

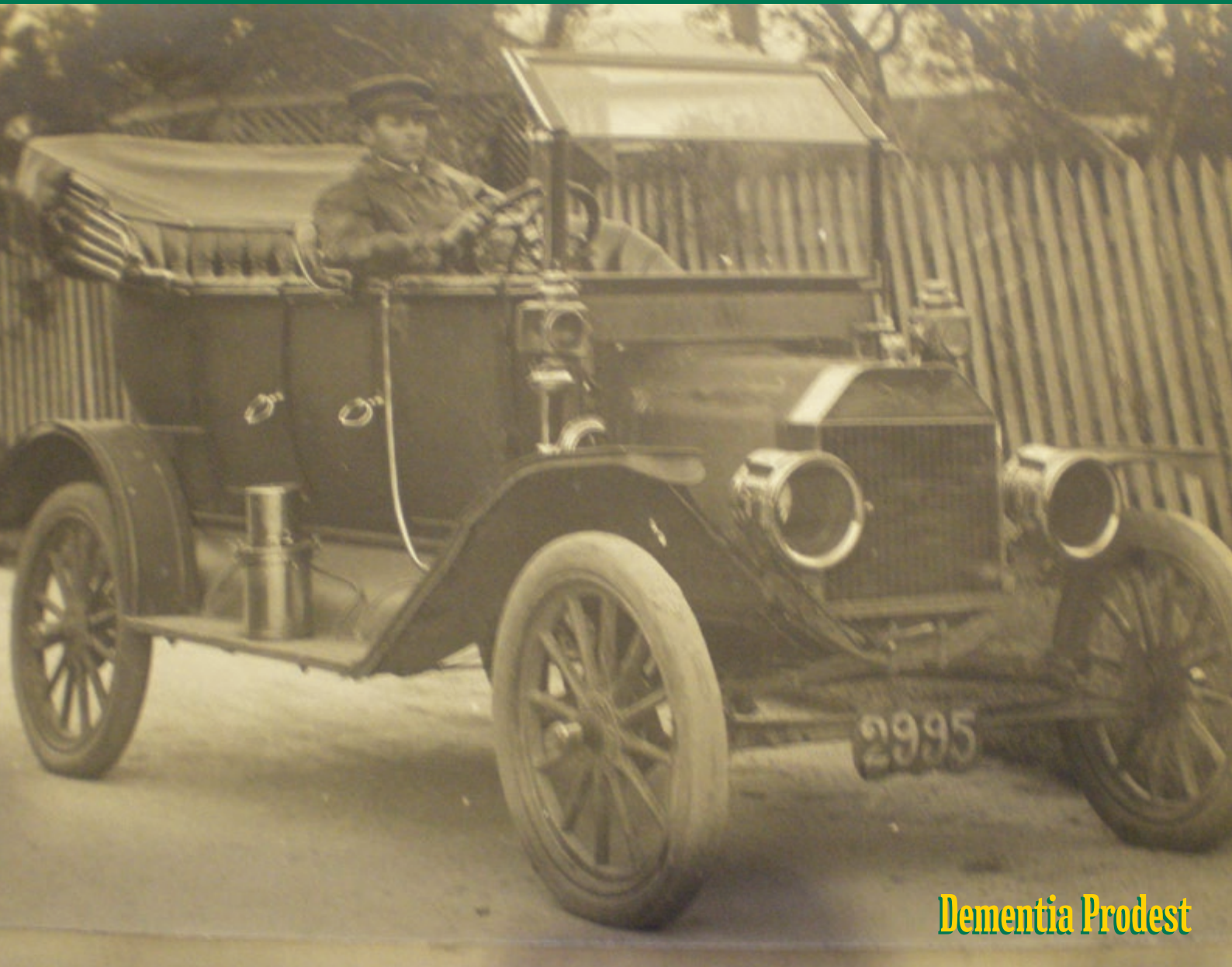
January/February 2026



# Brass Notes

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

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



*Dementia Prodest*

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

Patron: Mr Greg Robinson,  
President and Chairman, RACV

# CONTENTS

President's Message.....	4
Editorial.....	5
Darge's Motor Car - A Follow Up.....	5
Letter to the Editor.....	6
Front Cover Photo.....	7
Early Tiller Steered Vauxhall.....	8
Cyclecar Corner –	
Random French Photos.....	9
It Is Not a Queensland Car but Victorian.....	10
De Dion Bouton Tricycle & Trailer –	
SOLD to Melbourne Buyer.....	11
Round the Bends, with Two 1910 Benz –	
Part 1 of 2.....	12
T Ford Time – Things Happen!.....	17
Mail Order Cars.....	18
Trumbull Front Cover - A Response.....	20
Flashback Response.....	21
What Is It Responses from December.....	22
Comings, Goings and Restorations.....	26
Old Fuel Issues.....	27
Private Classifieds.....	28
What Is It?.....	29
West Gate Tunnel Opening –	
Veteran Car Representation.....	30
Natter Night Meeting Minutes.....	31
Events.....	32



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

## The RACV supports the:

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

# Flashback

By Greg Smith



## Flashback for Jan/Feb

Our flashback photo this month features a Ford Model T c1916/17. The photograph was taken a real long time ago, and after magnifying the flag stuck to the windscreen it appears to be the 1959 Annual Rally sponsored by Golden Fleece, which would have traveled from Melbourne to Sorrento and return.

This one is a real quandary to me as I often know something about the car or the owner, but in this case, I am completely in the dark. It has come from our family lot of photographs and the people featured appear to be my Uncle Murray (he didn't own the car), and the photo of the back section of the car appears to be my Aunt Lorna (my dad's sister) with my cousin Gary. This is of little help in identifying who may have owned the Ford Model T. From the vents in the scuttle, it appears to be a body by Tarrant, but little other facts can be offered by me.

Hopefully, one of our learned readers will be able to shed light on who owned this Model T and perhaps even some history of the vehicle, as it does appear to be a nice original example. It would also be great, if the identity is found, to find it still exists in our Club now.

Please help us out with any relevant facts on this Model T from a past era by contacting the Editor.

## Coming Events

10 February 2026	<b>February Natter Night - Show &amp; Tell with Daryl Meek and Fiona Lane</b> Drinks & Nibbles from 7pm in Clubrooms, meeting at 8pm (online available)
10 March 2026	<b>March Natter Night</b> Meeting from 8pm - in the Clubrooms or online

## Major Events

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

## National Events

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

# London to Brighton Expression of Interest for 2027

by Russell Holden

Wanted "Expression of Interest" from people who would be interested in sharing the London to Brighton experience 2027.

