

August 2025



Brass Notes

www.veterancarclub.org.au

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



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

Patron: Mr Greg Robinson,
President and Chairman, RACV

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Flashback

By Greg Smith

Our flashback photo this month features a Leon Bollee. I have not seen this vehicle for some time. There is no record of when and where this photograph was taken but it looks to me that the restoration was not fully completed as the colour of the scuttle and body and mudguards do not match. Something in my memory thinks it may have come from down the Bellarine Peninsula, but don't let that sway your thoughts, and my guess on the time period would be the mid-80s.

This is quite an unusual car that has disappeared, so I am sure someone must know about the vehicle and its whereabouts. Could anyone please provide some relevant details on this car including any history known and maybe restoration details, and of course where it may be now? Please respond to the Editor.



Front Cover Photograph

Another Wonderful Image on the Front Cover from the A.V. Turner Darge Album, of the Zeunert Archive

Proprietor of 'The Benz Motor Agency' at 493 Collins Street Melbourne. A. Hoette, crossing an impressive bridge in his 12hp Benz on the 1914 Melbourne to Sydney Trial. Who can identify the bridge and its location?



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Coming Events

12 August 2025	Natter Night - 8pm meeting Daryl Meek presents Movie Night - choc tops, popcorn and cinema snacks provided
9 September 2025	Natter Night - 8pm meeting Brian Churchill presents The Henry Ford Oration
14 October 2025	Natter Night - 8pm meeting Meeting only, as we prepare for the 70th Anniversary Rally
26 October 2025	Tri Club Petanque Day Contact: Andrew McDougall

Major Events

12 - 14 September 2025	RACV Pre-1905 Pioneers Run - Ballarat Rally Directors: Daryl Meek & Fiona Lane
15 - 18 October 2025	RACV Veteran Car Club 70th Anniversary Annual Rally - Swan Hill Rally Directors: Michael and Claudia Holding
8 November 2025	70th Anniversary Gala Dinner & Presentation evening - RACV City Club Contact: Ben Alcock

National Events

5 - 10 October 2025	2025 National Veteran Vehicle Rally - Murray Bridge, SA Rally Director: Hamish McDonald (E) vccsasecretary@gmail.com
19 - 24 October 2025	National Veteran Motorcycle Rally - Ballarat, VIC Contact: Murray Wright (E) antiquemcca@gmail.com
19 - 25 April 2026	National 1 & 2 Cylinder Rally - Temora, NSW https://vccaact.org.au/temora-national-1-2-cylinder-rally-2026/

Time is about to Run Out

By Rob Anderson

Membership Subscriptions were due on the 1st of July and we still have more than 60 Members who have not yet renewed!

REMEMBER those members who do not renew should also note:

1. This will be your last edition of *Brass Notes*;
2. Any VCCA (Vic) sponsored CPS Veteran is regarded by VicRoads as "unregistered" if you are unfinancial with the Registrar required to notify VicRoads; and
3. You will lose continuity of membership and will need to re-apply which includes payment of the \$25 joining fee again.

HOWEVER you can still renew during August, using the on-line option on our website:

www.veterancarclub.org.au

Alternatively, you can complete your hardcopy Renewal Notice and sign the Declaration (it's essential this is done), pay by EFT, Cheque or Money Order and return the form to the Treasurer C/O 16 Willowtree Drive, Werribee Vic 3030. Details are on the form.

If you have misplaced your renewal form, and struggle on-line, simply contact the Registrar. (Contact details below)

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

Rob Anderson

Registrar

0414 446 953

registrar@veterancarclub.org.au

President's Message

By Ben Alcock

We are now over halfway through the year, and things are certainly starting to heat up! Many of us have just returned from the RACV Midwinter Rally on Phillip Island. I'd like to sincerely thank everyone who helped make the event happen, and those who joined us and participated in the wide range of activities we had planned and made the weekend what it was.

The go-kart track, bowling alley, and cold start competition brought out the competitive spirit in fine style, there will be a full rally report in next month's *Brass Notes*, with further coverage at Natter Night, so stay tuned.

Looking ahead, there is much to celebrate in the coming months. We begin with the 70th Anniversary Annual Rally in Swan Hill, I hope you've entered! And of course, we culminate the year's celebrations with our 70th Anniversary Gala Dinner at the RACV City Club. This promises to be a night of nights, and I encourage all members, new and longstanding, to join us in honouring our club's proud history. Online bookings for the dinner will be opening very shortly.

One thing I often find myself doing is calling on our members to volunteer, whether it's taking on roles as rally directors, joining committees, or lending a hand behind the scenes. But one thing I've never had to ask for is participation. We are extremely fortunate to see such strong numbers at our events, and to have so many of our cars out and about, where they belong, on the road.

The hard work that goes into organising these events, from route planning to catering to paperwork, is all done by members, for members. And seeing you turn up in such great numbers is the best reward we could ask for.

As we celebrate our 70th year, let's reflect not only on the cars, rallies, and trophies, but on the people who made it all possible. Thank you for being part of this incredible journey; for your passion, persistence and participation.

*Platinum celebrations,
Ben Alcock, President – VCCA Vic*

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- White Metal bearings
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NATTER NIGHT

**7.00pm -
Drinks & Nibbles**

Library is Open

**8.00pm -
Natter Night**



We supply the Jaffas and Popcorn!

August 12, 2025



IT'S MOVIE NIGHT!

The VCCA (Victoria) is fortunate that in earlier times, the club, individuals and other media had the foresight to record many of the early events, not only in photographs, but on film.

In the heyday of the VHS recorder, the club, in its wisdom, engaged a professional audio-visual company to transfer a number of early 8mm and 16mm films to VHS format. In recent times, quite a number of these early films have been rediscovered in the archives.

For Natter Night in August, a small selection of movies from the 50s, 60s and 80s have been selected for your viewing pleasure. Viewing time will be 30-45 minutes and your interaction will be encouraged to identifying vehicles, people and places. Don't worry, there are plenty more to come!

So break out the Jaffas, make yourself comfortable and join us for Movie Night.

Editorial

By Greg Smith

I made a commitment in the Editorial last month stating I would point out vehicles that were at the first two rallies and still exist with us and that they could possibly be entrants in the 70th Anniversary event in Swan Hill. This is an exercise that cannot be written in just a few lines, and because of space constraints in this edition of *Brass Notes* I have had to delay this until next month. Sorry for the short editorial, but it is far more important to read the contributions of others in this edition, rather than reading my prattle.

LETTER TO THE EDITOR

I was pleased to have joined the July General Meeting on 'Zoom', which included the presentation "What Makes Us Tick!" being a great insight to the work that goes on behind the scenes, perhaps something we take for granted. No doubt our 318 members have all been encouraged to embrace the new technology available when renewing our memberships, deciding the format for receipt of *Brass Notes*, and especially when entering our Clubs' rallies. The presentation by Rob Anderson and Michael Holding explained the improved efficiencies of our now computerised records, including accessible (and evolving) recording of the historical details of members and veteran vehicles. A particular benefit to Rally Directors, is the 'back room' assistance when it comes to collating entrants details, meal selections, options, and an efficient payment system.

And of course this didn't occur magically. The 'behind the scenes work' of setting up and refining appropriate computer programs has been laboriously undertaken by Rob Anderson and Michael & Claudia Holding. As an example of the work involved in inputting data, we learnt there have been some 13,000 separate entries during the last 6 years! Well done folks!

Another very important aspect of our Club is *Brass Notes*, which also involves a huge team effort, every month, however this deserves a separate elaboration!

Regards,
Murray Murfett



ITS OUR **70th** ANNIVERSARY

AND WE ARE Celebrating 70th Anniversary Gala Dinner & Presentation Night

When: Saturday November 8th 2025 at 6:00pm
Where: RACV City Club (485 Bourke Street, Melbourne)
RSVP and buy tickets on our website
www.veterancarclub.org.au

VCCA Catering for all pre 1919 motor vehicle enthusiasts since 1955



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

By Callum Walsh

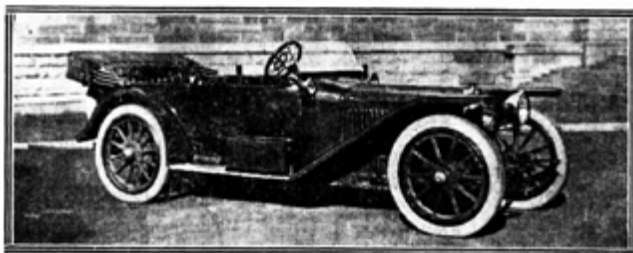
Part 3 – BENZ and the 1914 Melbourne to Sydney Reliability Trial

In Part 2, I discussed Stanton, Turner and Co. and their agency of American Underslung. Shortly following the formation of the company, which is now evident to be September 1912, they also became the agent for Benz.



Image from Trove – “The Sun”, Sydney, 18 Jan 1913

As noted in Jenny Fawbert’s very informative response published last month, A. V. Turner also participated in the 1913 Sydney to Melbourne Reliability Trial, held across four days from 26th-29th March. Turner primarily used this event to scope out the route and conditions for his upcoming Melbourne to Sydney Record attempt on the return trip, which eventually occurred on May 10, 1913. Back in America, American Underslung was struggling, and although Stanton, Turner and Co. had sold them in surprisingly good numbers, Benz quickly became their primary concern. American Underslung was eventually put into receivership in November 1913, but continued to be included in Stanton, Turner and Co. advertisements through September 1914. Even in late February, they were trying to clear the remaining 1913 stock for the 1914 shipment which was “landing shortly”. I wonder how many arrived six months after the manufacturer closed their doors, however there’s a detailed report of Mr H. Lyn Sewell receiving his six-cylinder, 40hp example on the 29th of May after receiving local coachwork and immediately taking it on an extensive journey from Sydney to Katoomba, Jenolan Caves and back.



A Recent Importation.
Mr. H. Lyn Sewell's 40 h.p., six-cylinder American Underslung. (See Interview.)

Image from Trove – “The Sun”, Sydney, 6 June 1914. Mr Sewell’s 40hp is described as a “highly finished chassis of the latest designing, over which is mounted a handsome and richly upholstered specimen of the coachbuilder’s craft. The body colouring is carried out in a deep brown shade of enamel, with the entire upholstery carefully matched.

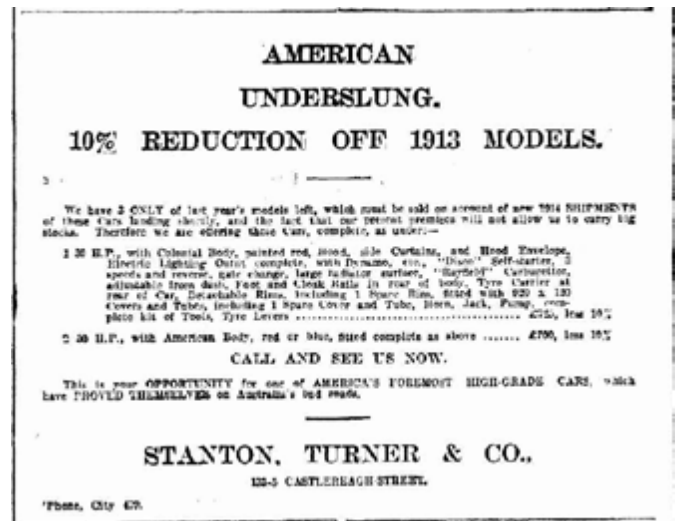
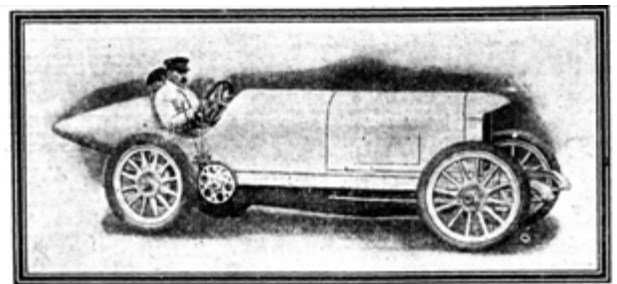


Image from Trove – “The Daily Telegraph”, Sydney, 7 Feb 1914

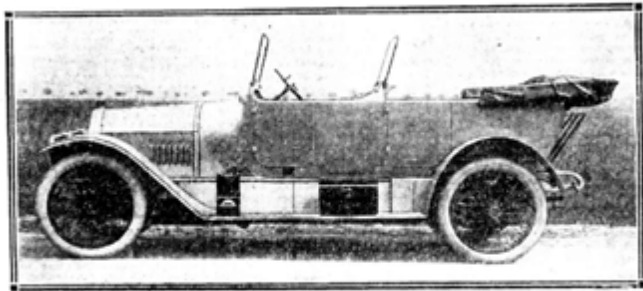
Benz became Turner’s choice for competition and other publicity activities. Benz already had a long (relatively) history in the motor industry and worldwide notoriety for their high speed and competition achievements, which must have attracted Turner. As early as January 1913, Stanton, Turner and Co. were advertising, with an image, the impending arrival of a 200hp ‘Racing Benz’. Did it ever make it? I’m not sure. In 2014 Pre War Car reported that they’d received correspondence from someone claiming there was an ‘unknown’ Blitzen Benz abandoned on an outback farm which they went looking for in 1974, after receiving instructions on where to find it from a local farmer. It wasn’t found, but maybe there’s a 200hp Blitzen Benz engine acting as a water pump in a remote dam somewhere.



