (964cc) – 8 horsepower. These were offered in both air and water-cooled guise.



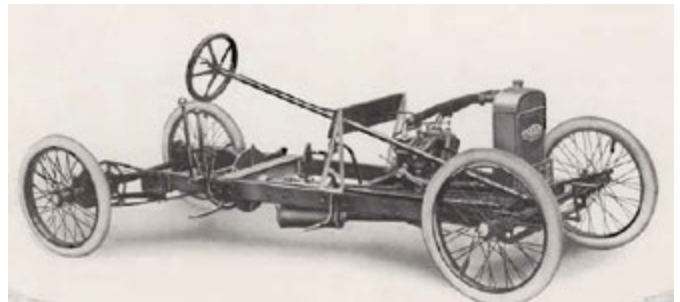
*This is the logo for the D-Ultra. The words below "Beyond Everything" might be an exaggeration beyond its capabilities.*



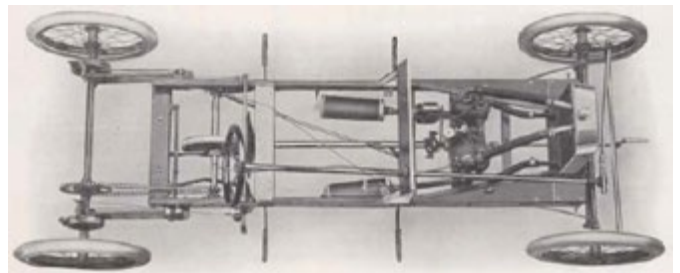
*This shows the front view – a sporty appearance compared to some offerings at the time.*



*This is the D-Ultra in complete road trim. The price of this car as shown was 115 Pounds Sterling in England.*



*Chassis, view of the D-Ultra.*



*Chassis, plan view of the D-Ultra.*



*Harold Dew had the temerity to offer the machine with a commercial body – a van (no less)! This one is more akin to a telephone box than a motor vehicle. Perhaps this was done during wartime to circumvent private car production – other than for the war effort.*

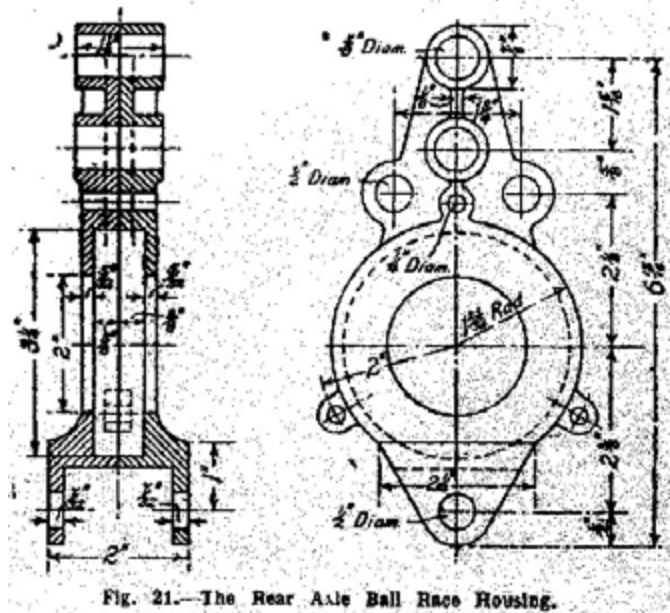
*Accreditation: - Stilltime Collection Co. UK.*



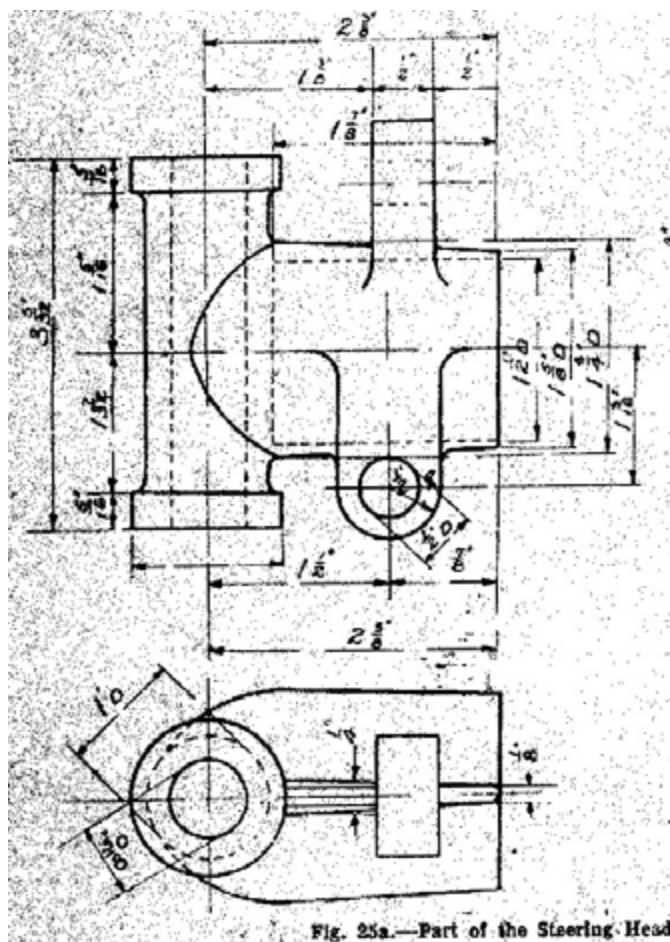
## D-Ultra – A New Beginning.