The plan is to send 4 vehicles from Sydney around the end of June 2027 to Southampton UK, then transport them to Tom Parrott's storage facility, then go over approximately 2 weeks prior to the L2B do a test drive. Participate in the Pall Mall concourse and the L2B run on Sunday 1st of November and return the vehicles after the run (ETA January 2028). Note all vehicles must be built prior to 31st December 1904, the RAC & VCC are now accepting Pre 1905 Motorcycles as well as cars, and all vehicles will need to undertake the VCC Passport process to be eligible to enter the L2B.

Estimate cost at this point is \$13,000AUD return for a car (cheaper for motor bikes). This includes international shipping, UK Customs documentation, transport to Tom Parrott's facility, delivery to Pall Mall

Concourse and return from Brighton, then return to Southampton & Sydney, and "loss of container" insurance. Cost estimate based on current shipping and assuming all 4 cars return to Australia. Noting final costs cannot be calculated until firm numbers are sorted.

Additional costs for each individual, would include Australian carnet application fees (to allow the vehicle to exit & return to Australia, without taxes), flights, accommodation, International vehicle insurance, travel insurance, modern car hire, meals, VCCGB membership, vehicle passport application, entry costs etc. Should you be interested or want further details please contact Russell Holden.

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

# President's Message

Welcome everyone to 2026. I trust that you all had a safe and happy Christmas and New Year and are all refreshed for another fantastic year.

What a way to start the year, again we have experienced both fire and flood. Whilst there have been no reports of anything catastrophic, there were certainly times when some members would have been preparing themselves as the fires got too close to home, particularly around Horsham and to the west of Ballarat.

Thanks go to everyone who turned out in early January in order to bring the disciplinary issue within the club to a conclusion. I would specifically like to thank the committee for the commitment and professionalism demonstrated during this trying time.

Another busy year is planned with both the National 1&2 and National Veteran Rallies being held as well as our regular Victorian events. By the time you receive this edition of *Brass Notes*, entries will be open for the 1&2 Cylinder Rally in Ballarat.

We will also be having the occasional guest speaker at Natter Nights and to kick off 2026, February will see another edition of Show & Tell brought to you by myself and Fiona.

The night will commence at 7pm with drinks and nibbles prior to the meeting, with supper to follow. Please join us in the clubrooms, or on Zoom, to welcome in what we hope will be another fulfilling year for the Club.

See you there.

*Daryl Meek, President – VCCA (Victoria)*

## Valē Karen Jenkins

We are saddened to hear of the recent passing of Karen Jenkins following a short health battle. Whilst relatively new members of the veteran movement, David and Karen have been associated with both the Ford Model T and Model A clubs.

Our thoughts are with David and family.

Rest in Peace Karen.



## Veteran Car Club of Australia (Victoria)

PO Box 2300  
Mount Waverley, VIC, 3149  
Reg. No: A0097964Y  
ABN: 67 004 366 312

Friday 9 January 2026

## Outcome of Disciplinary Appeal Meeting

On behalf of the Committee, I advise that the disciplinary appeal meeting relating to a recent disciplinary decision has been conducted in accordance with the Rules of the Club's Constitution.

The Constitution states that the decision to terminate the appellant's membership will be upheld if 75% or more of the members present vote in favour of the decision. If fewer than 75% vote in favour, the decision will be revoked.

The members present on Monday 5 January 2026 (and entitled to vote) considered the appeal and voted by secret ballot on whether the Disciplinary Subcommittee's decision to terminate the appellant's membership should be upheld or revoked. The required majority to uphold the decision was not achieved. Accordingly, the Disciplinary Subcommittee's decision was revoked.

The outcome is final and no further details will be disclosed in order to respect the confidentiality of all parties and the integrity of the Club's complaints management processes. The Committee appreciates your commitment to upholding the processes outlined in the Constitution that guide the management of the Club's affairs.

Members are reminded that all information relating to the appeal must be treated as strictly confidential.

Yours sincerely,

Daryl Meek  
President  
Veteran Car Club of Australia (Victoria)  
E: [president@veterancarclub.org.au](mailto:president@veterancarclub.org.au)  
T: 0407 881 288

## NATTER NIGHT



## February 10, 2026

**7.00pm** - Start the year at the Clubrooms with refreshments - catch up with your friends and we supply everything.



**8.00pm** -  
**Natter Night**

With Daryl Meek & Fiona Lane presenting their popular segment. Feel free to bring something of interest to show as well!

# Editorial

By Greg Smith

Welcome to our first *Brass Notes* for 2026. I have to get used to writing that date, which for me, will take some time to get into that habit. 2026 looks to be another exciting year and I cannot wait to get back into some opportunities to get the vehicles out and use them on our rallies. The first major event for me will be the 1&2 cylinder rally which is always one of my favourites. But the one I just can't wait for is the Pre-1905 Pioneers Run up at Wentworth in September. Four days of running around in these very special, amazing vehicles will definitely be my year's highlight.

We are still hoping to get a couple of rally directors for two of our major events, the RACV Midwinter Rally and our main run for the year, the RACV Annual Rally. If anyone is remotely interested in running, or helping run, either event, please contact someone on the committee. These are rallies that are part of our history and traditions and not running them would be almost shameful.

I wish to thank those who contributed to *Brass Notes* over the holiday period. This has meant another bumper Jan/Feb edition which is much appreciated, and means I should not ramble on, as reading the important articles will be far more interesting and enjoyable. See you on the road sometime in 2026.

**FLEMING IMPORTS**  
CLASSIC CARS + PARTS

DO YOU NEED:

- CARS OR PARTS SHIPPED FROM THE USA?
- OTHER FREIGHT?

Regular containers from the West and East Coasts of the US arriving in Sydney.

SCAN ME

GET IN TOUCH NOW!  
ANTHONY SINCLAIR | 0459 408 046  
IMPORTS@YOAA.COM.AU

# Darge's Motor Car - A Follow Up

By John Stanley

Hi Graeme,

I always read your articles in Brass Notes with interest. Many thanks!

In the December issue I read your comment that "I was blissfully unaware of what sort of car Darge owned". I have had an interest in Darge and his photos for some time, and you might be interested to see the attached.

Darge was the official photographer on the RACV Alpine Rally of 1926 – his car for that event was a Stoeber, a model D3. I have reason to believe that this car was still registered in the 1950s but what then happened to it remains a mystery.