THE RACING BENZ.
The 200 h.p. Benz car, which has put up some world's records in America. A car similar to this will shortly make its appearance in Sydney. The local agents for the Benz Underslung cars are Stanton, Turner, and Co.

Image from Trove – “The Sun”, Sydney, 18 Jan 1913

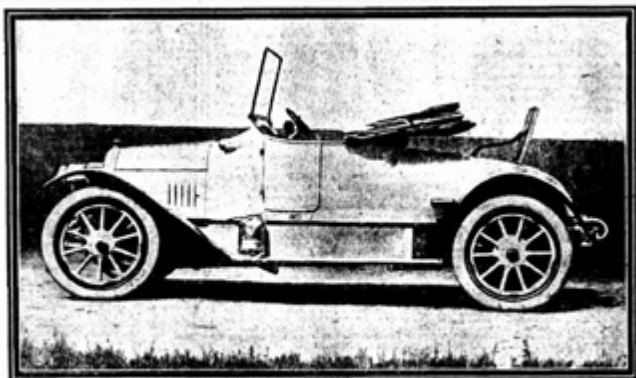
Interestingly, in the lead up to Turner’s Melbourne to Sydney record run in the Underslung, his business partner Edwin Stanton was reported as saying that if Turner was to fail in his present attempt, a 100hp Benz was specially imported for a follow up attempt. As it would happen, this wasn’t required.



THE BENZ CAR.

A 22-40-h.p. Benz car, landed in Sydney a few days ago by the agents, Messrs. Stanton, Turner and Co.

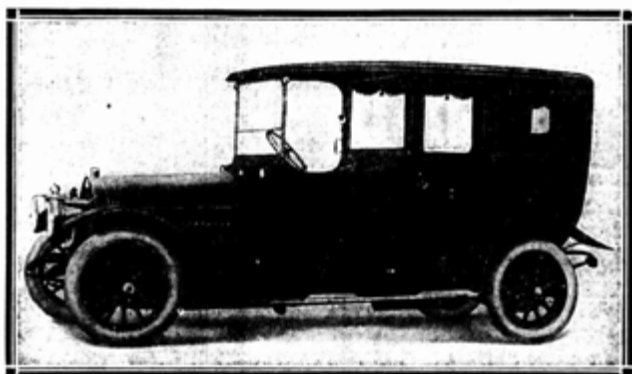
Image from Trove – "The Sun", Sydney, 1 March 1913



THE FAMOUS BENZ CAR.

Recently imported by the agents, Messrs. Stanton, Turner, and Co.

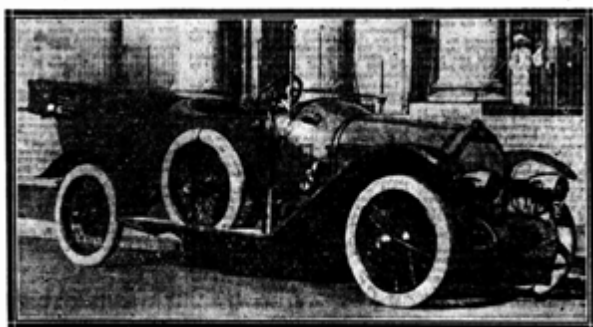
Image from Trove – "The Sun", Sydney, 31 May 1913



22-40 H.P. BENZ LIMOUSINE.

Messrs. Stanton, Turner and Co., Sydney agents.

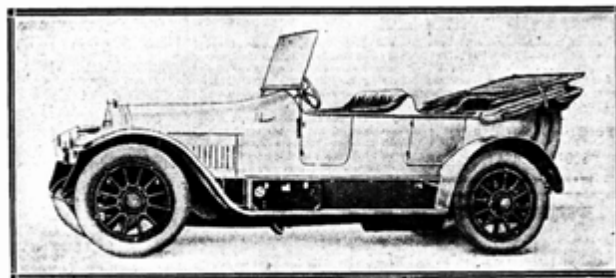
Image from Trove – "The Sun", Sydney, 7 June 1913



22-40-H.P. Benz Car,

Purchased by Mr. F. W. Doolin, of "Glenview," Miss Vale, from the Sydney agents, Messrs. Stanton, Turner, and Company.

Image from Trove – "The Sun", Sydney, 4 April 1914



A LUXURIOUS CAR.

A 22-40 h.p. Benz recently landed in Sydney by the agents, Messrs. Stanton, Turner and Co. Low running cost is perhaps the most selling of the Benz car's many good points. Special Sydney purchasers are: Messrs. F. J. Palmer, A. J. Moffat, R. L. Robertson and Coaling.

Image from Trove – "The Sun", Sydney, 16 Aug 1913



Low running cost—economy of petrol in these days of raised prices—is perhaps the most telling of the Benz Car's many good points.

But, of course, it is rather the general efficiency, the simplicity of the smooth-running engine, and the beautiful coachwork of Benz Cars which will chiefly interest you. That is why we ask you to come and see the latest Benz models, and let us prove their many significant features to you personally. We believe that is the fairest and supreme test.



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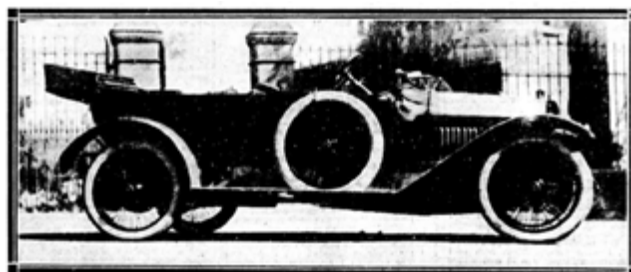
AGENTS,

133 CASTLEREAGH-STREET.

'Phone: City 479.



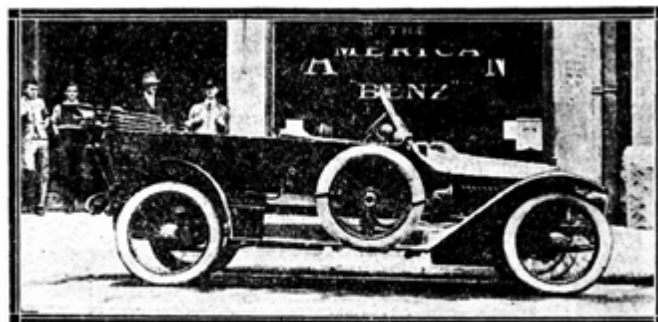
Image from Trove – "The Sun", Sydney, 16 Aug 1913



A RECENT IMPORTATION.

A 22-40 h.p. Benz, landed a few days ago by the agents, Messrs. Stanton, Turner and Co. (See letterpress.)

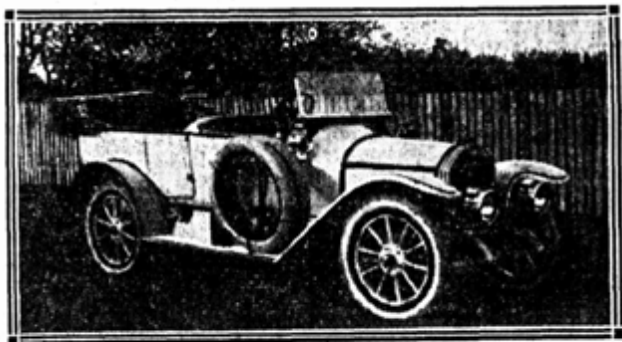
Image from Trove – "The Sun", Sydney, 13 Sep 1913



THE BENZ.

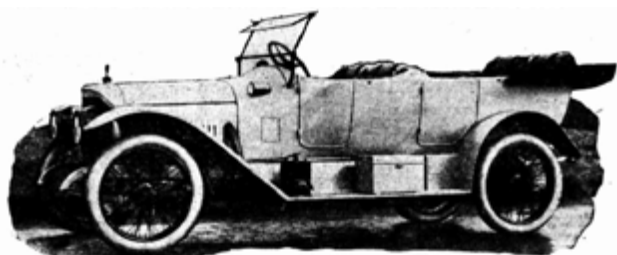
STANTON, TURNER and Co., Sydney Agents.

Image from Trove – "The Sun", Sydney, 27 Dec 1913



12.20-H.P. Seven-Passenger Benz, supplied to Mr. Alf. O'Sullivan of Ballina, North Coast.
The car is running for private hire in that district.
[Stanton, Turner, and Co., Sydney agents.]

Image from Trove – “The Sun”, Sydney, 4 April 1914



A 22.40-H.P. Benz.
With a luxurious six ported body. Stanton, Turner, and Co., Syd. are agents.

Image from Trove – “The Sun”, Sydney, 16 May 1914

Thanks to Jenny also, for the detailed identification of the image of the cars and people on the Murrumbidgee River floodplain. Jenny's summary of the 1914 Melbourne to Sydney Reliability Trial also mentioned that Algernon Darge was the official photographer onboard an Empire, which was a late withdrawal from the competition itself. The vehicle can be seen in the foreground of the below image from the Album, with Turner's Benz in the background.



Darge's Empire (fore) and Turner's Benz (aft) on the 1914 Melbourne to Sydney Reliability Trial

The Contest itself was reported on across the nation, with articles on Trove from Queensland, South Australia, Western Australia and Tasmania, along with the expected Melbourne and Sydney coverage. Thankfully, this means there are plenty of well detailed reports of the event.

Articles started appearing ten weeks out from the event and give the impression that there was a competition

within the competition between NSW entrants representing the Automobile Club of Australia, and the Victorian entrants representing the Automobile Club of Victoria. The conditions of the Contest were that each State Club must provide at least eight entries, and that formal entries closed on the 17th of December.

On the 10th of December, The Sydney Morning Herald reported that “a party of visiting motorists from Victoria report that the condition of the road is much improved since the last trial, while the recent erection of a large number of road, caution and direction signs has considerably lessened the ‘terrors of the trip’.”



P. Meyer's Benz on the open road

A week later, *The Sydney Morning Herald* also published the formula for which the four day, 627.5-mile competition was to be judged.

“The principle underlying the rules governing this competition is that the trial is one of reliability, and not speed, and no competitor will obtain any advantage by accomplishing a speed greater than that allotted to him. The competition will be decided on points scored, as per certain formula, for (a) two hill climbing contests (the first at Pretty Sally's Hill, near Melbourne, on the first day's run, and the second at the Bulli Pass, on the last stage of the Journey); (b) reliability; and (c) petrol consumption. Each competitor will be credited at the start with 700 points, representing 600 for reliability, 25 each for the two hill climbs, and 50 for petrol consumption. At the conclusion of the contest points lost in any section will be debited against him, and the competitor finishing with the largest total number of points to his credit will be the absolute winner of the contest. This is a distinct departure from the conditions of the last trial in which the maximum award was 900 points, consisting of 200 for petrol consumption, 200 for one hill climbing contest, and 500 for reliability.”

The Argus, 24 Dec 1913, reported that the Victorian contingent comprised of 20 entries, with 18 from NSW. Entries reached a peak of 39, however by the time the event commenced there were nine withdrawals from Victoria. In addition to Darge's Empire, some very rare and impressive vehicles withdrew such as F. T. E. Brodribb's Hispano Suiza, A. T. Tubbs' Aquila Italiana, G. N. Peacock's Metallurgique, A. E. Wiseman's Nazzaro, A. Jewell's Itala and R. G. Chirnside's Singer.

The NSW entry list only had two withdrawals, being F. D. W. Oatley's 25hp Talbot and L. W. Pye's Prince Henry Vauxhall, the latter of which finished 3rd in the 1913 event but damaged his engine the day before the event during a practise run of Pretty Sally's. Mr Pye, the "popular cricketing motorist", participated in the event as an observer. The sole West Australian entrant in a Model T Ford, W. J. Winterbottom, was considered a NSW entry in many reports in the lead up to the event and *The Land* (Sydney, 2 Jan 1914) noted "although Mr. Winterbottom is entered as a representative of the West Australian Club, of which he is a member, he is really a resident of Sydney." Final count at the off was 15 from NSW, 13 from Vic and 1 from WA.

Competitor.	Car.
M. Sorenson (V.)	10-h.p. Brazier
A. G. Staley (V.)	10-h.p. Stoeuer
G.W. Hellicar (N.S.W.) ..	12-h.p. Waverley
G. H. Sinden (N.S.W.) ..	12-h.p. Adler
A. McNeil (N.S.W.)	12-h.p. F.I.A.T.
A. Jewell (V.)	12-h.p. Dixi
A. Hoette (V.)	12-h.p. Benz
P. Meyer (N.S.W.)	12-h.p. Benz
J. Maillard (N.S.W.) ..	12-h.p. Brazier
C. T. Holmes (V.)	13-h.p. Mors
J. Ralton (V.)	15-h.p. Star
G. F. Hill (N.S.W.) ..	15-h.p. Talbot
C. E. Liddell (V.)	16-h.p. Fafnir
K. Day (N.S.W.)	17-h.p. Vinot
J. A. Munro (V.)	17-h.p. Imperia
C.O. Sherwood (N.S.W.) ..	17-h.p. Armstrong
C. R. Walker (V.)	18-h.p. Arrol-Johnston
F. R. Crouch (N.S.W.) ..	18-h.p. Metz
W. Winterbottom (W.A.) ..	18-h.p. Ford
V. G. Sharp (N.S.W.) ..	20-h.p. Star
Boyd Edkins (N.S.W.) ..	20-h.p. Vauxhall
C. N. Brown (V.)	20-h.p. La Buire
A. V. Turner (N.S.W.) ..	25-h.p. Benz
A. E. Wiseman (V.) ..	28-h.p. Nazzaro
W. Hinson (V.)	30-h.p. Cadillac
Col. W. Braithwaite (V.) ..	32-h.p. Hotchkiss
R. J. Fagan (N.S.W.) ..	33-h.p. American
W. A. Sorrell (N.S.W.) ..	38-h.p. Cadillac
H. B. Phipps (N.S.W.) ..	44-h.p. Hudson

Image from Trove – "The Argus", Melbourne, 7 Jan 1914. List of entrants published the day of the start, however A. E. Wiseman's Nazzaro would be withdrawn prior to the off.