Soon after the hostilities of World War 1 ceased Harold Dew (in 1919) tried to rebirth the D-Ultra as a home built Cyclecar. The magazine, *The Model Engineer And Electrician* ran a series of articles on the making of these cars by amateur home builders. Drawings and machining advice was provided to assist would be builders. It is presumed raw castings of the chassis parts were available.

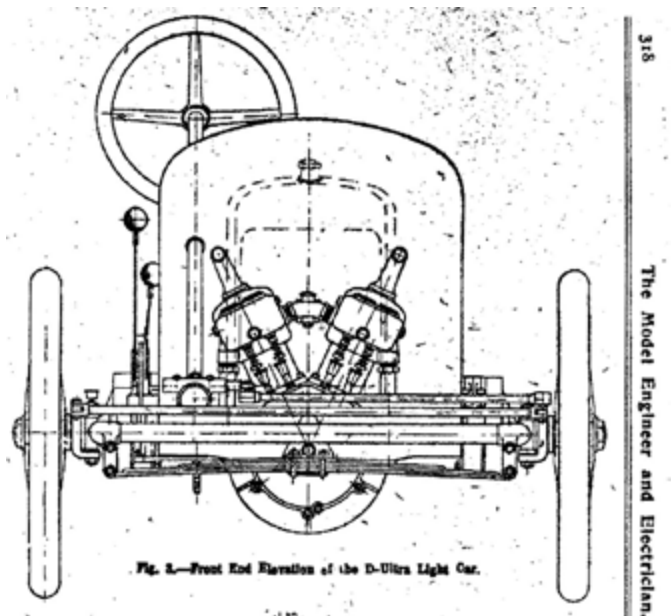
It is unknown how many of these were built and so far as I aware none survive.



Drawing of the rear axle housing.



Drawing of the steering head.



Drawing of the front general arrangement.

## Period Photo

Hi Greg,

I came across this image recently. A nice one of the beautiful old Railway Hotel at Warragul.

I guess the car is a C1912/13 Hupmobile Model 32. I also like the banner on the railing saying "good roads mean Gippsland prosperity. Warragul appreciates boards fine work" I'm not sure you would see such a sign these days.

Regards Warwick Landy



# T Ford Time – Variations

by Graeme Jarrett

The Ford model T took on so many personalities – largely dependent upon the owner.



*This weatherproof version was a very good prospect for the northern states of the USA where snow and extreme cold were the norm in winter. This one appears to be a 1915 model or thereabouts.*

*Accreditation: - The full English model T by Hagerty UK*



*This racer with canine mascot up front, dressed to thrill with pipe in mouth must have taken some time to be staged successfully.*

*Accreditation: - Simon Anderson (from Facebook).*



# Vauxhall – Prince Henry Type – Simon Fraser (jun.) car

by Graeme Jarrett

This is a 25 horsepower Vauxhall, nominally known as a 'Prince Henry'. These cars were very highly regarded at the time for their fine performance.