Hope you are keeping well.

John Stanley

Hi Greg

Another brilliant Brass Notes. Interesting to see Algernon Darge's Benz car. Before he had the Benz he had a three wheeler motorcycle. See photo attached.

Regards, John Cox

Thank you to both Johns for your welcome mail – we love to receive input from members. Graeme Jarrett.



Darge riding a forecar in 1905. He was a prolific advertiser and self-promoter from an early time

Accreditation – John Stanley & John Cox.

# LETTER TO THE EDITOR

Hi Greg,

Just responding to your query regarding the photo in the most recent *Brass Notes* requesting information.

The photo is from the John Oxley Library (Qld) and initially appeared in Denis Martin's 2001 self published book *Cyclists, Doctors and Others: The Introduction of the Motor car to Queensland*.

I understand that Denis contacted the descendants of Aucher when researching his book.

A copy of the book launch from the *Courier Mail* in 2001 is attached (right).

A more detailed description of the car subsequently appeared in Richard McDonough's 2015 book, *Queenslands Motoring Dawn* and FYI, I attach the detail from page 73 below.

Keep up the good work.

Always an enjoyable read.

Best regards,  
Joe Jarick



See pages 22 and 23 for further responses - Ed



# Front Cover Photo

By Greg Smith

Our photo featured on the front cover has been sourced through the Kyneton Historical Society and for that we sincerely thank them for allowing us to publish this image. Being a former resident and growing up in Kyneton I was fortunate to be privy to the archives of the Kyneton Historical Society and came across this early Model T Ford. It is extremely likely that this car was bodied somewhere in Victoria, but we have been unable to say by who. Maybe one of our readers may be able to assist.

What is quite legible is the registration number of 2995. This has been identified by Graeme Jarrett as belonging to Dr. Wesley Groves of Kyneton from his registration records of November 1911. He also looked further into this registration number and found 2995 by January 1915, was then registered with Mr. E.E Gardiner of Gisborne on the 29th of August 1914. I believe there was a garage business owned by the Gardiners in Gisborne around this time, and interestingly they were Ford Agents. *(Thank you, Graeme, for your registration research-Ed)*

My next piece of research was to show the photo of the car to the experts of the Model T Ford Club. Warwick Landy distributed the image to a few very knowledgeable folks of this Club and what they deduced was quite interesting. In his words, he stated, that the Model T gurus after their consideration all agreed it is a very unique Model T. He stated that the gurus picked up on a couple of extra details that I had missed and concluded that the chassis/engine and drive train is extremely likely to be 1910. The winged script radiator with the low style filler neck is a defining feature of the 1910 Ford car. Their thoughts are that it is a 1910 chassis imported during late 1910 or early 1911 and body built locally in 1911 and registered in that year. *(Thank you, Warwick and the Model T gurus, for your thoughts-Ed)*

When I tried to give my limited opinion as to the date, I noticed the lights and acetylene generator. They appeared to me as the early E&J type from the c1911 era, but the rear mudguards were rounded unlike most flat types of this period. I assume this was also part of the process undertaken by the local body builder. It certainly is a Model T Ford that is unlike any others I have come across in my time.

As to Dr. Groves (sometime spelt as Grooves) he was a doctor in Kyneton for some time and lived in Bodkin Street. He first started practicing in 1902 and eventually passed away, still in Kyneton, in 1946. I would have passed his house in Bodkin Street hundreds of times as this was my route to and from primary school for six years.



*The Bluestone house in Bodkin Street Kyneton that was the residence of Dr. Groves.*

He was a keen golfer and was President of the Kyneton Golf Club for a number of years. He was also apparently an avid keen gardener and wrote a “most instructive paper” on “vegetable gardening” which dealt thoroughly with all vegetables suitable to this district, according to the *Woodend Star* and *Macedon Advocate*. He was also involved in the horticultural Society of Kyneton. When I spoke to my mother, June Smith, she could remember Dr. Groves quite well and explained that he hybridised a new rose cultivar, a beautiful pink rose, which he named in honour of my mother, called June Boyd. Her full name was June Boyd Adair.

What is also interesting is that Kyneton had a number of doctors during this period. Our focus was upon Dr. Wesley Rainsford Groves, but he was just one of the several doctors at this time who owned a motor car. Indeed, another vehicle that is in our Club is Mick Turner’s, Schacht motor-buggy, which was also owned by a Kyneton doctor, Dr. Rigby. That may be a story for another time.



*This is the next car Dr. Groves owned. Almost impossible to identify from the rear, but it is parked in front of the Kyneton Hospital.*

*Source: Kyneton Historical Society*

# Early Tiller Steered Vauxhall

by Phil Virgona

The following article comes directly from the August edition of the Vauxhall Newsletter. We are indebted to Dave Stuart, Editor, of this magazine and to Phil Virgona the author of the article in allowing us to reproduce it. We also allowed the Prince Henry article, author Graeme Jarrett, from our December issue of Brass Notes to be used in the Vauxhall Magazine. Nice to share material with fellow enthusiasts -Ed

Phil Virgona sent me the photograph (right) as well as the information on the car. It appears to be a single cylinder Vauxhall with tiller steering.

It is an interesting photo as it shows the 112 Hunter Street building in Sydney which was originally the premises of Davies and Fehon, the Ford dealers. In the 1980s during a lunch break at work I was able to explain to the security guard at this building that my father had worked for Boyded Ltd. in 1944 and surprisingly he let me in to have a good look around.

This was a pre concrete construction and the rickety wooden floors were joined by equally rickety timber vehicular ramps. Destined for demolition, I ran out of brave at the ramp to level 2 when I realised there were no signs left of its Vauxhall past and I still had a life to lead.

The early car shown, which Vauxhall Motors still own, was used for promotional work by Australian Vauxhall dealers. Daniel Clifton is shown at the centre of photo smoking the pipe. The occasion was the release of the BX "Big Six" models in 1934.

Phil.



## CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



For over 50 years Stuckey Tyre Service has provided quality tyres and service for classic and collectible cars. In addition to carrying fresh stock from these major manufacturers, our worldwide sources can deliver hard to find tyres for correct and concourse applications.