The First Day - January 7th, 1914

Competitors started gathering at Haymarket from 7am in order to complete the requirements on filling fuel tanks, appointing the observers and weighing the cars. Departing from 8am in two-minute intervals, in order of lowest rated hp to highest, they headed straight to the Pretty Sally Hill climb, 29 miles from the start. Following that, they headed to Seymour for lunch and onto Wangaratta for the night. A total of 146 and $\frac{3}{4}$ miles.

Pretty Sally Hill is a notorious climb on the Northern Highway, just north of Wallan near the intersection of Old Sydney Road, which has overheated many a car and truck over the years. The original road to Sydney ran near the series of climbs alongside the 'Bill Hill Run' – a colonial plot leased by prominent Wallan citizen William Hartley Budd – but the main peak gained the "Pretty Sally" name after Mrs Smith (given name lost to time) who operated an unlicensed pub there in the 1840s.



P. Meyer tying his luggage and spares down on the rear of his 12hp Benz

Paul Meyer in the 12hp Benz made a false start and proceeded for 5 minutes before being made aware that he hadn't been officially started. He rectified the issue with the officials, with no loss of time, but had 10 miles to 'make good' after the day's run. The Sorrell Cadillac succumbed to a puncture just 3 miles short of Pretty Sally and lost half an hour to repair.

Following the repairs, the Cadillac was the final car up the two mile, two hundred yard climb but "choked with fury" according to *The Sydney Morning Herald* reporter. The Mors of C. T. Holmes also suffered carburettor troubles.

A special telephone system was set up to allow the officials at the start and finish points to remain in constant communication. A. V. Turner set the fastest time up the hill at 3m 27 $\frac{3}{4}$ s, 14s ahead of Boyd Edkins' Vauxhall, and a further 3s to the six-cylinder Hudson of H. B. Phipps. However, the criteria to win was not that of being the fastest. The vehicles laden weight, measured at the start line, and the rated horsepower were considered in the formulae, resulting in success for the two smaller Benz entries. The Victorian 12hp Benz entry, of A. Hoette was deemed victorious, closely followed by Paul Meyer's NSW equivalent.

Holding the event in summer made sense to avoid the mud encountered after wet weather, however the heat was a major factor. January 7th was the 6th highest temperature Melbourne saw in 1914, at 36.6 degrees. Darge, travelling alone as the event photographer, had three punctures between the climb and Broadford on his way to Seymour. After lunch, *The Sydney Morning Herald* reported "The heat was discomforting, and the competitors were glad to be cutting through the air again, even if it was thick with dust." The report continued "Through Avenel and Euroa the track was dreary in the extreme, and the gusty wind was like a blast from a furnace. The drivers, old hands, who had started out in the morning with good resolutions, now became somewhat lax, not to say careless, and bumps were plentiful. From Winton, through the dried-up "glue-pots" to Glenrowan, the road was at its worst. At Wangaratta the circuitous route into the Wangaratta control had been well marked out, and the competitors lost no time in garaging for the night".

The Daily Telegraph noted “Under such unpleasant conditions they were a tired party which arrived at Wangaratta, Jules Maillard leading the way in his little Brazier. They were very much sunburnt, too, but were all happy.”

At each night stop the competing vehicles were garaged as a group and kept under constant surveillance, to ensure no entrant was performing non-permitted maintenance.



A. V. Turner fording a water hazard in his 25/70hp Benz. For an event held in a mid-summer heat wave, Darge certainly took every opportunity to photograph the cars in or near water, to add drama to the image, I guess.

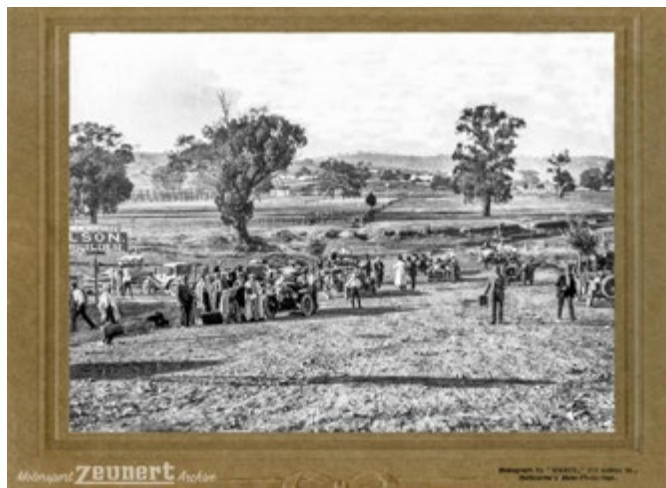
The Second Day - January 8th, 1914

Leaving Wangaratta, competitors headed to lunch at Germanton and onto Gundagai for the night. A total of 167 and $\frac{3}{4}$ miles. *The Daily Telegraph* reported it was “in fine but intensely hot weather. The fierce rays of the sun fairly scorched the occupants of the cars up, and they were all glad when the end of the day's run came. Today's run was a very severe one, and the most trying of the four stages of the big trial. The cars had to cover 168 miles — a long run. Over good roads this would not be considered a severe problem, but some terribly rough country was passed through today. On some stretches, particularly between Germanton and Tarcutta, the cars had a rough passage. The occupants were up in the air most of the time. One declared that he went up so far on one occasion that he feared that he was not coming down again.” A challenging day, as both vehicles and occupants required refreshments, but refilling the radiator attracted a penalty – unavoidable for some. The Age noted that “the occupants of the cars witnessed what is probably one of the most extensive bush fires that have occurred in the district for years. It was raging 30 miles on the Albury side of Germanton, and the cars had it on the right hand for over 40 miles. It has been burning for a week and is still burning.”

Victorian W. Sorensen managed to lose his orientation after crossing the border into NSW, not once, but twice! First, he took a wrong turn and had to cover 50 miles in regaining the main route, and then he took the turn for Wagga instead of heading towards Gundagai. These two errors resulted in Sorensen travelling 104 additional miles than required, and reaching Gundagai 58 minutes

after his scheduled arrival, costing the little Brazier all of its chances of winning.

Sixteen of the entrants managed to make it to halfway without losing a single point.



The Contest at rest on the banks of the Murrumbidgee River at Gundagai, as identified by Jenny Fawbert. Third at from right is the Fiat, with a Cadillac behind. The #8 of A. Hoette's Benz is visible toward the back of the “pack” of cars. The roadster at far left under the sign is a cowl front, therefore likely the Arrol-Johnson. Get the magnifying glass out, can you pick any of the others?

The Third Day - January 9th, 1914

From Gundagai, competitors headed to Moss Vale via lunch at Goulburn. A total of 168 and $\frac{1}{4}$ miles was covered, and despite being the longest day, it was reported as the “easiest”. *The Daily Telegraph* reported “the weather was again particularly warm, but the roads were excellent. The stretch of 120 miles from Gundagai to Goulburn, where a stay was made for lunch, was perfect, and accommodated any pace. There are probably no better roads in the State. After lunch they were also good — right into Moss Vale, where the day's run ended. Syd Day, in his Vinot, leading the way in.”

Unfortunately, Melbourne businessman and motor agent, Jas A Munro – familiar to the Club thanks to Ian Berg's wonderful book – was struck with some misfortune. His Imperia, “one of the most completely equipped machines in the trial” according to *The Sydney Morning Herald*, was found to be running for some distance without water after having broken a fan belt and having the water hoses perish. Making the repairs to continue cost Munro 94 points.



A. Hoette's 12hp Benz kicking up some dust.

The Fourth Day - January 10th, 1914

The final day left Moss Vale for Nowra, via the second hill climb up the Bulli Pass, to Wollongong for lunch, and onto the finish line in Sydney.

The final 145 mile day was the shortest of the daily totals, but the hills along the route made it arguably the most severe. To add to this, it was once again a sweltering hot day. The Daily Telegraph summed it up with "the toughest hills along the whole route had to be climbed from Moss Vale to the South Coast-road, on a terribly hot day. A north-easterly wind, the hottest ever experienced by the majority of the competitors, fairly scorched the occupants of the cars."

"Mr Sorrensen has a weakness for taking wrong turns," said *The Daily Telegraph*. Yes, he took another wrong turn in the little Brazier, but this time it was atop Barrengarry Mountain instead of somewhere near Tarcutta. When trying to turn around on the narrow road of the mountain top, one of the rear wheels dropped off the edge of the road and nearly capsized the car. Thanks to the assistance from four other vehicles and their occupants, a dozen of them, the vehicle was recovered and made it to the lunch in Wollongong.



A. Hoette replenishing the 12hp Benz.

After lunch, entrants made their way to the Bulli Pass for the second of the formally timed hill climb competitions. This pass was said to be in "very good order" but was two and three quarter miles of very steep ascent, with a sharp hairpin bend three quarters of the way up. *The Daily Telegraph* reported of "some very fine skids in negotiating it". The "Pretty Sally" winning Benz of Mr Hoette had a moment on this bend which *The Sun* described best: "He took the turn at about 30 miles an hour. The result was a dangerous skid right over on the off wheel, and the tube, slipping from the rim, simply flew from the tyre, righting itself in a few feet, the Benz continued its headlong career, narrowly escaping a complete somersault. Mr. Hoette had two ladies in the car besides others, but he reached the top point at the same speed, with the rear, tyre overlapping the rim and threatening to leave its bearings every second. It was a determined and plucky attempt to retrieve time lost by the accident, but it endangered the lives of the party. The unfortunate occurrence completely upset the Victorian's chances

in the contest...and at his rate of progress up Bulli Pass looked a likely winner." Somehow, he still finished fourth in the climb. A. V. Turner once again recorded fastest time, at five minutes and 12 seconds, 37 seconds ahead of Boyd Edkins in the Vauxhall. These two were three minutes quicker than the next three, which amazingly were the two 12hp Benz of Meyer and Hoette, and the marvellous Fiat Zero of Garratt's General Manager Alick McNeil, who "took the hill in great style" according to *The Daily Telegraph*.



Image from Trove – "The Sun", Sydney, 17 Jan 1914

Incredibly, all 28 vehicles made it to the third overnight stop. Unfortunately, the final day took its toll and four didn't make it to the finish line. The American Underslung of Mr Fagan and the Waverley of Mr Hellicar both retired at lunch due to ignition failures. Jas. A. Munro's fan belt repair from the previous day once again failed, this time puncturing his radiator, near Albion Park approximately 60 miles from the finish. Darge stopped to assist Munro, and his relatively little Empire towed the hefty Imperia into the township where he officially retired. The Empire's clutch was damaged in doing so, and in order to conquer the final day's climbs, he had to go up in reverse gear. Finally, after his mishap on Barrengarry Mountain and crawling its way up Bulli Pass (29m 8¼s), Mr Sorrensen's Brazier seized its engine and came to a stop resulting in his retirement.

Throughout the entire four days, the petrol consumption of each vehicle was being measured. At the start of each day the tanks were filled, any subsequent filling was accurately recorded by an official, and at each overnight stop the remaining fuel in the tanks was drained and measured. Each morning, the car was also weighed. This was due to the criteria of the petrol consumption competition, which is not that of standard miles per gallon, but that of 'Ton Milage', hence the need to weigh competitors. Miles per gallon results return quite an extraordinary achievement by the reliable little Metz, which managed 51.5mpg! A. Jewell's Dixi (37.2mpg), M. Sorensen's Brazier (33.1mpg) and the Winterbottom Ford (32.4mpg) were next best.

Once the Ton Milage was calculated, the little Dixi was crowned champion, followed by the Maillard Brazier, Hill Talbot and Turner's Benz, impressive from the large capacity car. His driving experience, and ability to maximise the car 'coasting' in downhill sections, feature in multiple reports across the event.

It amazes me after reading all the reports that 24 made the finish line, but what's more impressive is that seven of the finishers didn't lose a single point in the reliability category. Those being the McNeil Fiat [of course], the Hoette and Meyer Benz's, the G. F. Hill's Talbot, Syd Day's Vinot, F. R. Crouch's Metz and W. A. Sorell's Cadillac. A. V. Turner's Benz was initially reported to not have lost a point, but the final checks at the finish line found one mud guard had worked loose and hence lost two points.