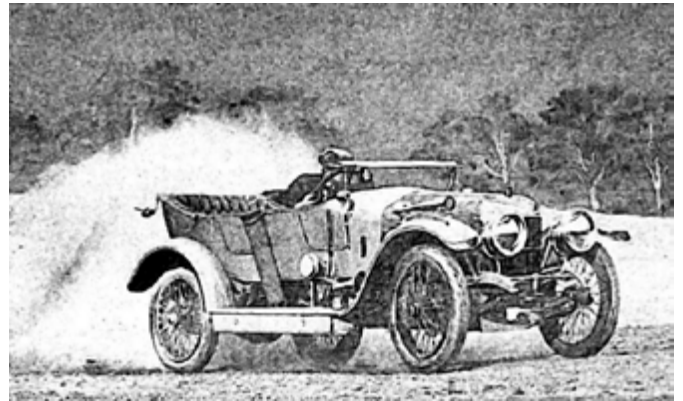
It was owned by Simon Fraser jun., son of Sir Simon Fraser. The family were very large holders of agricultural property across a number of states. He managed his father's station, Nyang, near Moulamein, NSW.



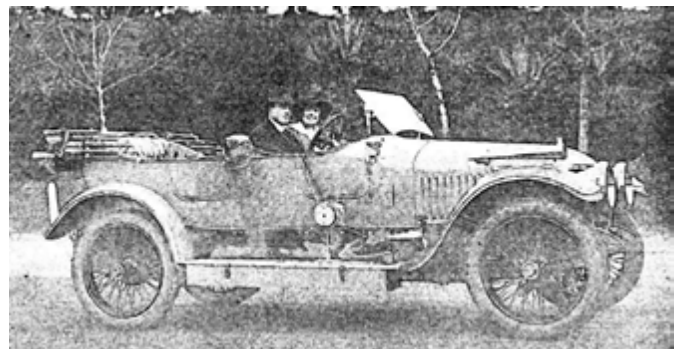
*This photograph was likely taken at the same time as the one below.*

The car was registered in Victoria (14 763) to S. Fraser, Moulamein, New South Wales. The date of first registration was believed to be 13th February 1914.

There were a number of striking and unique features of this car. It was fitted with two electric horns, a cane umbrella holder and running board tool storage. Sole agent for these cars was Sunshine Motor Cars Pty Ltd, a H.V. McKay (harvester fame) establishment.



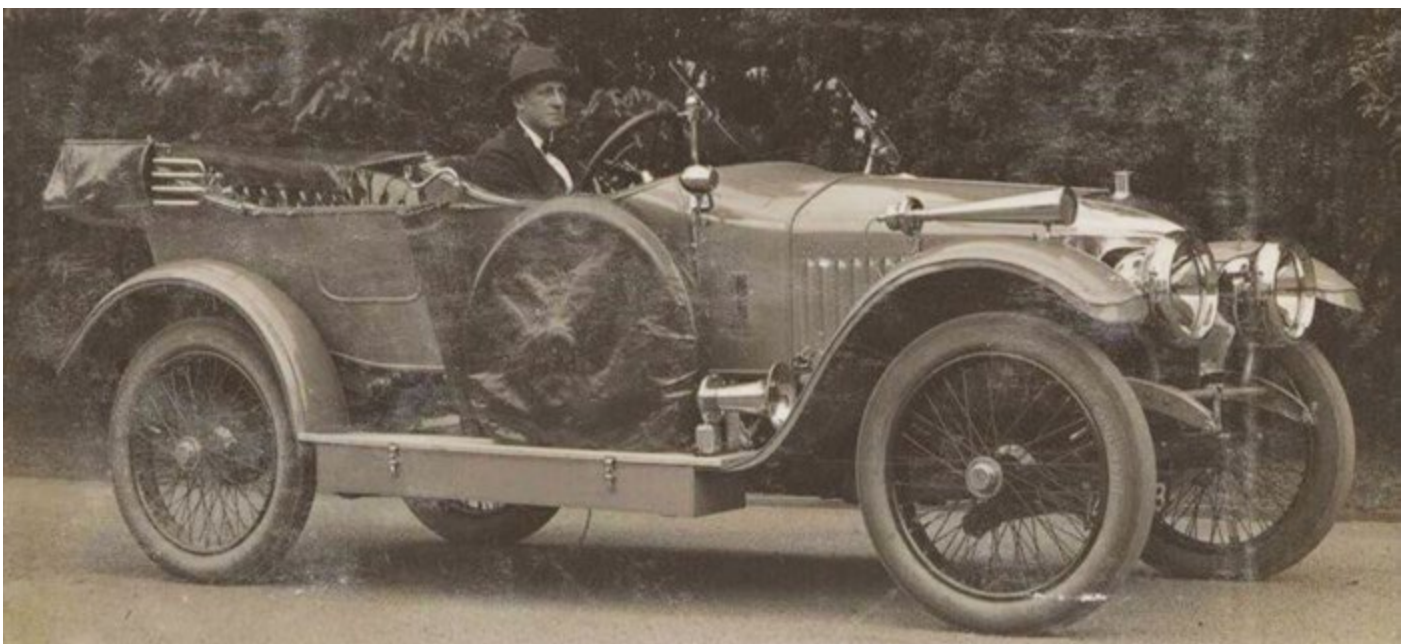
*Simon Fraser used the car in motor sport with considerable success in Victorian events. Here in action at Wildwood Hillclimb.*