## STUCKEY TYRE SERVICE

828 Sydney Rd, Brunswick VIC, 3056

1300 854 324 [www.stuckey.com.au](http://www.stuckey.com.au)

# Cyclecar Corner – Random French Photos

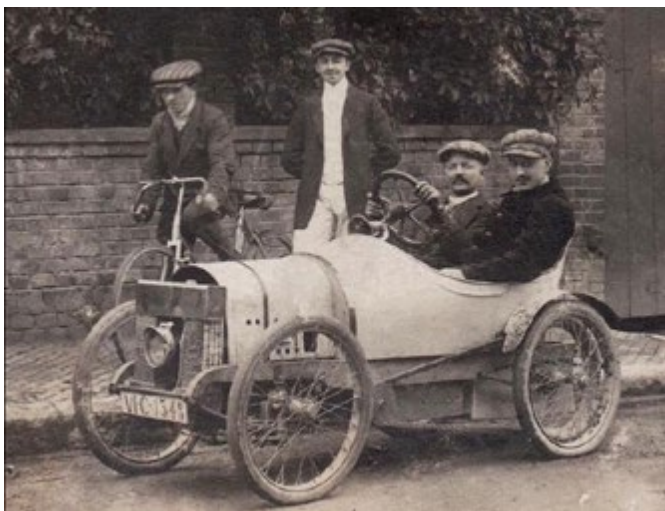
By Graeme Jarrett



*This unlikely looking affair can only be French – Gallic to the core! Elements of this machine suggest Bedelia (the steering front axle) and the chassis has much in common with bicycles and hospital beds. Lovely.*

The fantasy of the homebuilt Cyclecar was an inspiration to many. Those that did succeed in creating one of these minimalist vehicles deserve credit and recognition for their labors; the results were amusing at times. These are a few photos that have gravitated to me from various sources.

Generous providers include John Kent, Craig Gillingham, the Internet, Alamy and others. We thank them collectively.



*This stubby little one is in sharp contrast to its brethren above. French, again!*



*This has a decidedly French feel about it and probably is – Gauloises all-round. The alleged registration of AI is extraordinary in today's context!*



*This sporting little number looks factory built and probably postdates our time line; it is too beautiful not to be included. The title of this one has it at the Arc de Triomphe. There are more than a few triumphal arches in Paris and beyond. This one is not in the middle of the Etoile (star) but in the park near the Louvre – close the glass pyramid. It is called the Arc de Triomphe du Carrousel. The columns and three archways are a dead giveaway. Any suggestions of identity of the car is invited.*

# It Is Not a Queensland Car but Victorian

by Greg Smith

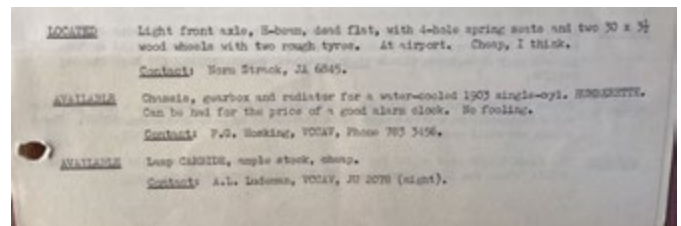


When I first purchased the 1903 Humberette from Gympie in Queensland I felt somewhat guilty that I had extracted a wonderful little car from interstate. Not quite sure why I felt this way, as often cars are purchased from another state. I had heard of this car on the grapevine and decided to follow it up as I was heading to Queensland to attend the Northern Tour, so it was kind of on the way and I was taking the 1903 Romania motorcycle in the back of the van so to tow a trailer up was no real imposition. However, always in the back of my mind was that I was taking a very desirable car from Queensland, as I thought it may have been one of the first cars imported up there and as such was part of the state's early motoring history. On consulting a few people in Queensland, they explained that not many people would be interested anyway as the current culture of the Queensland Veteran Car Club was not really cultivating the driving of pitiful little vehicles but rather motoring larger more usable vehicles. But still the thoughts persisted in the back of my mind.

Once home it took a fair degree of fettling and re-restoring, as it had not run since the early 80s. In fact, it had not run much at all as the reverse gear was not even connected up through the linkages, so there were a number of telltale signs it was used sparingly. I soon had the Humberette back ready for rallying. As with most things I own, I am always wanting to know the history and pedigree of the car, as that too is a huge part of owning and driving these Veteran vehicles. Greg Hill of Queensland was extremely helpful in trying to get the history of the Humberette as he knew the previous owner who had passed away some time ago. He contacted many people in the Gympie area to attempt to find out who knew Max Krough and where he may have found and subsequently restored the Humberette. Even though the contacts were many, the history was not forthcoming. It really was quite a mystery where this Humberette had come from. Many knew the car as it was the centerpiece up on the stage at the final dinner

of the National Veteran Rally held at Gympie in 1998. We really had come to a complete dead end, so time passed without a resolution.

It really is funny how sometimes things are just meant to be, and this was such an occasion as I was trawling through some early Veteran Car Club newsletters on some type of research, I was conducting at the time for an article for *Brass Notes*. (This is a pastime that I often seem to be doing as editor of *Brass Notes*) Low and behold I stumbled across an advertisement in the October edition, 1960, of the Veteran Car Club newsletter. (*wasn't called Brass Notes in those days – Ed*).

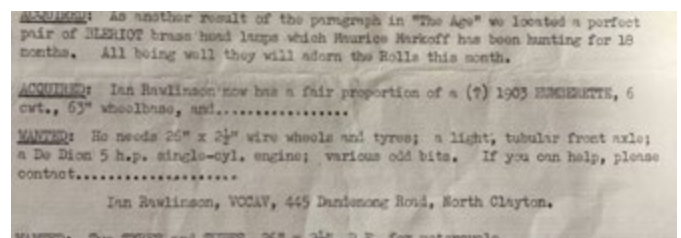


Advert Photo from October 1960

The Advert stated: Available; Chassis, gearbox and radiator for a water-cooled 1903 single cylinder Humberette. Can be had for the price of a good alarm clock. No fooling.

Contact P.G. Hosking VCCAV phone ...

Here was an advert placed by Percy Hosking who was the Secretary of our Club. Percy was also the owner of a jewellery store, so just how much a good alarm clock cost only he would know. I don't believe that Percy actually owned the Humberette, as being Secretary, he often had people give him leads and information to publish. This is just the first part of the story, as in the following month another advertisement appeared.



Advert Photo of November 1960

This time the advertisement read: Acquired; Ian Rawlinson now has a fair proportion of a (?) 1903 Humberette, 6 cwt., 63" wheelbase, and .... Wanted: he needs 26"X 2 1/2" wire wheels and tyres; a light, tubular front axle; a De Dion 5 hp single cylinder engine; various odd bits. If you can help, please contact Ian Rawlinson, VCCAV, 445 Dandenong Road, North Clayton.