Fortunately for Turner, those two points didn't cost him the win. After all was totalled, he was victorious with a 2.99-point gap to the second placed Talbot of G. F. Hill, which itself was only 0.1 point ahead of A. Hoette's Benz. Five points behind the top three were Paul Meyer's Benz (4th) and Alick McNeil's Fiat (5th), who were separated by 0.17 points.



A. V. Turner and team in his winning 25/70hp Benz, photographed in front of the State Library of New South Wales.

The Automobile Club of Australia won the 'Wagstaff' trophy with their average entrant's score of 667 points out of the maximum 700, beating the Automobile Club of Victoria's 643 points average.

Following the event, both Stanton, Turner and Co. and Melbourne's The Benz Motor Agency were heavily publicising the success of Benz in the event; taking out multiple large and detailed advertisements across numerous publications.

The Automobile Club of Australia deemed the event a huge success, however the adventure of these four days resulted in two changes moving forward. They determined that January was not the correct time of the year to hold such an event, with almost all the 110 persons who were involved agreeing that March was preferred, as per the 1913 event.

The second change they made moving forward was to split all competitions into two classes, one for the 'Trade', and one for the 'Private Owners'. It seems as though the dominance of experienced drivers, who were also in the trade such as Turner (Stanton Turner and Co), Hoette (The Benz Motor Agency), McNeil (Garratt's Ltd) etc, was too much and was deterring more private entries.

BENZ

AGAIN TRIUMPHANT.

MELBOURNE TO SYDNEY MOTOR RELIABILITY CONTEST.
THE MOST SEVERE YET HELD.
CONSISTING OF
TWO HILL-CLIMBS, PETROL CONSUMPTION TEST, AND RELIABILITY.

**The only Three Benz Cars entered gained
1st, 3rd, and 4th Place,**
PRETTY SALLY HILL CLIMB, VICTORIA.
1st and 2nd and Fastest Time
BULLI PASS HILL CLIMB, N.S.W.,
1st, 3rd, and 4th, and Fastest Time.

THE BENZ CARS, WHICH ARE THE TRIUMPHANT CULMINATION OF 13 YEARS' ENGINEERING EXPERIENCE, HAVE WON OUTRIGHT EVERY AUSTRALIAN RELIABILITY CONTEST DURING THIS SEASON.

THIS PROVES THAT THE BENZ CAR IS THE MOST EFFICIENT, THE MOST ECONOMICAL, AND THE MOST RELIABLE CAR MADE.

NEW SOUTH WALES AGENTS:
STANTON, TURNER & CO.,
CASTLEREAGH STREET.

Image from Trove – "Sydney Morning Herald", Sydney, 13 Jan 1914

PUNCH

Brilliant Success of BENZ

in the
Melbourne to Sydney Reliability Trials

Three Benz Cars were entered, and secured the following places—

COMBINED CONTEST,
Including Reliability, 2 Hill Climbs, and Petrol Consumption.

A. V. Turner, 2240 h.p. BENZ, 1st.
A. Hoette, 1220 " " 3rd.
P. Meyer, 1220 " " 4th.

PRETTY SALLY HILL CLIMB:

A. Hoette, 1220 Benz, 1st.
P. Meyer, 1220 Benz, 2nd.
A. V. Turner, 2240 Benz, Fastest Time.

BULLI PASS HILL CLIMB:

A. V. Turner, 2240 h.p. Benz, 1st place and Fastest Time.
P. Meyer, 1220 h.p. Benz, 3rd place.
A. Hoette, 1220 h.p. Benz, 4th place.

RELIABILITY:

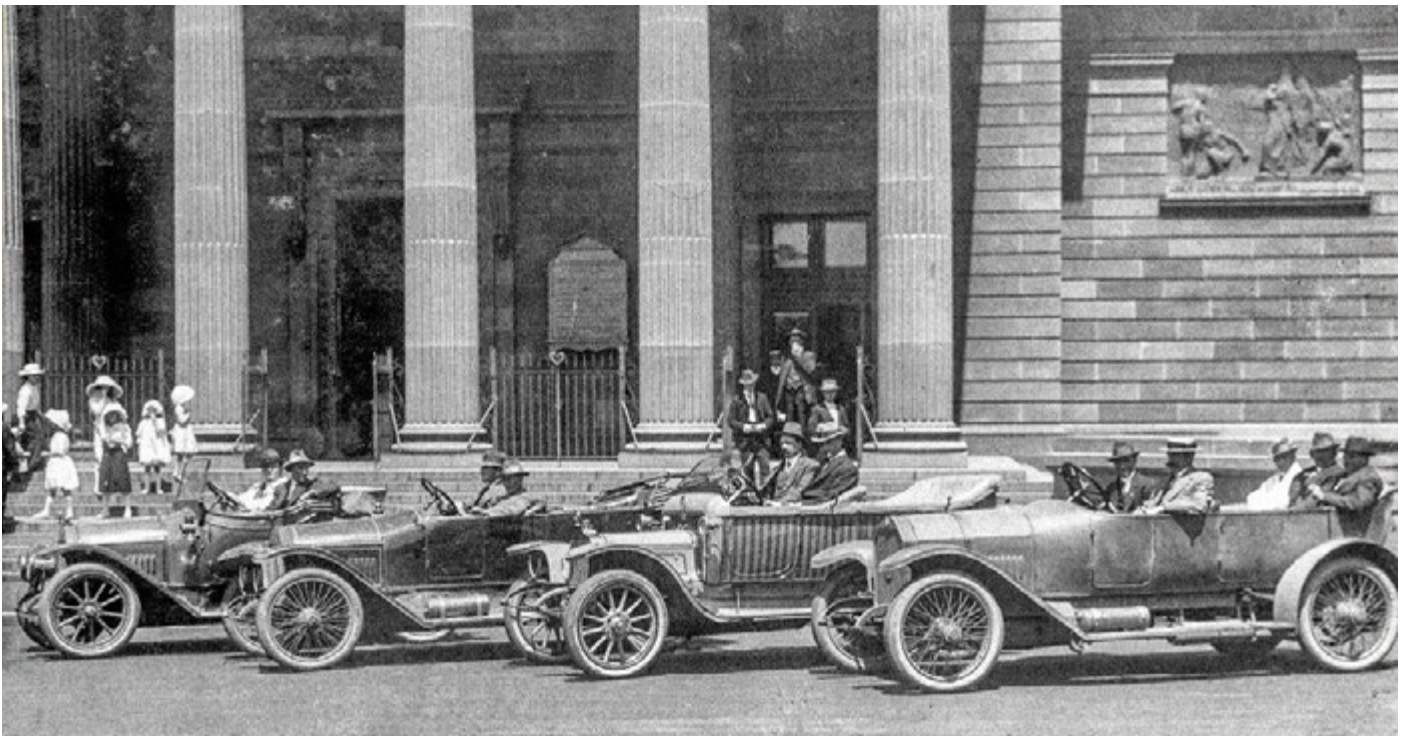
A. Hoette, in the 1220 h.p. Benz, secured the maximum number of points for Reliability; A. V. Turner losing 2 points only.

Since their wonderful performance on Wheeler's Hill in September last, the BENZ Cars have secured no less than 15 First and Second Prizes in Australian Reliability and Hill Climbing Competitions, in addition to the successes enumerated above. It is worthy of note that these achievements are not the result of special models, but of normal touring cars, the same as we will supply to you. Their Old World Reputation for—

RELIABILITY, DURABILITY AND EFFICIENCY,
has thus been strikingly upheld under Australian Conditions.

The Benz Motor Agency
Tel. 6296 Central. 493 Collins Street.

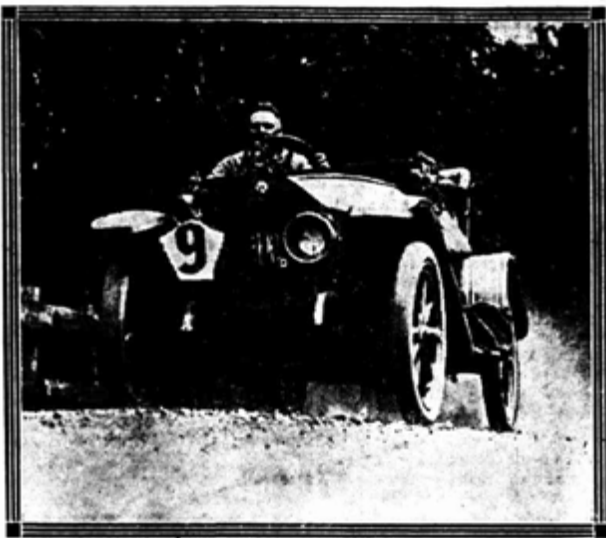
Image from Trove – "Punch", Melbourne, 15 Jan 1914. The Melbourne Benz Agent's full page advertisement.



Motorsport **Zeunert** Archive

Photograph by "DARGE," 175 Collins St.,
Melbourne's Moto Photo-Man.

The Top Four Finishers. From right to left; A.V. Turner 25/70hp Benz (1st), G. F. Hill 15hp Talbot (2nd), A. Hoette 12hp Benz (3rd), P. Meyer 12hp Benz (4th).



Paul Meyer,

In his Benz, coming up Bulli Pass in the Inter-State contest. He secured fourth position in the test.

Image from Trove – "The Sun", Sydney, 17 Jan 1914

<p>Benz</p> <p>Holder of World's Speed Records for the past three years (141 miles an hour). Latest Models in stock with BENZ Luxurious Bodies.</p> <p>Agents— Stanton Turner & Coy. 133 Castlereagh-street, Sydney.</p>		<p>Benz</p> <p>Won the A.C.A. Petrol Consumption-Test held in Sydney recently.</p> <p>THE BENZ carries a load of over 2 tons and averages 24.80 miles to the gallon, equal to 48.51 km per mile.</p> <p>THE BENZ Has the World-wide Reputation for ECONOMY, SERVICE, AND RELIABILITY.</p>
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Image from Trove – "The Sun", Sydney, 29 Aug 1914



My Beautiful
BENZ
from **STANTON TURNER & COY.,**
133 CASTLEREAGH-STREET, SYDNEY.

Image from Trove – "The Sun", Sydney, 25 July 1914

For more photographs, see the inside back cover of this issue.

Roadside Repairs

By Andrew Winter

Andrew Winter has very kindly submitted an article of a story that his grandfather related and was reproduced in the Coffs Splutter (Magazine of the Coffs Harbour Veteran, Vintage and Classic Car Club, where Andrew Winter is the honorary Editor).

The car featured is a 1914 Ford T belonging to Andrew's great grandfather, and is the subject of the article - Ed

My grandfather, Jack Winter, wrote a number of stories in his later years relating to motoring in the early days as he experienced it. Because of his keen interest in machinery and motor cars from an early age, he was able to recall details and incidents very clearly. This story is set on a section of the Mona Vale Road in Sydney on a notoriously steep section where the road traverses the hill known at various times as "Tumble-down Dick" but more correctly as "Sugarloaf".

I have known this road for 60 years and this particular hill today bears no resemblance to what it was 60 years ago except, of course, the actual height and gradient which for vehicles of many years ago was quite formidable. Many vehicles boiled on the way up and many a hairy ride was had on the way down, as was the case in our 1914 Model T Ford on one occasion. The road at that time was unsealed and narrow and the course followed the contours of the hill and actually had an "S" bend at the bottom.

One Sunday afternoon, in the early 1920's, we were proceeding home after a pleasant day at one of the beaches; while descending the hill, the car gathered speed rapidly and it was obvious to me, the oldest of six children, that something was wrong. I could see the anxious expression on my mother's face and my father was wrestling with the steering wheel and hand brake to no avail. The Ford just gathered speed and took up all the road on the curves. I think my father could have wrestled with the car all the way down the hill if there had not been an "S" bend. To negotiate that would have been impossible so he masterfully turned her into the side of the hill and allowed rocks and bushes to stop the car. It was remarkable that no damage was done in the process. This left us without transport home but there was no difficulty in obtaining lifts from passing motorists who delivered all eight of us to Gordon railway station and we continued home by train. The car was left on the side of the road with all equipment including tools with the kerosene side and tail lamps burning to warn others of its presence and perhaps prevent another accident.

The car of course had to be recovered, but not by tow truck as would be the case today. This was accomplished by engaging a mechanic to go to the site, ascertain the trouble and repair the car so that it could be driven home. A certain Mr. Bateman was an excellent mechanic known to my father and was engaged for the job.

He had to travel from wherever he lived in Gordon by train and engage a taxi to take him to the car in the morning and book the taxi for the return journey in the afternoon. Of course, he also had to carry the tools which he anticipated he would need for the job.

The first day was spent dismantling the rear end and ascertaining the trouble. This was found to be a disintegrated differential and, of course, badly worn brakes which could not have possibly stopped the car in the circumstances. The second day was spent obtaining replacement parts and proceeding to the car to start re-assembly, again by train and taxi. I don't recall how many days were required to complete the work, but probably three. However, early on the day after the completion of repairs, my father, with Mr. Bateman, went to drive the car home and I was invited to go along. Imagine my delight at being offered the front seat in the Studebaker taxi. I had never ridden in a Studebaker before and seldom in the front seat of any car.

The Ford performed very well, and we drove home in about an hour, much to the delight of all the family. It later occurred to me, why didn't Mr. Bateman drive the car home after he finished? Perhaps he didn't have a licence.