*Simon Fraser with his wife after winning three events at Wildwood.*

Simon Fraser died (aged 33 years) of Pneumonic Influenza at Penshurst, Victoria in 1919. He predeceased his father who died later that year. Simon was the uncle of Malcolm Fraser a onetime Prime Minister of Australia.

*Photograph accreditation: - Melbourne University Archive (Grimwade Collection) and Punch.*



*Simon Fraser seated in his Vauxhall. This shot was taken 5th April 1914 by Russell Grimwade, a family friend at one of the Grimwade family properties in Melbourne.*

# Private Classifieds

## FOR SALE

1916 Oakland model 32B 4 door Tourer

Club plate registration. Mechanically fully refurbished Original 6 cylinder engine with overhead valve and original electric start. Original body frame and panels and a good hood. Older Repaint retaining patina suitable for the car. Starts and drives well. Rebuilt by the late David Couper.

A great car to start rallies in immediately.

**Price: \$27,000.00 ONO**

**Contact: Rob Couper**

**M: 0488 207 058.**



## FOR SALE

1914 Grant, Model M

These light cars were only made for 1 year before Grant Motor Company went to 6-cylinder cars. The intent was to compete against Ford at \$495 (the T was \$500). From a production run of about 3000 cars around 15 have survived globally – with only 3 known in Australia. These 2 are for sale at \$25,000 each.

10/12 HP 1560cc 4-cylinder, 2-speed, which is quite gutsy for a small car. Lots of information and spares are available.

**For more information contact Trevor Paynter  
0452 201 611.**



**'Australian' body, no  
doors & 30" wheels**



**'American' body,  
doors & 28" wheels**

## WANTED

Beaded edge tyres 815 x 105 size for current project, new or very good second hand, also after tubes.

**Contact: Paul Fullard**

**Email: thetrady@outlook.com**

## FOR SALE

Speedo: Made by the B.T. or A.T. speedometer Co. Dial indicates a maximum of 60 miles per hour. The odometer reads 1720.4 miles. It is marked with No 9607 and the address 140 Long Acre London W.C. Brass Case and looks to be in good condition

**Price: \$3000 or ONO**

**Contact: Debbie**

**M: 0421 731 318**





### FOR SALE

1909 Schacht - Model K "The Invincible Runabout"

Double opposed - 2 cylinder (4 cycle) 18-20hp. 4  $\frac{3}{4}$ " Bore and 5" stroke Water Cooled. Mechanical force feed oiler. Multi speed - Friction drive. Dual chain drive, acting on a counter shaft. Internal expanding brakes with emergency on friction wheel. 38" Wheels with Timken bearings. 74" Wheelbase standard tread 56".

This example is one of the most correct original examples of the Schacht company, retaining all its original components!

Fresh out of 65 years of family ownership, the last 25 in a Private Museum, the paint is not original as it suffered a "tart up" for the museum display, however everything else is!

**\$59,500.00 ono**

**For Sale by the Veteran Garage, Mudgee NSW  
M: 0422 219 911**



### FOR SALE

1906 Buick model L. Two cylinder

Electric start fitted.

Restored from original car in Pennsylvania. Won First National at Hershey. Has its original Selden plate.

**Price: \$80,000**

**Contact: Chris Sorensen  
M: 0427 244 847**



### FOR SALE

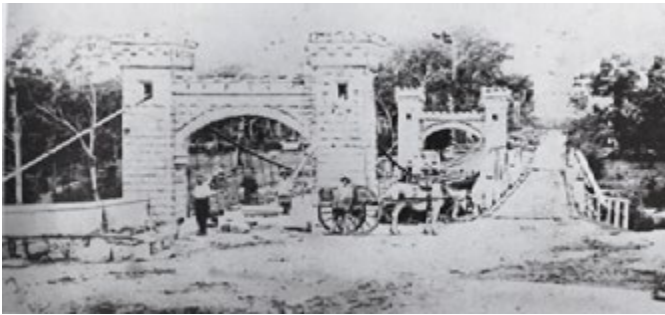
Large Quantity of 1910-11 Napier 15 HP car parts. There are enough parts to build 2/3 cars. Included are two bodies - one a complete Roi-de-Belge. Sale is due to too many projects and the imminent arrival of other veterans. Many more photos available for genuine enquiries. Located Toowoomba.