BINGO! So, Ian Rawlinson acquired the car that was advertised in the October issue and was now looking for specific parts. This fitted the puzzle completely as the components Ian wanted are the exact parts that are

not original to my Humberette. It has to be the same car. The only question now was, how did it end up at Max Krough's place in Queensland?

Through more detective work, going through the roster of members, I discovered that Ian Rawlinson moved from his address in Dandenong Road, North Clayton. In the 1966/67 list he was still at this address, but by 1971 he was in Keils Mountain Road, Woombye, Queensland. And the 1973 and 1976 lists show his address as 1505 Bli Bli Road, Nambour, Queensland. Ian had moved to the sunny state of Queensland, although the cars he had listed were a Buick, Berliet, and a Talbot. No mention of the Humberette, but by putting two and two together and talking to people who knew Max Krough, he seemed to find things that nobody else knew about, so there is every chance that Max purchased the Humberette off Ian Rawlinson. Ian Rawlinson apparently moved back to Victoria at least by 2008. Does anybody have any details about Ian, as that would completely solve the mystery. Please help me out if you do.

I now don't feel any guilt at all as the little Humberette is in my mind a Victorian car and only spent minimal time up in Queensland. If anyone is able to shed further information as to the history of the Humberette or the whereabouts of Ian Rawlinson please contact me.

Some of the older members will also remember that Ian Rawlinson owned a Sunbeam that is now in the good hands of Terry Mansbridge. It is in my mind, very important to record as much of the history of our cars, as we can. We are only caretakers, for those in the future who may own these vehicles, so accurate history is paramount.

## De Dion Bouton Tricycle & Trailer – SOLD to Melbourne Buyer

By Graeme Jarrett

After 126 years of single family ownership this historic vehicle is now sold to a Melbourne resident in the outer eastern suburbs. The auction house Chicane Auctions has confirmed the sale at \$75,500 plus buyer commission of 8%.

As reported in the December issue of *Brass Notes*, this machine with its original trailer (from new) is believed to be 1898-99 model, thought to be a 1.75hp type. It might also be a 2.25hp machine from 1899 – to be confirmed.

It was apparently bought new from the agents, Dalgety & Co., Geelong by A. E. Syme a medical practitioner whose practice was in Lilydale. He was one of David Syme's sons but not centrally involved in the management of *The Age* newspaper, unlike his siblings.



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



*This is the tricycle as it currently appears in restored condition.*

The machine was on view prior to auction by Chicane Auctions, 67 Industrial Drive, Braeside.

We thank Chicane Auctions for the use and publication of their promotional photographs that appear here.

This vehicle has received a number of varied restoration treatments over its life, the last of which occurred in approximately 1997. It will likely require some recommissioning work prior to its use on the road. Sadly, the tyres have suffered from cracking and will likely not be suitable for operational use.

It is hoped to see it out on an event sometime in the foreseeable future.

# Round the Bends, with Two 1910 Benz – Part 1 of 2

© Tom Clarke, 2025-26

In the mid to late 1940s the only two surviving 1910 Benz 'Prince Henry' Tour cars were both acquired in Victoria by the legendary Australian engineer and tractor manufacturer Alan 'Bob' Chamberlain (1908-1992). The restoration of the cars over a 40 year period is well known but a lot of loose ends were created as well. The two cars are now in European museums, at the Mercedes-Benz in Germany and the Louwman in Holland.

What follows is an attempt to tighten the loose ends of those two Australian cars. The principal oddities from new are the smaller engine size, external manifolding, late engine number, and absent front crossmember of one survivor compared to the Tour cars as built.

## The 1910 Tour cars

The 'Prince Henry' Tour was notionally a European reliability trial rather than a race, organised under the patronage of Prinz Heinrich of Prussia, the brother of Kaiser Wilhelm II. It was first run in 1908 to replace the Herkomer Trophy events of 1905-07. In 1910 the new Tour ran from 2-8 June over 1,945 km, Berlin to Homburg, and was dominated by the Austro-Daimler cars. The Benz driven by Fritz Erle came in 5th, and other Benz cars were at 8th, 10th and 11th. Erle was head of the Benz competition department.

Ten cars had been built for the Tour, the first four as 80 h.p. and six as 100 h.p., all with the new 4-cylinder 16-valve engine design. Wooden wheels with covering discs were fitted to all the cars. Johann 'Hans' Niebel and Georg Diehl had conceived the new chassis and engine during 1908-09. The four overhead valves per cylinder were operated by pushrods from two camshafts low in the crankcase, and with compression reduction on the exhaust valves for easier starting. The Benz design just preceded a 1910 four-valve Isotta Fraschini design for their Tipo KM, more advanced by having an overhead camshaft. But it seems the Benz and Isotta were beaten to four-valves by the 1908 Aries VT.

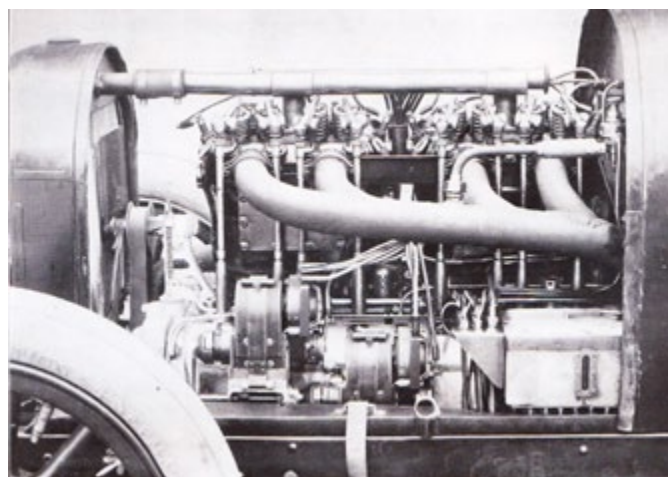


Fritz Erle (No. 36, Benz).

All ten 1910 Tour cars were of this appearance, no external manifolding and with a far forward front crossmember visible.

The 1910 Benz 'Prince Henry' touring cars of 80 h.p. (27.3 or 27/80 in the U.K., 21/80 in Germany) were 105x165 mm bore and stroke, giving 5.7 litres. However, at least one of the 80 h.p. cars was later found to have dimensions of 100x175 mm, making 5.5 litres and it was this car that came to Australia. The six 100 h.p. type were 115x175 mm bore and stroke giving 7.3 litres - a wolf in sheep's clothing for the 1910 Tour. The 5.5 litre engine could have shared the crankcase and crankshaft of the 100 h.p. engine. So far no visual evidence has emerged of any 1910 'Prince Henry' Tour Benz cars having the external manifolding seen on the 5.5 litre Australian car.