The main point of the story is not the road conditions in those days or the frailty of some of the old cars but rather the faith one could have in fellow road users and their concern for another's plight in adversity. The willing help offered at the time of the accident; the offers of help or just a friendly chat that Mr Bateman encountered on the days he worked alone on the car; and the fact that the car with tools and equipment were not interfered with in the slightest all the time it was left unattended at night are things one could not depend on today!



1914 Model T Ford owned by my great grandfather, Edward Winter of Dundas, Sydney. Likely an Australian built body on Canadian manufactured running gear

Model T Ford authority, Peter Kable, has identified the body on my great-grandfather's Ford as a product of "Sweeny" coach builders, made for Davies & Fehon.

My great-grandfather, Edward Winter, was an interesting fellow. His main claim to fame was a close friendship with the architect Walter Burley Griffin – best known today for designing Canberra.

There is an article about the Burley Griffin designed family home he established, here:

https://en.wikipedia.org/wiki/Redstone,_Telopea



Another shot of the Ford T from the other side with hood erected.



The Ford T on an outing. My great grandfather on the right, and grandfather, John (Jack) Winter on the left and two great aunts in the middle.

A vintage advertisement for a Ford Five-Passenger Touring Car. The car is shown in profile, facing left. It has a dark body, large spoked wheels, and a tapered hood. The background is a stylized illustration of a building with columns. The Ford logo is in the top left corner. The text "DAVIES & FEHON MOTORS LTD" is below the logo. The car is labeled "FIVE-PASSENGER Touring Car with 'D. & F.' Streamline Body and Tapered Hood. Crown Mudguards. Equipment includes Khaki Hood (with patent fastenings, dispensing with leather straps), Hood Envelope, Glass Frameless Windshield, Rug Rail, Foot Rests, Shield Protectors on running boards. Ventilators, Electric Head Lights, Kerosene Side and Rear Lamps, Electric Horn, Pump, Jack and Tools." The price "\$340" is written in the bottom right corner.

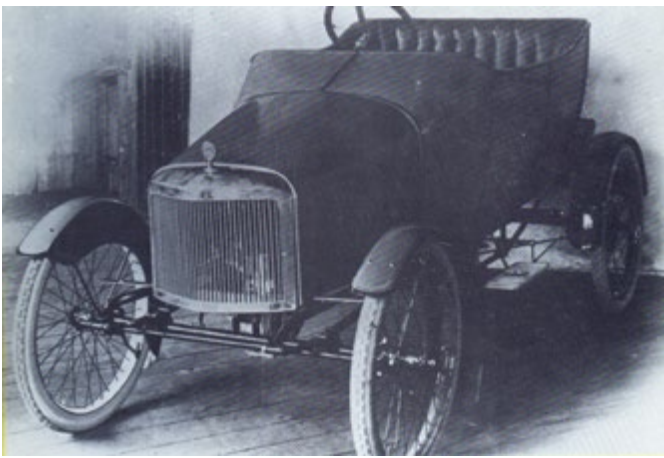
Peter Kable supplied this advertisement for body on my great grandfather's T Ford car.

Cyclecar Corner – Bennett & Barkell Cyclecars

By Graeme Jarrett

Bennett and Barkell Ltd in Sydney were largely involved in the sale of motoring accessories, bicycles and later motorcycles. They were situated in two locations in Sydney as well as having five retail premises in rural NSW. They used the word Benbar as a trade name for many of their products as well as for their telegram address.

They did venture into the realm of building two Cyclecars. The first of these was called a 'Benbar' in 1912. This is believed to be a one-off. However they did build another similar Cyclecar in 1913; this was called a B&B.



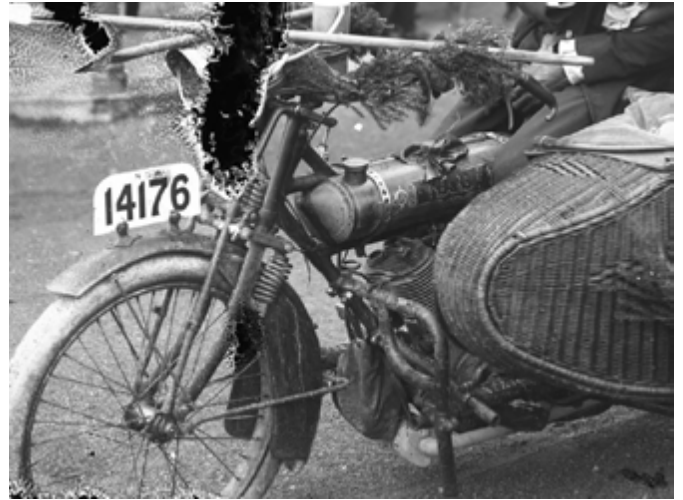
The 1912 'Benbar' Cyclecar offered by Bennett and Barkell.

This first offering was powered by an air-cooled Chater Lea twin cylinder engine of 8 hp. The chassis was tubular (1.5" diameter x 8 gauge thickness). A three speed transmission by belt was used – no reverse available.

Interestingly they used JAP engines in their motorcycle offerings.

As well as offering bicycles etc. they also offered acetylene lamps and generators in the style of Rushmore. Interestingly the B&B premises were located next door to the Brandt Bros store where lamps of all types were manufactured and sold. I expect that is where B&B acquired their lighting stocks.

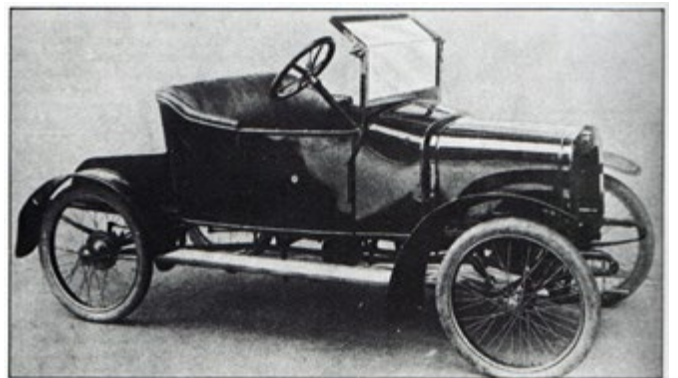
The images are courtesy **Sydney Municipal Archives**. Also, State Library of NSW and VCCA NSW newsletter, July 1993.



A B&B motorcycle by Bennett & Barkell using a JAP engine. The B&B logo can be seen on the tank.



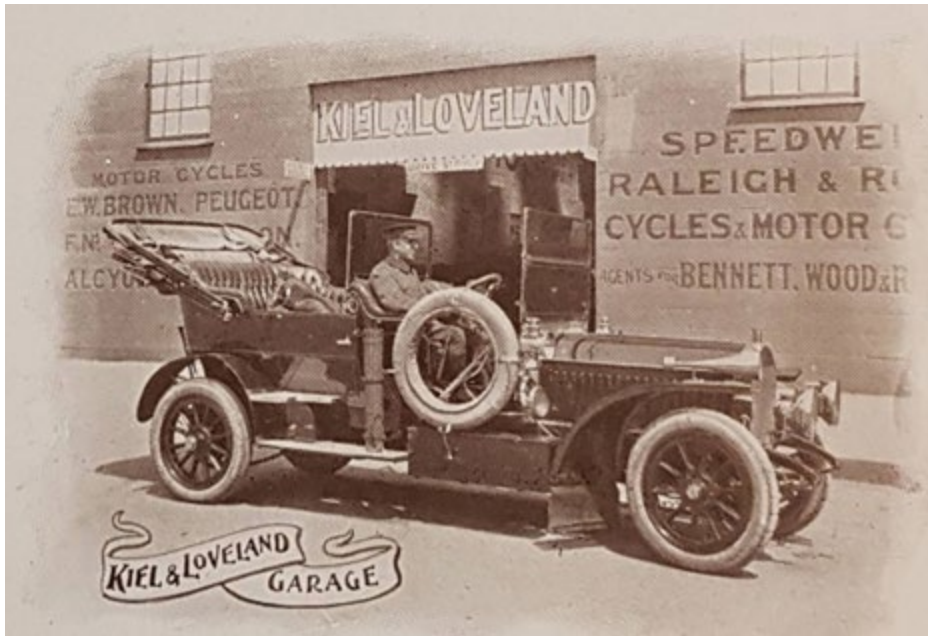
Bennett & Barkell premises in Sydney.



The 1913 B&B Cyclecar offered by Bennett and Barkell. This machine used a Chater Lea vee-twin engine of 8hp. A three speed gearbox plus reverse was used which drove through a worm drive rear axle. I expect many of the parts in this machine were from the proprietary manufacturer, Chater Lea.

What Is It?

By Murray Murfett



Murray Murfett has supplied a wonderful photograph of a very impressive motor vehicle and asks if we can identify it. It seems so many readers are very interested in large cars. We were quite lucky to have so many that were in Australia. Apparently, the Garage mentioned was in Ballarat, and we have many members in that city, so I am very hopeful of gaining a response. What is also most interesting to me is the signage that adorns the wall of this garage. Look at all the marques of motorcycles they were agents for. E. W. Brown, Peugeot, F.N., Alcyon, Speedwell, Raleigh, Rover cycles and motorcars. That is an enormous range that hopefully someone will be able to tell us about. If you have any details, please help Murray in identifying the car and also if you have details about this garage please write to the Editor.

T Ford Time – The Universal Car made to do any task

By Graeme Jarrett

The Ford model T is ever-present and everywhere. I recently discovered a great cache of early photographs of street scenes in Sydney. Many of the shots included early cars, unfortunately the digital compiler of all this described most cars as Ford model T – most were not. However these two shots are definitely Fords and not from the Sydney archive.



This 1913 model was photographed in Canada - the source for Australia of many cars.

Accreditation: - Alex Gow Archive Collection, USA



This 1918 model (or perhaps later) was for a time doing splendid service transporting livestock in Western Australia. This car was registered (KTY 23) in Trayning WA with the 'Kununoppin-Trayning Road Board' to K Tostevin well into the 1920s.

Accreditation: - WA Archives.

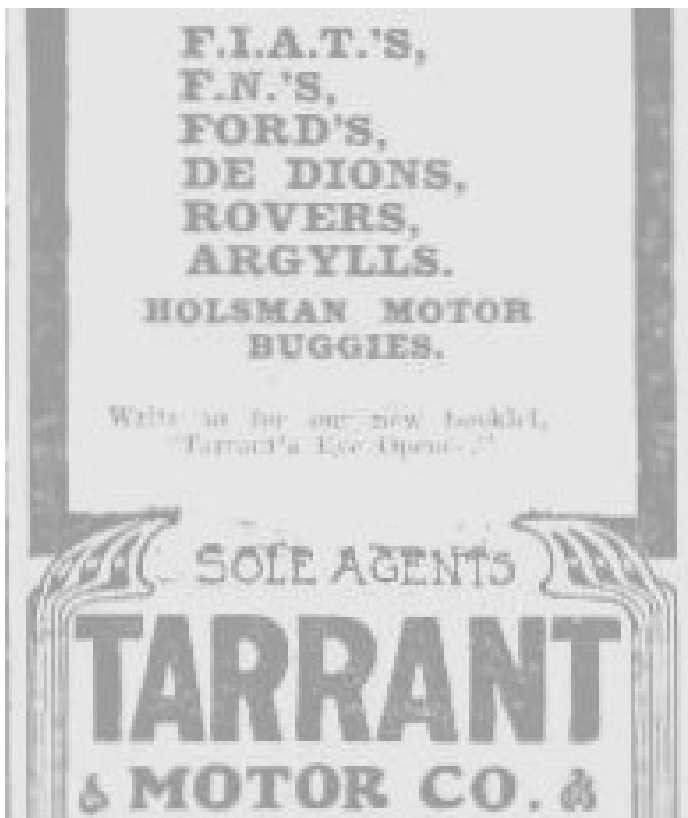
Tarrant Motor Co - Holsman Motor Buggy Agency

By Graeme Jarrett



This photograph shows Harley Tarrant on board a Holsman Motor Buggy. It came from the Russell and Mabel Grimwade collection held in the University of Melbourne Archive. The Grimwade family were clients and supporters of Tarrant and his motor car company's products. The extended family did own a number of Tarrant motor cars, and others from him, around that time.

It did come as a surprise to me that he would be driving a car of such modest means and specification. He was agent for Mercedes, FIAT, FN, Rover, Argyll, De Dion Bouton and Ford. Perhaps he needed to offer a wider range of vehicles to expand his business, in other words all things to all people.



This advert from September 1909 shows the reference to the Holsman in small print below all of his other lines. The reason for this is unknown – perhaps he was yet to receive stock from the USA.