**Contact: Kean Thompson  
M: 0402 721 669  
e: speedster1930@hotmail.com**



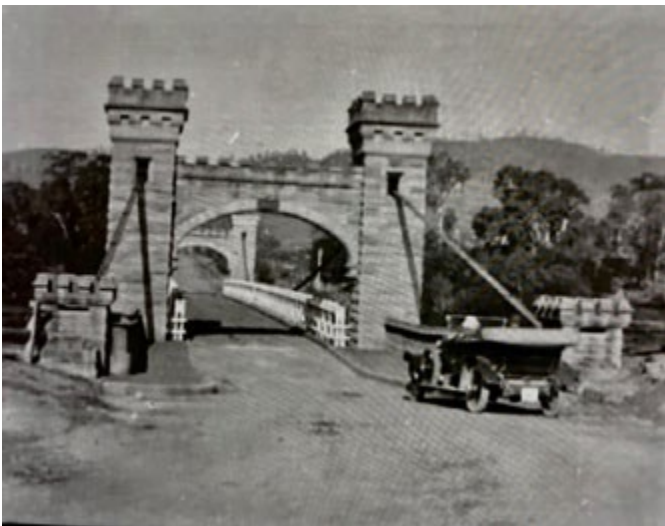
# Findings, Feedback and Follow-ups

by Ian Irwin and Terry Parker

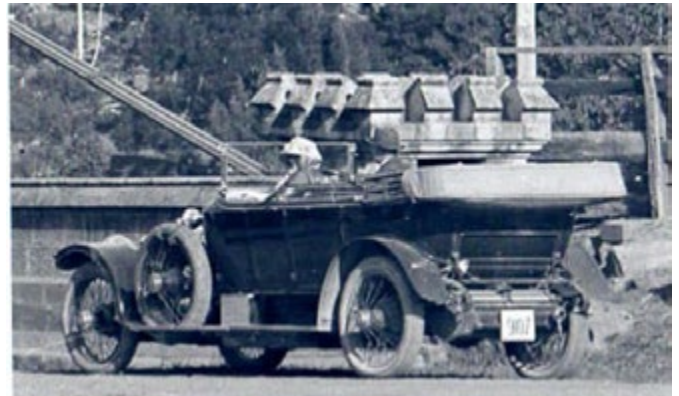


Back in the August edition of Brass Notes on the front cover we featured a Benz crossing the Hampden Bridge. We then had in the following month's edition several people responding about where the photograph was taken and historic details about the bridge. One of the responders was Ian Irwin who cited he had a photograph of the Veteran Silver Ghost crossing the same bridge in Edwardian times. The following is the photograph Ian was describing and some additional information about Rolls Royce. We again thank Ian for follow-up photograph and article. - Ed

Hampden Suspension Bridge Kangaroo Valley under construction. This replaced the previous bridge (to the right here) built in 1879 and said to be 'a thoroughly permanent structure' until washed away in the 1898 flood. Viscount Henry Robert Hampden was the NSW Sate Governor 1896-98.



One of several photos depicting the 1912 Silver Ghost Chassis 2018 owned by leading Sydney medico Dr Frank Tidswell, approaching the bridge. The car was a Barker-bodied Tourer painted deep blue.



In this photo, taken shortly prior to the previous one, the car is passing an abutment anchorage for the multiple steel hawsers. Barely legible, 9107 was a traditional period white plate. There was no plate on the front of cars in NSW during that period.

Dr Tidswell (1867-1941), a microbiologist, developed antivenoms for venomous snake, spider bites and tick bites. He later became Director of Pathology at the Royal Alexandra Hospital for Children from 1925 until his death in 1941.

This car was for some time in the 1960s and 70s fitted with replica Indian ceremonial Victoria coachwork without doors, and was painted on body, guards and wheels in black. It was sold to the UK in the late 1970s. The chassis now carries more stylish torpedo coachwork.