Two additional features distinguish the 80 from the 100 h.p.: the manifold exhaust pressure take off point is forward of the third branch for the 100, and in line with the third branch for the 80. Next, the Friedemann oil distribution reservoir was long and abutted the magneto on the 80 but was either shorter, or set further back, on the 100 where additional pipes were added on an attached front 'landing'.



The 100 h.p. engine as published in Riedler's technical study in 1911-13.

The 'Prince Henry' type Benz entries amongst the 122 Tour starters included:

**Car no.1**, 100 h.p., Dr Walter Delmar, driver E. Schwartz

**Car no.2**, 100 h.p., Bernhard Flintsch

**Car no.3**, 100 h.p., Dr. Kiefer, driver Edward Forchheimer, registered IIN-091

**Car no.4**, 100 h.p., Artur Henney, registered IT-1474

**Car no.5**, 100 h.p., Henry Ninaud, driver Fritz Wurmeli, registered 0250

**Car no.7**, 100 h.p., Richard Spitzner

**Car no.35**, 80 h.p., Dr. R. Brosien, driver Alfred Nadali

**Car no.36**, 80 h.p., Fritz Erle (initially listed as 37), car number 5732, registered IVB-4050, later sold to A. T. S. Craig, Australia. In Victoria Police records as engine 3471 registered Vic-HV-775 by the 1940s. Now Louwman collection, engine plaque 5700, crankcase 18



Two of the three Benz cars, 15 and 16 on the left, during the Russian Emperor's Cup event, July 1910. None of the three had external manifolding. (Courtesy of Maxim Kartashev, *The Automobilist* no.11, 1910)



The cars on display after the Russian event. (Courtesy of Maxim Kartashev)

**Car no.37**, 80 h.p., Otto Philipp (initially listed as 36), registered IB-3705

**Car no.38**, 80 h.p., Carl Neumaier, car number 5566, registered IVB-4052, later claimed for G. F. Syme, Australia. Engine 7028, crankcase 169. Now Mercedes-Benz museum collection (car number believed seen on the radiator).

Just over two weeks after the Tour three Benz cars were running in Russia, and visual evidence shows none of the three had the external manifolding of the smaller 5.5 litre engine. For the Czar of Russia Emperor's Cup, to St Petersburg and back via Kiev and Moscow, over 3,000 km was run during 29 June to 13 July 1910 but the three Benz entries had little success:

**Car no.15**, 80 h.p., Artur Henney, 6th

**Car no.16**, 80 h.p., Fritz Erle using the ex Neumaier car, 5th (later sold to Australia)

**Car no.18**, 80 h.p., Edward Forchheimer, 10th.



Artur Henney's car no.15 during the Russian event, with Erle standing at the front. This was thought to be the car sold to A. T. Craig, Australia. (Courtesy of Willy Poege archive)



*The third Benz at the Russian event, no.18, seen in Moscow.  
(Courtesy of Maxim Kartashev)*



*The Emperor's Cup, now lost although the base survives in a private Russian collection. (Courtesy of Maxim Kartashev)*

A footnote to these events is that thirty-five or so years later Chamberlain met the now elderly Erle in Germany and asked about the smaller engine (with external manifolding). Erle had no recollection of this, probably for good reason as we shall see.

### **Dispersal of the 1910 cars**

What happened to the ten cars?

We can account for the four 80 h.p. examples:

1. Harold A. Arkwright in England bought one of the first. He was of the Arkwright & Yorke motor agency. Lydston G. 'Cupid' Hornsted raced the car for him. Arkwright also owned a 'Blitzen' Benz 59.6 h.p. registered LC5153 with its 155x200 mm bore and stroke. Hornsted mastered this car as well. The 80 h.p. was sold to Eric Horniman by June 1912.

2. As already noted, another 80 h.p. was sold to A. T. S. Craig of Australia in a deal brokered direct in Germany by Hornsted.
3. A third 80 h.p. was believed sold to Australian G. F. Syme as mentioned.
4. And before October 1910 a fourth was the 80 h.p. 105x165 sold to Monsieur Violet (aged only 18), used at the Gaillon hillclimb in France.

Barney Oldfield (1878-1946) in the U.S. was noted in American newspapers just before November 1910 with his 'new' Benz, a 75/105 h.p. [sic, 100 in other U.S. sources] 'Prince Henry' type. This 7.3 litre with engine number 5691 (16-valve type), and crankcase 124, is easy to confuse with the actual 1910 Tour 100 h.p. entries and in fact might well have been one of the six. It is often given dates of between 1907-09. Curiously, the position of its manifold exhaust pressure take off is at the third branch like the 80 h.p. It was fitted with wooden wheels from new. Oldfield still had his 'Blitzen' 200 h.p. Benz and his 120 h.p. Benz, both chain drive.



*Oldfield's car 5691 after restoration back to its earlier frontal form and again on wooden wheels. Prior to this it did not have the far forward front crossmember, unlike the Tour cars, but this has now been fitted.  
(Courtesy of Steve Sexton)*

The first confirmed sale for Australia was to Alfred Thomas Stonemon Craig (1878-1942) of Melbourne and Mt. Macedon, a wealthy businessman in Melbourne's Craig Williamson Ltd., a Flinders Street department store. He was just as well known for his horse racing passion. He had begun motoring with a James & Browne, replaced by a large Richard Brasier. Craig's driver was George Wilkinson who had been taken on by Craig in England before July 1909 and then emigrated to start his job. Not long afterwards the pair sailed back to England on 16 August 1910 in their quest to buy a true racer, resulting in the Benz. Craig only arrived back in Australia on 8 January 1912.

The car was delivered to Craig in England by 25 March 1911 with a light racing body. After he and Wilkinson unsuccessfully entered racing events, more training for Wilkinson ended with a serious crash at Brooklands on Easter Monday 17 April 1911 as car '2'. He had apparently lost his back cushions as he came in at around 90 mph, and as he was just 5ft 3 inches tall it meant he could not deliver sufficient force to the foot and hand brakes. He flew over the banking and was seriously hurt. The car looked a mess but William Worby-Beaumont's report on the accident claimed the

'mechanism' of the car 'perfectly intact'. The engine was but the chassis was bent and the body destroyed. Chamberlain wrote years later that Wilkinson told him the alternative reason for the crash: vibration at high speed caused the hand throttle to open fully and in the seconds available Wilkinson could not bring down the speed and 'froze' at the wheel.