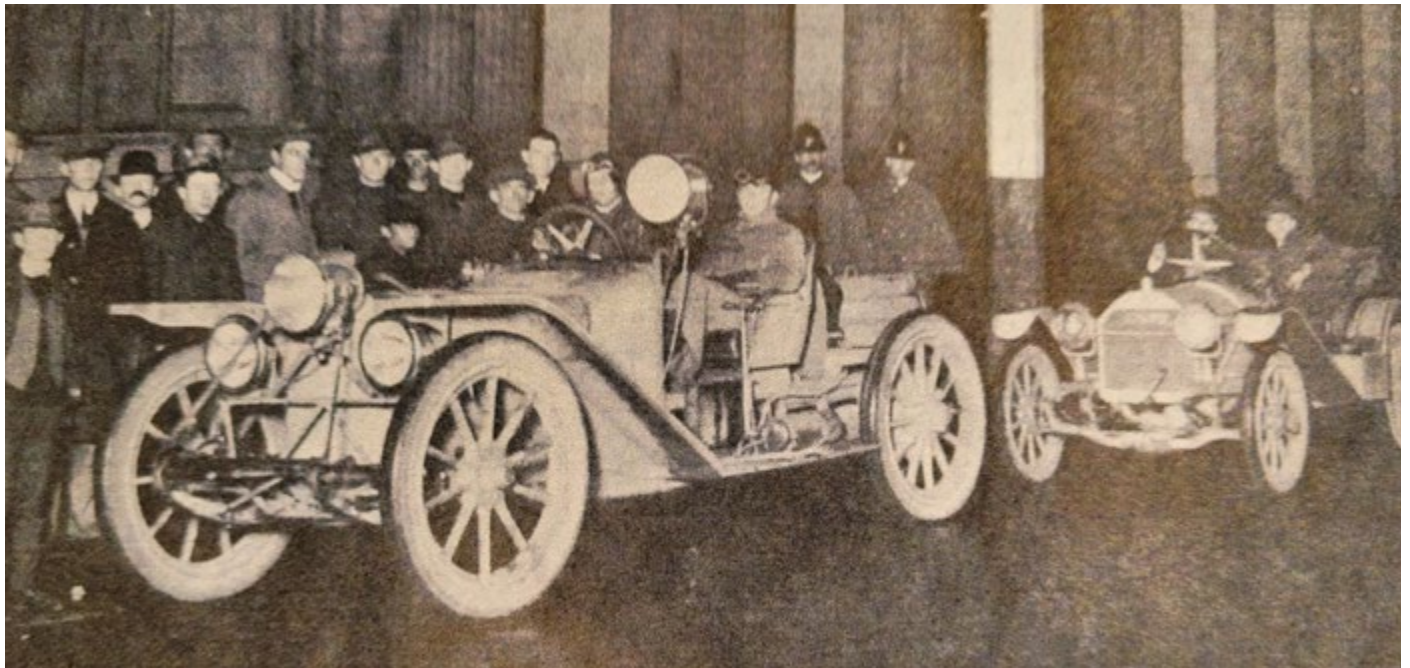
This advert from December 1909 is a more powerful offering of the Holsman. I believe that about this time Tarrant was taking delivery of Holsman buggies for the first time.



This advert from April 1910 is the most powerful offering of the Holsman. Tarrant was being more robust in his marketing of the vehicle – now that he had stock to sell.

The agency for the Holsman was a relatively short lived endeavor which did not last as long as his other lines.

By Tim Harris



Tim writes that he didn't realise how quite a few American Underslung's were sold here in Australia, and that he enjoyed the article written by Callum very much.



Response from July Flashback Column

By Greg Smith & Colin Daniels



Holsman Model 4-K Runabout 1909

Last month we had a photo of a 1909 Holsman that was taken during the third Highwheeler Rally held in Kyneton. We asked for the history and any restoration information known about the Holsman. This vehicle has been in our club for many years, and the following is a transcript of what was known and occurred during this time. It was owned and operated by Colin and Melinda Daniels for most of its existence whilst being in the VCCA (Vic). And most of the information has come from Colin. We are indebted to Colin for supplying this information.

The vehicle was purchased by Colin Daniels on the 18th of August 1973 at an auction at the Royal Melbourne Showgrounds for \$4,500.00.

The lot was described as a 1901-1903 Holsman Motor Buggy - "This vehicle is unrestored and still going, the only part not original is the carburettor. This is a very rare model and has only one forward gear and no reverse. Believed to be the first model made in U.S.A., air-cooled, 2-cylinder opposed piston 10 h.p."



The Holsman at the 1973 Auction. Note also the 1911 Mors that was also for sale there.

Very little of this quote was accurate as the engine would fire but not run on, the car had been painted and upholstered in vinyl. It was the last of the production runs of the Company and it had 2 forward gears and reverse by virtue of the outer pulleys. The pulleys were not on the vehicle. *(It is amazing how creative some descriptions of vehicles can be in an auction catalogue – Ed).*

The car was auctioned on behalf of Frank Illich who had displayed the buggy in his Endeavour Motor Museum at Summer Hill, NSW. According to Illich he had acquired the vehicle upon the sale of the contents of a blacksmith's premises in Toowoomba, Queensland in the late 50s. He had been told that the owner of the buggy had broken one of the chains and had taken it to the blacksmith for repairs. Although the repairs were carried out the owner never called back for the vehicle, so the blacksmith hoisted it into the rafters of his shop and there it remained until the shop was closed and the contents sold.

Illich gave contacts for an original carburettor and spare engines. Ray Allen in Brisbane passed on an original carburettor, as well as a pair of chains which were too rusted for use. Ben Bronk had a 1909 Model 4-K Runabout in his museum in Sydney (this car is now in the York Motor Museum). A number of spares were obtained from Bronk, most of which have been passed on, but the single reverse pulley enabled 4 new castings to be made.

Engine No: 3333 was reconditioned by Neil Gibbs, who replaced the original pistons with alloys. When the vehicle was eventually on the road the pistons seized up when hot and the only lengthy runs were on the first Highwheeler Rally at Warnambool where still the engine seized up on a number of occasions.

Restoration of the body was commenced by Colin Daniels but passed eventually to Alan Duncan at Korrumburra and virtually completed by him. Whilst in Alan's hands the leatherwork was carried out by Allan R. Lovejoy of Drouin, including the outstanding Victoria hood. The VCCA (Vic) requested that the buggy be displayed in the 1986 Melbourne Motor Show, so the final coats of paint never eventuated.

The Holsman was entered in a few rallies including the 1st Highwheeler Rally but did not perform well because of the seizing of the engine and the failure to obtain low gear. However, perseverance enabled the engine to idle smoothly with low revs and the engine responded well to driving using the advance and retard as much as the hand throttle.

In 1996 another engine was obtained from George Edwards from Albury and was re-planted into the car by Noel Holbrook prior to the 3rd Highwheeler Rally at Kyneton. This engine has the original cast pistons and has run quite well since, with most problems arising from the keepers on the automatic inlet valves.



Driving with the hood erected is virtually impossible as the visibility is extremely poor. It certainly looks impressive though

(Colin and Melinda Daniels were the worthy recipients of the Ron Hobbs trophy in 2007 for the perseverance they had shown in owning and operating the Holsman from 1973 till that time - Ed)

The car was eventually sold to the Ivan and June Smith collection and until recently was not essentially used. It came out in April of 2025 and completed the Highwheeler Rally at Corowa having not been used since the Highwheeler Rally in 2009.

(Interesting that the Holsman was a Queensland car originally, maybe around the Toowoomba area – our readers in Queensland may know further information on this. Also of interest is the Holsman spent time in the museum of Frank Illich in NSW -maybe our NSW readers may know further information on this -Ed)

The car has many interesting features. One being it is able to be driven from either side of the car as the tiller flips over and can be steered and operated from the left or right side. The brake pedal is in the centre of the car and thus accessible from either side. The throttle is operated by “twist grip” method, much as the same as a modern motorcycle, and the advance and retard is on the central tiller upright. The buggy has leather mudguards and the front one’s pivot with the wheels, so the occupants are protected from mud and dirt being thrown up by the mudguards following the wheel tracking, thus no mudguard aprons are required. Probably the most unique feature of the Holsman is that the engine is mounted on rollers that track back and forth on rails. This is the method employed to tighten the chains to make the car drive. The handle above the tiller steering lever is pushed forward and around which in turn moves the engine forward to tighten the chains, and conversely it is drawn back and around to move the engine back to slacken the chains to throw it out of gear.

The chain itself is a work of art in that it is Vee shaped, running in the front pulleys much like a belt drive motorcycle, to give the car high speed. This front pulley can also be opened up further by a foot lever on the floor which then allows for the chain to drop further down into the pulley where the chain then picks up a sprocket on the end of the crankshaft to give you low gear. When the motor is pulled back further on the tracks by the lever above the tiller, reverse is then engaged by the out-rigger pulley that rubs onto the tyre to propel the vehicle backwards. A very unique drive system indeed.

If you get a chance to see this vehicle in action, it is “something else” to view how it all works. It has quite a turn of speed for a buggy so when the next highwheeler rally is on try and get to see an extraordinary vehicle in all of its glory.

(If anyone has further information on the auction that occurred in August 1973 at the Royal Showgrounds I would be very interested in being contacted by you. There were many cars and parts auctioned at this event, including vehicles such as a C1901 De Dion Vis a vis.

There is also a story I was told by Colin Daniels that he actually went to Auction to buy an MG sports car and ended up buying the Holsman. Much better choice in my mind! - Ed)

July 2025 Flashback – 1909 Holsman

By Colin J. Daniels

I just received this response in the mail from Colin Daniels, virtually hours before the cut-off date for this month. I sincerely thank Colin for responding and the following are his words. - Ed

In or about June 1972 I attended the car auction at the Royal Showgrounds with the intention of possibly buying an MGC (more powerful version of the MGB). On offer was a HOLSMAN circa 1902 and although I had no idea what a Veteran car was and having no mechanical knowledge as a lawyer, my wife, Melinda, and I were intrigued that such a basic looking old vehicle was for sale in the auction.

My wife grabbed my elbow and said: “put in an offer”. I did and found that the offer was successful. *(Great work Melinda – Ed)* My face went white as I wondered what to do with such a strange vehicle.

I was approached by Noel Holbrook, Barry Forryan as well as others from the Veteran Car Club to offer general advice about the Holsman’s running and restoration. With my mind in turmoil, I had to rush off to play hockey and so missed the opportunity to bid for appropriate lights for the vehicle.

When the Holsman was delivered to our home in Strathmore we found that the engine would turn over but not continue to fire. Enquiries ascertained that the vehicle was not 1902 but 1909, which was determined by the number etched on to the flywheels, but also by the friction chain drive which had been introduced on the 1909 vehicles. Barry Forryan was determined that I do the restoration of the car myself with assistance on mechanicals.

Little did I know that the involvement with the Club would be the start of a wonderful time with the Club and Veteran cars.

Although the Holsman looked like a horse-drawn buggy it had a number of oddities:

Tiller steering.

A friction drive chain to pulleys on the back wheels.

An engine that moved forth and aft by a hand-bar above the tiller.

Reverse gear was gained by pulling the engine right back where outrigger pulleys rubbed on the rear wheels.

Low gear was enabled pushing on a pedal which enabled the drive chain to engage sprockets.

Enquiries overseas enabled me to contact Franklin B. Tucker who had compiled a history of HOLSMAN 1901-1910. I purchased a copy of the history which gave details of the serial numbers.

After considerable assistance from a number of members of the Veteran Car Club and after a rushed paint job the car was entered at the Melbourne Motor Show at the Exhibition Buildings together with a selection of Club vehicles.

'Holly', (as she was known) was then entered in the first 1&2 cylinder rally at Castlemaine but did not run. It was entered in the second 1&2 rally but with little success. Then came the first Highwheeler Rally at Warrnambool where it ran well but did not complete a full day.

Later Highwheeler Rallies were more successful, and I continued to play with the running of the vehicle until I was forced to sell it when we down-sized to a unit in 2009. I had owned 'Holly' for 37 years. I still miss playing around with 'Holly' and never have I regretted the ownership and years of suffering the break-downs. In this time, we made so many friends along the way.

Again, thank you Colin for your writings. This really was a great story of perseverance and we, as a club, are fortunate this opportunity arose, as we gained great Club members in Colin and Melinda, and also a great Editor for many years and now the next generation members, the Daniel's daughter, Lis and her husband, Karl. It is amazing what can transpire by putting up your hand at an auction - Ed

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What is It – Response to July Issue

By Graeme Jarrett

The ITALA featured on the rear cover was most likely to be the 35/45hp model – a robust and well regarded car for the time, this one appears to be a 1913 offering. The agent for these in Melbourne was the Acme Motor and Engineering Co., Lonsdale Street. Later, in 1914, Alec Jewell Motor Co. Pty. Ltd. became the agents for these cars.



The Itala featured in the July issue.

On first seeing this shot I believed the car to be that owned by the Country Roads Board in 1913 (later to become VicRoads). On closer inspection it became clear that the cars differed in detail, although surprisingly similar. I do believe they are two separate cars. Refer photo below.



This is the 1913 35/45hp Itala owned by the CRB in 1913. It was affectionately known as 'Prudence'. It is shown here, apart from the driver, with the three board members.



The CRB vehicle out on road review and in trouble with a soft spot on a local road.



Again, the CRB vehicle out on road review and in trouble – bogged again.



Again, the CRB vehicle out on road review – still bogged.

I believe this car survives and is in the hands of an enthusiast.

The CRB maintained ownership of this car for an extended period of time – retaining ownership into the 1920s. Also, at that time they owned a Ford, a Harley Davidson motorcycle, a GCS motorcycle (with accessories), two Indian motorcycles with sidecars and a BSA motorcycle with sidecar.