Terry Parker, one of our regular contributors, has kindly sent something from his high school scrap book. Apparently, Terry was well interested in veteran motoring from early in his life and made several scrap books instead of doing his studies. This is just one article of many he sourced and kept. It contains an article from one of the "foundation cars" we discussed last month. The article on the Peugeot Italiana Bebe is described as being totally reliable and has never broken down in its 50+ years of ownership. I am not so sure this is what current owners, James and Kylie Dix quite think. *Thank you, Terry, for this article and hopefully in later editions we may be able to feature further articles from your school scrap book.* -Ed





# AGM Minutes

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## VCCA (Victoria) at Clubrooms & via Zoom Meeting

**On Tuesday, 11th November 2025 commencing at 8.40 pm**

1. The President, Ben Alcock, opened the meeting and welcomed everyone to the 2025 AGM.

**2. Apologies** – Robin Blackwell, Jennifer Atherton, Michael Jacombs, Darren Savory, Chris White.

**3. Proxies and declaration of a quorum** -(rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Secretary confirmed we had a quorum with 36 members present & 17 online.

### **4. Minutes of the 2024 Annual General Meeting**

Resolution: That the minutes of the 2024 Annual General Meeting 8th October 2024, as published in the November 2024 edition of *Brass Notes*, be accepted.

Moved by Brian Churchill. Seconded by Deb Alcock. Carried.

### **5. The President's Annual Report** on the activities of the Club during the 2024/2025 year

Resolution: That the President's report, as published in the September 2025 edition of *Brass Notes*, be accepted.

Moved by Ben Alcock. Seconded by Stephen Hobbins. Carried.

### **6. The Treasurer's report and presentation of the financial statement of the Club for the 2024/2025 year** (as presented in September 2025 edition of *Brass Notes*)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Frances McDougall. Carried.

### **7. Annual membership subscription and joining fee**

Resolution: That the annual membership subscription and joining fee for the 2025/2026 year remain unchanged at \$95 for printed, \$60 for email, joining fee of \$25.

Moved by Claudia Holding. Seconded by Andrew McDougall. Carried.

### **8. Appointment of auditor** (and fix any remuneration) for the 2025/2026 year

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

Moved by Claudia Holding. Seconded by Daryl Meek. Carried.

### **9. Special Resolution** - to change Rule 13 (4) of the constitution as published in the October 2025 edition of *Brass Notes*, be accepted.

#### **Current Rule**

13 (4) A member who is in arrears with his or her subscription for **three (3) months**, unless by the

express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.

#### **Change to:**

13 (4) A member who is in arrears with his or her subscription for **two (2) months**, unless by the express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.

Resolution: That the change to the constitution be accepted.

Moved by Claudia Holding. Seconded by Ken Russell. Carried.

### **10. Election of the Executive and General committee positions for the 2025/2026 year**

Paul Daley took the chair and announced as follows:

There being only one candidate nominated for each **Executive** position - the following shall be declared for a 12-month term,

**Daryl Meek** shall be declared President,

**Callum Walsh** shall be declared Vice-President,

**Brian Churchill** shall be declared Secretary

**Claudia Holding** shall be declared Treasurer

The following nominations for **General committee** shall be declared for a 3-year term:

#### **New committee members:**

Simon Anderson

Jeff Alcock

#### **Returning committee members:**

Andrew McDougall

Greg Smith

Peter Hammet

Stephen Hobbins

#### **The following committee members continue:**

Rob Anderson – until end of 2026

Michael Holding – until end of 2027

#### **Position of Immediate Past President will be held by:**

Ben Alcock

#### **Thanks to all past committee members including those who are retiring or not continuing as follows:**

Deb Alcock

Craig Emmerson

Scott Emmerson

**11. Closure** – The meeting was handed over to the new President, Daryl Meek, who gave a short thanks and welcome before closing the meeting at 9.00pm.

# Natter Night Meeting Minutes

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

**On Tuesday, 11th November 2025 @8.00pm**

### **Opening**

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

### **Attendance**

There were 36 members in our Clubrooms and 17 members online.

### **Apologies:**

Robin Blackwell, Jennifer Atherton, Michael Jacombs, Darren Savory, Chris White

### **Visitors**

None

### **Member News**

Daryl Meek has purchased a 1914 4-cylinder Delage from Western Australia.

Alan Esmore has sold his 1916 Buick Roadster to Peter Stone

Geoff Brown has sold his 1914 Buick to Ron Lynch from Nhill

### **New Members**

None

### **Raffle**

Leg of lamb, Wine, chocolate & nibbles. Thanks Deb.

### **Financial Reports – verbal report given by Claudia**

### **Past Events:**

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October. Ben spoke about this very successful and well-attended event. Thanks again to Rally Directors Michael and Claudia Holding

15th National Veteran Motorcycle rally – Ballarat – 19-24 October – Andrew McDougall gave a report of this excellent event, notwithstanding the challenges of riding in the extreme weather.