A. T. Craig in his new Benz at Brooklands. Benz's own wire wheels now fitted and it was finished in aluminium shiny paint. (Courtesy of *The Autocar* 1 Apr 1911)



Craig's Benz after Wilkinson had gone over the Brooklands embankment. (Courtesy of *The Autocar* 22 Apr 1911).

The other sale to Australia was said to be to George Francis Ebenezer Syme (1860-1931) of 'Dalry', Healesville, Victoria, and of *The Age* newspaper dynasty, the brother of the better known Sir Geoffrey who ran the newspaper. Syme's driver was George Malcolm McCarey (1889-1961). Syme was a Benz enthusiast who used McCarey to drive his cars at sporting events. One such car in 1911 was a 30/40 Berliet, probably registered as Vic-32. He also owned a Benz 38/60 (125x160 mm) registered Vic-5-995 by 20 December 1911 (a first palindromic number for Syme), and other Benz cars included a 22/40 registered Vic-1-289, and a 22/40 with palindromic registration Vic-13-631 used at a 13 September 1913 hillclimb. Another unknown car was the palindromic Vic-9-779. No period evidence emerges of a Benz 80 h.p. being used by Syme in races or hillclimbs. These events were Wheeler's Hill at Mulgrave, Wildwood at Bulla, Tarrengower at Maldon, and Pretty Sally at Wallan.

McCarey left his job with Syme around 1914-15 and later became manager of the Aspendale Motor Racing Club. Until March 1924 he ran Sporting Cars (later Pty. Ltd.) in Spring St., Melbourne. In 1919 he had been in Newfoundland with Harry Hawker for the transatlantic aerial crossing contest. And in 1922 he created an Hispano-Suiza aero-engined Minerva special which was the first to break 100 mph electrically timed. By the 1940s he was in the irrigation industry. McCarey's replacement as Syme's driver was briefly a Mr Luke who soon left to start a motor garage in Melbourne, and he was able to store cars for Syme. This is likely to have been Frederick John Luke (1881-1958) from England whose garage was at 246 Moorabool Street in Geelong, later 182 Malop Street.

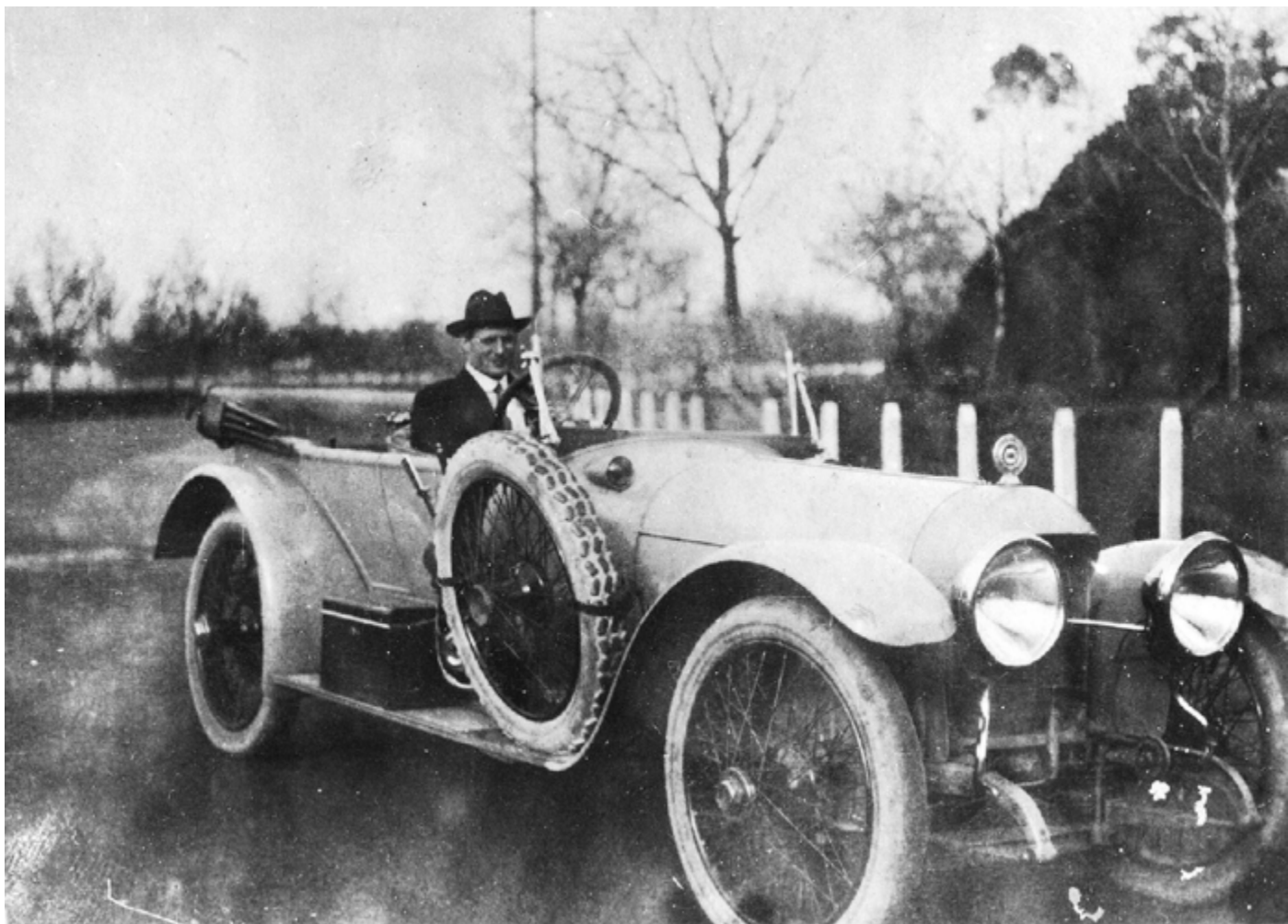


Syme's next Benz, a 22/40 registered Vic-13-631, with Stevenson Bros. coachwork. (Courtesy of University of Melbourne archives)



This large Benz was seen by Lou Whyte at an event in Victoria during 1914-15, possibly an 18/45, but it cannot yet be linked to Syme. It is not his 38/60. The scuttle lamps were a common Benz fitting. (Courtesy of David Kux and Mrs Jenny Morris)

The bodies fitted to the Benz 'Prince Henry' Tour cars were tourers built in Germany to the high-sided scalloped design shown earlier, with pronounced streamlined tail. The scuttles were smooth with no lamps on top. The car associated with Syme, however, was the odd one out. It was a tourer in a less scalloped design than the Tour cars, and with distinctive sidelamps on the scuttle top, along with large headlamps.