My working life at the CRB (now VicRoads) involved designing highways, roads, roundabouts, traffic signals and road related infrastructure including bridgeworks.

Accreditation: - VicRoads Archive.

Napier & Hotchkiss – Early Club Cars On Offer

By Graeme Jarrett

These cars were recently offered for sale on Facebook by Tony Howden.

In the early years of the VCCA Vic these two cars were collected up by an early member of the Howden family. The cars are remarkable for carrying their original bodies. The Hotchkiss is thought to have taken part in at least one event in the 1960s – it has a dating certificate from early 1968.

Napier 1914

With thanks to the Napier Power Heritage Trust the following information has been confirmed for the Napier.

Napier Chassis 11167 is recorded as a T68 Colonial with a bevel back axle, delivered 30 September 1914. The T68 is a 16/22hp with a capacity of 3,153cc (31/2 in bore / 5 in stroke). The records suggest 959 16/22's were made between 1914 and 1916. The 16/22 was an evolution of the 15hp, which had a 31/4 in bore for 2,716cc.

The Napier carries Victorian registration number 61 032 on the front. This number appears to be a new or reregistration in September 1924. The owner is noted as Harold Armytage, Mt Sturgeon, Dunkeld, Vic. (Napier 19.1hp). The Armytage family were noted early squatting pioneers in Victoria associated with the famous mansion 'Como' in South Yarra.



The 1914 (September) Napier on offer and shown on the Facebook site – nearside front quarter view.



The 1914 (September) Napier on offer and shown on the Facebook site – front view.



the 1914 (September) Napier on offer and shown on the Facebook site – nearside view.



The 1914 (September) Napier on offer and shown on the Facebook site – interior view.



The 1912 Hotchkiss on offer and shown on the Facebook site – offside rear quarter view.

Hotchkiss 1912

The vehicle has been in the family for 3 generations.



Above: the 1912 Hotchkiss on offer and shown on the Facebook site – nearside front quarter view.



The 1912 Hotchkiss on offer and shown on the Facebook site – view of engine.



The 1912 Hotchkiss on offer and shown on the Facebook site – nearside view.

As well as the vehicles noted here there were the remains of other vehicles including two steam cars and parts of other Hotchkiss cars.

By the time this item goes to press and is published in *Brass Notes* I expect one or both of the cars shown here may have already been sold.

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

Accreditation: - For descriptive text and photographs Tony Howden.

Findings, Feedback & Follow-Ups



Hi Greg,

I write about the photo sent to *Brass Notes* by Terry Parker. Young Bros. was a sales agent in the Western District, located in Horsham, Hamilton and Nhill. In addition, they had several branches, including one at Minyip. The photo is taken in front of their branch at 76 Main St, Minyip. Many of their auctions were clearing sales and the like on properties far from public transport, so the company arranged for motor cars to drive prospective bidders to these properties in the years before the war. The cars were usually based in Horsham, and bidders had to book a seat in advance of the day. It seems likely that this photo shows such a trip, especially noting that Stars and Talbots were often used for hire work. The photo was almost certainly taken from the first floor veranda of the Majestic Hotel on the opposite side of the street. The Young Bros. building survives and is now the Coopers Crossing Café.

Regarding the cars themselves, I can only speak with authority about the one on the far right, which certainly is a Daimler. The features of the car confirm it is a 1907 or 1908 model, with a 1907 28hp being most likely. These had poppet-valve engines and were chain driven. The side and tail lights are electric.

Cheers, Steve Campbell-Wright

Findings, Feedback and Follow-ups

Greg Hill has provided this newspaper article on the Girling that is located in Queensland. We thank Greg very much for this valued input - Ed

The following article was taken from the *Fraser Coast*, November 24, 2014

Rare Girling built in 1911 is likely to be the last

This is likely to be the only 1911 Girling automobile left in the world - and it's being brought back to life in Maryborough.

A dozen of the automobiles were built, designed by England's Albert Girling, and one was brought out to Australia with his brother, Sidney.

The parts of that vehicle were discovered on a farm in Victoria and a friend of Maryborough's Ron Stephenson found the car's motor.

Since then, Mr. Stephenson has dedicated his time to restoring the vehicle, which he says is probably the last of 12 that were originally built.

Mr. Stephenson corresponded with Mr. Girling before he died and he said he intended to complete orders for 110 of the vehicles, with his brother Sidney involved in finding out if there was interest in the automobiles in Australia.

But the First World War broke out and took priority, and the orders were never completed.



SHOW-STOPPER: Ron Stephenson leans on his Girling motor car built in 1912. Picture File

MARYBOROUGH man Ron Stephenson will share his loved three-wheeler *Girling* at this weekend's *Howard CoalFest*.

Fraser Coast

Don't miss out on the highlights from Fraser Coast. Followed categories will be added to My News.

Built in 1911, the prototype car was put together by Mr Stephenson after its parts were found in an iron scrap heap in Victoria - now it will be on show for Fraser Coast motor enthusiasts to admire as part of the festival honouring the Barron region's history.

The annual event is expected to draw thousands of visitors as the town turns its clock back to the late 1800s with a street parade, costumes, a working blacksmith and whip-making demonstrations.

Who is it? What is it? And where is it now?

These were the questions posed in the July edition of *Brass Notes* on page 17. We received very little response to these questions except from the actual person who gave me the photos, Peter Fagan. Yes, the little boy by the front wheel is our member, Peter Fagan and he identified the car as being a c1912 Argyll, and the front brakes were the big clue here.



Peter was about 5 years old at the time but does have some memory of the car and that his father, Kevin, restored the car. Peter can remember that Kevin replaced the tourer body that was on the car in the photos, with a rear entrance body that had a solid wooden roof. He also thinks when restored it was blue in colour. (These are the memories of Peter from when he was aged around 10 years.)

So, we now have the answer to who is it? And also, what is it? But where is it now? It is still to be answered.

STOP PRESS! We may have found that answer out also after some correspondence from Neil Adams. Hopefully we can give further details next month.

Hello Greg,

Re your unfathomable attraction to the *Girling Fire Appliance* on page 8 of the latest *Brass Notes*.



Yes, I know the Queensland car you enquire about well. It was originally found in Melbourne (Lilydale) by Ron Stephenson in 1970. Ron worked for the 'Push Me Gentlys' (PMG) and swapped some old phones he'd collected in his work for the *Girling's* remains. By the mid-70s Ron had moved to Maryborough (Qld). From memory the vehicle was restored by 1977 or thereabouts. Ron was greatly assisted by correspondence with Bert and Sidney *Girling*, the now elderly brothers who made the car originally. I attach a photo I took at a rally we had in Maryborough in 1978. It shows Ron at the tiller with his son beside him. It was a source of some amusement to our members that the thing couldn't get up even the slightest incline without the friction drive slipping, no matter how much Ron tried to cure it. The 6hp engine of *Girlings'* own manufacture didn't help in this endeavour either. In fact, I recall several times where Ron and passenger would get out and walk up the incline beside it. Ron would swivel the tiller out 90° so he could still steer it as he walked! As a result, the restored vehicle was never rallied apart from static displays in town. Ron told me once that the *Girling* brothers told him they had an order for 110 of these vehicles from Australia, but that this order never eventuated other than a trial vehicle sent out for evaluation. Perhaps after assessment this is why the order was cancelled? This ties in with your own research that shows the fire appliance as pictured also failed in trials and not a single one was ordered.

Ron died a few years ago and the vehicle is now owned by his grandson, also of Maryborough. As of yesterday, I can confirm that the car will soon be on display in Maryborough at a café whose owner wants to have cars on display in his establishment.

So, Greg, without wishing to dampen your obvious enthusiasm for this unusual beast, can I suggest to you that were you to put two full grown firemen in it, together with associated hoses and heavy wooden extension ladder you wouldn't be attending many fires...in fact you'd be lucky to get out of the Station doors!

Rick McDonough

PS. You'll note Ron used Austin 7 wheels rather than pursue the correct type.

Thank you, Rick, for both the information and the excellent way you have conveyed it. I am still most taken with this fascinating vehicle - Ed

Hi Greg

The What is It? photo of THE TALBERT part in July *Brass Notes*.



In the 1980s I purchased a 1914 Fiat Zero motor that had a downdraft Carburettor fitted to the motor with THE TALBERT installed into the air intake of the Carburettor. Town gas was supplied into the top of this part, and you adjusted the air by turning the ring at the top. This 4-cylinder motor had been converted into an air compressor. Two of the cylinders were used to supply the compressed air with two non-return valves screwed into the spark plug holes and the other two cylinders ran the motor via the town gas.

Max Vormister

What is it response

I supplied two photographs on the back page of the July edition of Brass Notes. I have a response from one of our Italian marque people, David Wright, who I thank for responding. I had also hoped for a response from our Itala folk but that was not forthcoming. The following is David's thoughts - Ed

Greg,

Thanks for another excellent edition of *Brass Notes*.

The 'What Is It' car on the back page is an Itala and appears to be a 1910 35 HP model. I have no information on this particular car, but the photo may have been entered in our Vision 6 data system when we were gathering pics from various sources for our Club book, *Dementia Prodest*.

Best regards, David Wright

More About A Big Mors

Jason Palmer

It was no small surprise and no small amount of joy to see Graeme's article in the July edition of *Brass Notes* regarding the 90hp Mors imported into Australia around 1906. Unlike Graeme's self-described mild interest, early big horse-power cars 'float my boat' and I continue to be fascinated by the variety and standard of important cars that found their way to Australia in the early days.

So, what was my joy? About a month prior I was successful in purchasing a group of original photographs from New South Wales, one picture in particular holding my attention above the others. Initially I thought it may depict an early and powerful Napier, but upon arrival the Napier option was quickly eliminated, replaced by non-identification. Things didn't quite fit, possible commercial chassis due to length, large rear wheel compared to front, chain drive, Mercedes pattern radiator but also fitted with lower exposed fin radiator seen in very early cars. Was it an Australian picture or possibly English or even South African?

My inquiries were taking me down the De Dietrich line, but things just didn't match, then Graeme's article arrived, Bingo!



(c1902 Mors, described as 90hp, probably after refurbishment early 1907. PALMER Collection)

The *Daily Telegraph*, 28 December 1906 reports; A 90 horse-power Mors car – the largest in Australia was landed a few days ago. The car is the property of Mr Brune (Clarence M Brune, auth) husband of Tittel Brune, the American actress. The car is garaged at Mr Alick McNeil's depot. The car has four cylinders, and the engine is a huge affair. The length overall is 15ft, the tyres on the rear wheels are 1020 X 120 and two radiators are fitted. Mr Brune, who is an experienced

driver and has driven the car a great deal in America, is likely to meet with trouble on some of the bad back country roads if he goes in for extensive touring. A local motoring expert, in viewing the car, ventured the opinion that it would demolish petrol and tyres.

Prior to the landing of Mr Brune's car, a 60 hp Napier, owned in Melbourne was the highest-powered vehicle in Australasia and Mr W.H Kelly owned the highest-powered car in this state, a 40hp Panhard. The new arrival is likely to hold the record for being the highest-powered vehicle in the Commonwealth for some considerable time. Cars of 90hp are a luxury indeed.

Referee Sydney, Wednesday 23 January 1907 reports; Mr Brune, owner of the big Mors which he claims to be the most powerful and speediest car which has so far reached Australia has now got his machine in splendid running order, and a few days ago took a party of pressmen for a trip around Lady Macquarie's Chair and also through Centennial Park. The car left McNeil's Garage, where it has been kept since being landed. Mr Brune being in control. It achieved some wonderful pace when let out and the owner showed himself a daring driver of no little skill.

The car as a racer and when the property of the American millionaire motorist Mr A.G Vanderbilt is said to have done 90 miles per hour on the world famed Ormond-Daytona Beach, Florida. Mr Vanderbilt had the car specially built for racing purposes but finding that it was not suitable for competing with the monstrosities assembled at International meetings, had it converted into a tourist car, a body with seating accommodation for 10 persons being built on the torpedo shaped chassis.



Tracking the Mors pre-Australian history is not exactly straight forward. As we have seen from *The Referee* report, A.G. Vanderbilt is mentioned but, in a week, earlier report by *The Daily Telegraph* (NSW) the car was previously owned by his cousin W.K. Vanderbilt. Both tremendously wealthy men of significant means and both heavily involved in early racing and Automobile Clubs in America. Upon initial examination the only documented owner of a Mors in the early days is W.K. Vanderbilt. This 1902 Model Z, 4 cylinder, 9 litre, used to set a land 4-cylinder record and raced at the Circuit D'Ardennes in 1902. The 60 hp model was pictured several times at the 1904 Ormond-Daytona Beach races which possibly correlates with the statement in

The Referee, indicating that it was no longer a match for the "big hp cars" appearing from both European and American manufacturers at the time. W.K Vanderbilt by 1904 was racing a 90 hp Mercedes at this meet. A.G. Vanderbilt was also tinkering with high horsepower cars, his driver Paul Sartori racing a 90 hp F.I.A.T in the 1904 Vanderbilt Cup. (Opposite: Mrs Vanderbilt standing on 1902 Mors 60hp – Detroit Public Library)



A.G Vanderbilt also around 1905-06, financed the construction of a 250 hp, double F.I.A.T engine special that refused to start. It was towed back to Manhattan and disassembled. Re-bodying older Race cars was not uncommon. C.S Rolls, 100 hp Mors was re-bodied into a touring car after its racing career ended. (Below photo, has been identified as a re-bodied c1900-1901 Mors Racing Car, Palmer collection).