70th Anniversary Gala Dinner and Presentation Evening – Saturday 8th November – Ben spoke on this excellent evening, a celebration of great company and great food in the fabulous surrounds of the RACV Melbourne Club.

### **Future Events:**

Bendigo Swap Meet – 15-16 November – Rob and Leonie Anderson will be operating our club stand in the same location as last year

B40 Rally – Echuca 21-23 November

Two Wheel Brake Rally (VSCC) 14th December - meet at Dallas Brooks Drive 730am

Rally Directors needed for both the Mid-Winter rally and the Annual rally

### **Library and Archives Report**

Daryl Meek reported that due to space limitations we will be limiting our collection to publications specific to our Veteran era. Daryl also highlighted 2 publications of special interest being “Early Motoring in East Gippsland” and “Australian Motoring Events 1903 – 1930” – Terry Parker

### **Wanted, for Sale or Swap**

#### **For sale:**

1916 Oakland 6 cylinder with original body and upholstery

1898 De-Dion Bouton Tricycle. For sale – Chicane Auctions, claims to be the oldest continuously owned vehicle in Australia

Russell Holden – Schacht Buggy – very original – sale to make way for other vehicles

#### **Items of General Business**

Russell Holden spoke of the unique privilege and pleasure of participating in the London to Brighton for the second time and of Andrea being awarded the International Entrants Award.

Daryl Meek had received a call about the possibility of ‘re-enacting’ the first vehicles across the Westgate Bridge at the coming opening of the Westgate Tunnel.

David Provan is looking for advice regarding an enclosed trailer for transporting his vehicles.

#### **Presentation of The McKaige Trophy:**

This trophy was first awarded in 1963 to the most willing and helpful Club member who is not on committee.

This year’s very worthy recipient is Paul Daley whose contribution, particularly the generous setting up and printing of rally booklets, continues to be greatly appreciated by all members. Thank you, Paul.

Next Meeting 9th December 2025, Christmas theme including sausage sizzle beforehand and sweets after the meeting.

Meeting Closed at 8.37pm and was followed by the AGM.



# Events

## 1&2 CYLINDER RALLY – BALLARAT

In 2026 the RACV 1&2 Cylinder Rally will be held in Ballarat over the four days of 12-15 March.

Rally HQ will be the Big 4 Ballarat Windmill Holiday Park located at 55 Remembrance Drive, Cardigan. The majority of cabin accommodation has been reserved, and caravan/motorhomes are catered for. Please note that the park is a pet friendly environment. If you are planning on attending, please consider making your bookings early as the number of cabins is limited.

The event will take the now usual format of a shakedown run mid-afternoon on Thursday, full days of driving on both Friday and Saturday (around 100km) followed by a rally dinner at the Ballarat Golf Club, and a morning run on Sunday leaving sufficient time for you to get back on the road home.

It is anticipated that online entry will be available early in the new year. Members and other clubs will be notified by email when entries are open.

For accommodation at the Big 4 Windmill, contact reception on (03) 5334 1686 and advise that you are with the Veteran Car Club.

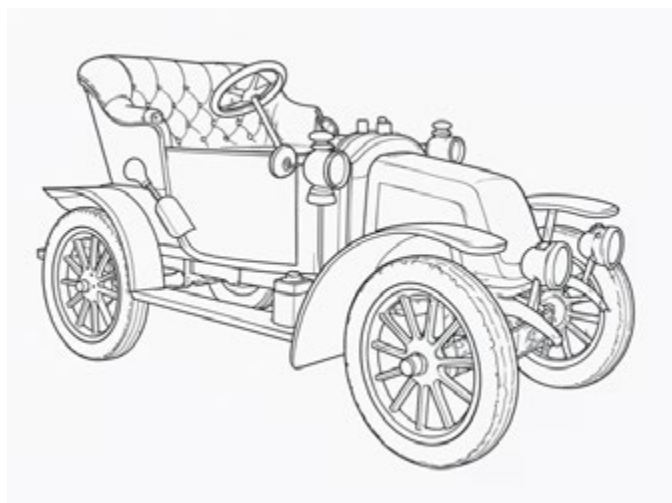
For accommodation elsewhere, please make your own arrangements. The Bell Tower Motel is only about a kilometre away. They can be contacted on (03) 5334 1600.

Come and join in the fun of our first major event in 2026 because it'll be great.