Clarence Marion Brune (born Browne) was described as an Attorney, Theatre Producer and Author. He and wife Minnie Tittel Brune, a lesser-known actress in America before coming to Australia in 1904. In an inauspicious start, their ship ran aground in Port Phillip Bay. Minnie became a huge stage hit in Australia and New Zealand. It appears Clarence sailed between America and Australia before late in 1906 deciding to settle. As a result, the Mors purchased from the Vanderbilts was shipped across. After landing, as stated in the paper articles, the car was taken to McNeil's garage (Swift Agent at the time) where the car was overhauled, re-enamelled and re-varnished.

The Referee continues; the vehicle is fitted with four speeds and reverse driving by means of a chain. The honeycomb radiator with a very large cooling surface, and underneath it, hung rather close to the road,

for Australian conditions is a tubular one. Provision is made for the carrying of a great quantity of water for cooling purposes and a very complete system of circulation by a fan driven pump.

The Daily Telegraph, 16 January 1907, reports on an invitation for a party of 7 to ride in the car after its refurbishment. The car ran beautifully but of course had to be held in check all the time as she is capable of 60 miles per hour on the road. To thoroughly enjoy the exhilarating sport of motoring, one needs a trip in a car such as Mr Brune's. Despite her great power, weight and length, Mr Brune's car is a simple one to manipulate. The trip was much enjoyed by the party.

Sadly, Mr Brune's Australian sojourn and ownership of the Mors was short. In March 1907 the vehicle was advertised for sale through Alick McNeil's garage. It then disappears, not being advertised in April. My picture could depict later ownership but on available information nothing follows early 1907.

Clarence Brune went to England and later passed away in 1935. 'Tittel' on the back of her Australian success went to England and was not a success. She died in obscurity in 1975.



Thank you to Graeme for awakening a lost part of history, putting a story behind my picture and allowing me to 'piggyback' his article. Happy Motoring, Jason.

Flashback Response from June

By Greg Smith & John Burke



Well, my request last month did not fall on deaf ears, and I am indebted to John Burke (our new member who joined our Club in July, although certainly not a new person to Veteran motoring). John contacted me regarding the Chev Roadster that Callum and his father Brendan used in the June edition flashback column. I must admit I was at a loss on who it was owned by as I looked at the number plate and saw 067, and I knew that plate was on the late Bill Orde's Orient buckboard. Then the penny dropped it must have been an NSW vehicle as they also had the same plates as ours in earlier times. Just when I was following that lead, John corresponded with me to supply the answer.

John stated that you can see the owner in the background of the photo, and he is right. The owner is George Gillott. John proceeded to then give me a quick history of the Chev. It was apparently restored

by Stan Cox from Dubbo, before getting sold to Ray Thomas, and then finally to George who owned it up to his passing. The Chev 490 is now in the hands of Scott Harris in Canberra. So, if you persist for long enough, the answer will eventually come to the surface.

Thank you, John, for helping us out by contributing to our newsletter. Bob Schuhkraft also rang and confirmed what John had offered.

Private Classifieds

FOR SALE

1911 Talbot Roadster Model 4AB, 15HP
4 Cylinder 4 Speed, Excellent Condition,
Mechanically A1, Magneto Ignition Crank Start,
Excellent Rally Car. Offers Considered. Car is in
Queensland, however, delivery available to Victoria
early August

CONTACT: Ron Sorensen Ph: 0409 910 929



Private Classifieds

FOR SALE

Circa 1911 Alldays & Onions 30/35 Landaulette

A large and imposing Edwardian Landaulette, this 30/35 hp Alldays & Onions is powered by a large 5 litre six cylinder engine. The engine is grouped in 3 sets of 2 cylinder blocks in a T head arrangement. This engine is equipped with dual ignition with a Bosch magneto and Bosch distributor with trembler coil. The car is equipped with a 4 speed transmission driven by a cone clutch.

This car has been subject to a recently completed seven year total nut and bolt restoration, this included the faithful recreation of a Vivian Lewis Landaulette body. The interior is trimmed in black leather and the rear passenger compartment has a full bar and icebox. The Alldays has a full complement of instruments including a Smith & Sons combination speedometer and tripmeter with a matching Smith & Sons clock.

Very few six cylinder 30/35 Alldays & Onions were produced, and this is thought to be the only surviving example.

Price on Application

CONTACT: Nigel Smith
Ph: 0499 261 507



FOR SALE

1905 De Dion-Bouton, 8hp, engine no 17737.

This unrestored car is the rare Model Z, only made for about 10 months. This model featured the larger capacity engine (from 100 to 106mm bore), giving a healthy performance.

It was acquired many decades ago by my late father. It is remarkably original. Included is its carburettor and timer, radiator, oiler, foot and sill plates, firewall with battery box and sidelight brackets, water, oil and petrol tanks, and some original timber body pieces and brackets.

The bonnet has been accurately remade from the original. Other new items include the rear guards, steamed wheel felloes, and beaded-edge rims.

The minimal wear on the sill plates and pedal suggest that this car was little used. It is located in Campbelltown in southern Sydney. The attached photos show the car, and further photos are available.

\$25,000

Contact owner Andrew Porter

Ph: 0402 764 093

e: amclp2010@hotmail.com



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 8th July 2025 @8.00pm

Opening

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

Attendance

There were 38 members in our Clubrooms and 14 members online.

Apologies:

Jennifer Atherton, Jeff Alcock, Darryl Donaldson

Visitors

None.

Guest Speakers

Rob Anderson & Michael Holding – “What Makes Us Tick”

Member News

Funeral details for the passing of David Couper as advised to members by email

Membership Report

Nothing to report

Raffle

Roast Boned Lamb, Vegies, apple pie, treats. Thanks Deb.

Financial Reports

The Treasurer reported that the accounts are being prepared now for the Auditor. Small deficit of \$2,500 for 2025 due to sponsorship funds carried over to 2026. Full report to follow with the audit.

Events

Past:

Nothing to report

Coming:

RACV Midwinter Rally – Phillip Island – 18-20 July – Ben Alcock and Jerry Lee Miller – 23 entries received – closing has been extended to tomorrow.

RACV Pre-1905 Pioneers Run – Ballarat – 12-14 September, Daryl Meek & Fiona Lane. Accommodation bookings are open at the Belltower Motel. Friday afternoon shakedown run.

RACV Veteran Car Club 70th Anniversary Annual Rally – Swan Hill – 15-18 October – Entries now open

70th Anniversary Gala Dinner and Presentation Evening – Saturday 8th November - BA

Creepy Crawly Rally, Southern Highlands NSW - 22-24 August 2025 – Doug Fulford – details in July *Brass Notes* “Letters to the Editor”

Library and Archives Report (Daryl Meek)

Daryl has a number of old rally photos in which he would appreciate identification of some of the individuals.

Next month Natter Night will be a movie night of old footage from the club archives

Wanted, for Sale or Swap

For sale

Byron Dobson's 1905 REO – the sale will be handled by his son, Warwick. For details contact Ben Alcock

1918 Hupmobile project – for details see Ben or Brian

Barn find project vehicles – 1914 Napier and 1912 Hotchkiss – expressions of interest invited - website www.thowden.com.au, also advertised on facebook marketplace

Alan Lethborg has the 1909 AX Renault “Buttercup” for sale – keen to see it sold within the club. Also, a very nice Morris Minor

Greg Smith mentioned that Nigel Smith has a 1911 six cylinder Alldays for sale on the HCCA and prewar cars sites.

Items of General Business

AGM – note that this will be November (will be advertised in September as normal)

Stan Bone mentioned that Catherine Strutt has imported a beautiful 1914 FN

Daryl Meek made a plea for a return to the old practice where cars are offered for sale in the first instance in Australia before being offered overseas, thereby increasing the chance of them being kept in the country

Guest Speakers

Rob Anderson and Michael Holding gave an interesting demonstration on the inner workings of the club's computerised membership records and web shop.

Next Meeting 12th August, Movie Night

Meeting Closed at 9.20pm



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

Events

RACV PRE-1905 PIONEERS RUN

Ballarat, 12-14 September 2025

Join us this Spring for an extended weekend in Ballarat.

It won't be cold, trust us!

Accommodation has been secured at the usual spot:

Belltower Motor Inn

1845 Sturt Street, Ballarat
5334 1600.

Rooms have been set aside, so call and advise that you are with the Veteran Car Club

The event starts on Friday afternoon with a short run to a local member's car collection (that just keeps expanding – he's going to need a bigger shed!). Afternoon tea will be on offer as we get cars, people and bikes all ironed out for the weekend tours.

Friday evening will be free to dine in Ballarat, The Fat Chef is located at the Belltower, Lazy Moe's is next door, the Golf Club Bistro is a short walk away and there are many more options in the centre of town.

Saturday will see us travel a route that Greg Smith carved out for the first Pre-05 runs and will take us to Smythesdale, to the pub for lunch, before a return to the Belltower.

Saturday evening, we are dining in a more formal setting in private rooms at the City Oval Hotel. Our dining room is up three short flights of stairs – they have new, sturdy handrails, but no lift is available unfortunately.

On Sunday we will be touring around the Western side of Ballarat, Victoria Park and Lake Wendouree (watch out for swans – they have right of way!) The run may include a visit to a local attraction and a boxed lunch will most likely be in order.

Watch the Club's website for an entry form, which we anticipate will become available at the conclusion of the Midwinter Rally.

For further information contact Fiona 0419 893 983, Daryl 0407 881 288 of fafnir@inet.net.au

RACV VETERAN CAR CLUB 70TH ANNIVERSARY ANNUAL RALLY - SWAN HILL 2025

It's probably still too early to start getting excited about the Annual Rally but it's hard not to.

We have over 90 accommodation bookings and we still have 6 months to go.

We have devised a way to get all our cars and motorbikes across the Murray on the Speewa cable punt without a bottle neck.

The PV Pyap is fuelling up to be part of the event.

Spoons Riverside Restaurant is clearing its river view deck area for our Mayoral Welcome.

The Friday happy hour has evolved into a pizza night and talk fest with an outdoor theatre screening VCCA (Vic) rally videos.

The magnificent art deco Town Hall has been secured for our gala anniversary rally dinner.

We will have 3 full days of touring over flat roads. Entries will not open till late June but you can keep up with developments by checking the club website, Click on the "Upcoming Events" tab at the top of the page.

Michael and Claudia Holding (Rally Directors)

Big4 Swan Hill

03 5032 4372

<https://big4swanhill.com.au>

186 Murray Valley Hwy Swan Hill

Just 2 kms from the daily start and home to the Friday Happy Hour.

Still have various cabin configurations and Ensuite powered sites available.

On-site trailer parking.

Lazy River Motor Inn

03 5032 2123

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

Budget Motel.

Motel style rooms and units available.

On-site trailer parking.

Right next door to the Big4 Swan Hill.

Big 4 Riverside Holiday Park

03 5032 1494

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

Adjacent to the daily start location.

Only three bedroom cabins remaining. Some powered sites.



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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Ben Alcock and Jim McCaffrey

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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, mobile 0408 344 434, email secretary@veterancarclub.org.au.

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

EDITORIAL POLICY

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

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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



Find us on
Facebook

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

By Callum Walsh



Motorsport **Zeunert** Archive

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

A. Hoette about to tackle a water hazard in his 12hp Benz.



Motorsport **Zeunert** Archive

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

A. V. Tuner leading another entrant (which one?) across another water hazard.

RACV Midwinter Rally – Phillip Island

Photos by Frances McDougall

Just a few photographs of the hotly contested “cold start” competition on the RACV Midwinter Rally on Phillip Island. The times for this competition would easily be the highest standard achieved in our history I would think. Make sure you read the rally report and highlights of the event in the September edition of *Brass Notes*.

		Time	Placing
James Dunshea	1911 Hotchkiss	7.00 sec	1st
Jack Alcock	1914 Overland	7.60 sec	2nd
Peter Fagan	1914 Triumph M/C	7.68 sec	3rd
David Nicholls	1915 Itala	8.02 sec	4th
Peter Caffyn	1912 Talbot	9.42 sec	5th
Paul Williams	1911 Wolseley	9.72 sec	6th
Barry Murfett	1912 Humber M/C	11.5 sec	7th
John Wards	1916 Benz	D.N.F.	
Mark Herbstreit	1912 Ford T	D.N.S.	
David Provan	1907 Cadillac	D.N.S.	



The officials set up the barriers while the eventual winner pumps up the pressure in the fuel tank of the Hotchkiss.



David Nicholls flashes down the finishing line in fourth place after starting the 1915 Itala.



Jack Alcock readies himself for a gallant second place by starting the Overland in an amazing time of just over 7 seconds



The cross bar of the Talbot presents a few issues for Peter Caffyn as he straddles it in his attempt, and finishes 5th



Peter Fagan rounding the last bend (like Wayne Gardner on his Honda) to gain third place with starting his Triumph M/C



The Electric start of the Wolseley of Paul Williams gives a great result of just over 9 seconds which is 6th place.