If you require further information, the rally directors can be contacted as follows:

Daryl Meek      0407 881 288      fafnir@iinet.net.au

Fiona Lane      0419 893 983      feelane30@iinet.net.au





### Clare Valley Rally Expression of Interest



Clare Hotel – "The Middle Pub" – Main Street CLARE c 1912

**Friday 1<sup>st</sup> May to Monday 4<sup>th</sup> May 2026**

*The Clare Valley region is world-famous for its Riesling, a wine variety rendered bright and flavoursome by our deep soils and artisan instincts.*

*But we're much more than a wine region.*

*We extend from the bright blue gulf waters, to the red lands east of Burra, lending our region extra character and complexities.*

*We have depth too, with our stories reaching back to the stories of our ancestors and to the stories of our own families.*

**During the weekend –**

Friday night Welcome to the Clare Valley with handmade pizzas and wine under the gum trees at Clare Country Club.

Visit a winery with 360 degree views– for lunch under their veranda.

Display your vehicle while strolling through South Australia's largest country market.

Visit two historic pubs in two historic towns for meals.

Free Saturday night to choose your very own adventure, meals, activities etc.

## 4 & MORE RALLY IN CAMPERDOWN

It has been several years since a rally has been held in Western Victoria, and Camperdown, in the lakes and craters area has been chosen to conduct the 'Four and More' Rally, in May 2026.

Camperdown has a wealth of history, homesteads, and in the early 1900's many large and exotic cars. Arrangements are underway for interesting routes and venues and there are a wide range of accommodation options. And some special fun events are in the pipeline. The local Council is supportive of our rally and has assisted with suggestions of places to visit and special attractions.

So, keep the date free, we hope to see you on 14-17 May, 2026.

Murray Murfett, Rally  
Organiser



**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**

Daryl Meek (Fiona)  
t 0407 881 288  
e president@veterancarclub.org.au

**VICE PRESIDENT**

Callum Walsh (Francesca)  
t 0447 766 724  
e vicepresident@veterancarclub.org.au

**SECRETARY**

Brian Churchill  
t 0408 344 434  
e secretary@veterancarclub.org.au

**TREASURER**

Claudia Holding (Michael)  
t 0402 484 036  
e treasurer@veterancarclub.org.au

**IMMEDIATE PAST PRESIDENT**

Ben Alcock  
t 0404 917 366  
e ben.alcock90@gmail.com

**COMMITTEE MEMBERS**

Andrew McDougall (Frances)  
t 0417 310 852

Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Jeff Alcock  
t 0425 519 959

Simon Anderson (Tess)  
t 0414 482 241

Peter Hammet (Joan)  
t 0428 282 631

Scott Emmerson  
t 0488 002 054

Rob Anderson (Leonie)  
t 0414 446 953

Michael Holding (Claudia)  
t 0407 008 895

**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 – Callum Walsh.

**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

**EDITOR**

Greg Smith  
e editor@veterancarclub.org.au

**LAYOUT EDITOR**

Roger Berg  
e editor@veterancarclub.org.au

**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 Brian Churchill  
t 0408 344 434  
e secretary@veterancarclub.org.au

Download the application form at  
veterancarclub.org.au.

**BRASS NOTES**

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

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

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

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

**JP SERVICES AT NATTER NIGHTS**

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

**CLUB MEETINGS**

Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:

Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.



Find us on  
**Facebook**



# 70th Anniversary Gala Dinner and Presentation Evening

Photos by Jessica Holt



RACV City Club was our venue for our Presentation and 70th Anniversary Gala Dinner where around 100 people attended



Each table had their photographs taken in front of the 70th Anniversary display. This was the "wild" table!



Our Past President Ben Alcock welcomes us to the special evening



The award to the newly restored motorcycle that participates in one of our events went to Colin Sargent 1904 Peugeot, and accepted by daughter Catrina, and Murray Wright for his 1904 Griffon Zedel



# 70th Anniversary Gala Dinner and Presentation Evening

Photos by Jessica Holt



*The Kingsley Strack Trophy was awarded to Julie Wright for her driving of the 1912 Enfield*



*The Kermonde trophy for the best new restoration of the year went to Deane and Pam Hill for their 1909 IHC (Deane was unable to attend because of sickness).*



*A Special award was presented to the Rally Directors of our 70th Anniversary Rally, Michael and Claudia Holding. It was a photograph of the punt which was what we heard about for months prior to the rally, on how the logistics would work. They also got a bottle of Murray River water. Really it was for an outstanding rally they delivered.*



*James Dunshea accepting the Bert Lamshed Hotchkiss Trophy for winning the Cold Start Competition.*