*This is the Benz 'Prince Henry' image often associated with G. F. Syme, showing the absent far forward front cross member and non-Tour coachwork. Some sources give the driver as aviator Horrie Miller (1893-1980). The headlamps are not the CAV known on the car earlier, and therefore this image is likely from the early 1920s with its next headlamps.*

#### Sources:

1. The Automobile Apr 1992 p.32-38 '16-valve sportscars by Benz', by Dennis Harrison
2. Restored Cars no.73 1987 p.12-17 'The 1910 100 HP [sic] Prince Heinrich "Sports Racer" Benz', Part 1, by Bob Chamberlain. No evidence Part 2 was ever published
3. Alois Riedler, Wissenschaftliche Automobil-Wertung, Berichte I-V (Berlin: Charlottenburg Univ., 1910-13, 330 pages)
4. Harry Niemann (editor), Benz & Cie (Mercedes-Benz Museum, 1994)
5. Bruce Lindsay, Chamberlain: Australian innovator (Lindsay Family Trust, 2007) p.199-204
6. Harold Paynting (editor), the fourth James Flood book of early motoring (James Flood Charity Trust, 1980) p.59-64
7. The Autocar 22 Dec 1944 p.916-17, 29 Dec 1944 p.930-31, 'My Benz racing cars', by L. G. Hornsted (describes his Prince Henry 'Little Benz' 80 h.p. brought over by Fritz Heim)
8. Günther Engelen, Mercedes-Benz Renn-und Sportwagen seit 1894 (Stuttgart: Motorbuch Verlag, 2011, 679 pages)

#### Acknowledgements:

My thanks to David Berthon, Bruce Lindsay, Maxim Kartashev, Denis Deasey, Graeme Jarrett, Rupert Banner, David Burgess-Wise, Karl Ludvigsen, Dr Christian Biederstaedt of Mercedes-Benz Konzernarchiv, and David Zeunert for generous assistance.

*This article will be continued in the next available issue of Brass Notes as Part 2.*



## INSTRUMENT REPAIRS

Veteran Vintage Classic

Speedo, Tacho, Clock,  
Temp, Oil, Amps, Fuel

Brendan Walsh 0418-103739  
Bannockburn 3331  
vvcinstruments@gmail.com

 VVC INSTRUMENTS

# T Ford Time – Things Happen!

by Michael Sheehan

This month we have a guest contributor to Graeme Jarrett's T Ford Time column- Ed

Hi Greg,

I found a couple of Ford photos in the shoe box, and I thought they may interest you in the Brass Notes Ford T section.

13142 was registered to Mr. John McAskill of Torrensville, in 1920 registration records. The car appears to be a c1915 model with a Duncan and Fraser body. This was pretty much the norm that most Ford Model T vehicles in South Australia were Duncan and Fraser bodied

Regards,

Michael Sheehan



The photograph of the McAskill Ford Model T was taken very near the jetty at The Bluff, at Victor Harbor. Note the huge acetylene lamp perched above the electric headlight



The 13142 registered Ford Model T in dire trouble with a collapsed rear end. Note the Stepney wheel carrier: this was a type that was made by Duncan and Fraser. I think it will require more than a Stepney wheel to get this one home!

## Factory 10

Veteran Restorations

Timber bodies, panel fabrication  
Seat Upholstery & Hoods  
Spray Painting  
Light Engineering



Jeff Alcock: 0425 519 959  
Jeff.factory10@outlook.com

# Mail Order Cars

by Bob Ausburn

When Tesla electric vehicles could only be purchased on line with no showrooms or test drives available in most towns, it seemed a sign of the times. After a long waiting time following purchase, the new Tesla was brought to the purchaser's address.



The first Tesla sold online in Australia was a Model S in 2014 through its website, and the online-only sales model was a key part of the company's strategy. This approach was also a key factor in the company's ability to enter markets like Australia and was a major differentiator from traditional dealerships at the time.

To most people this would have seemed a risky innovation in marketing, but as we often say, "there is nothing new in the world of motoring".



Consider the **English Mechanic**, which was basically a kit car for the home builder. The twopenny weekly magazine, *The English Mechanic and World of Science*, produced a series of 56 articles by engineer Thomas Hyler-White on how to build a small car starting in 1900.



The later and generally known English Mechanic car was described in a series of 31 articles containing drawings of castings to produce a motor and described how to make or where to purchase other parts. The few two seater cars remaining from those built featured a Benz type single cylinder 3hp motor with belts and chain drive. In 1968 only two; a 1902 model and a 1904 more conventional model were known to exist.

A 1902 rebuilt replica example is on display at McFeeter's Museum at Forbes. Bonhams Auctions some years ago featured a 1904 model with the later more conventional body. It would have had a two cylinder 8hp motor.



1902 rebuilt replica



1904 Model English Mechanic

# SEARS MOTOR CARS

Better Than Ever

\$335<sup>00</sup> TO \$535<sup>00</sup>



No. 211333 Model "H" Price .....\$385.00

### Ten-Day Trial on All Sears Motor Cars—Satisfaction Guaranteed

Most liberal selling proposition known in the automobile business. Use the car for ten days and satisfy yourself. If it is not as we represent it, return it and we will give you back your money, including all freight charges.

SEARS CARS have made good in the hands of thousands of owners. We sell direct and save you from \$100.00 to \$150.00.

**ECONOMICAL**  
**PRACTICAL**  
**RELIABLE**



No. 211343 Model "F" Price .....\$495.00

### SEND FOR OUR 1912 AUTOMOBILE CATALOG

It will pay you to investigate the Sears before purchasing an automobile. We have issued a HANDSOME SPECIAL AUTOMOBILE CATALOG describing our complete line, and we will be glad to send this free upon request to anybody writing for it, together with our Testimonial Book, "What Sears Owners Say." Write for this today.



No. 211377 Model "L" Price .....\$495.00

The Sears featured a continuously variable friction drive and chains to the rear wheels. Unfortunately for Sears Roebuck, Henry Ford introduced the model T, a more technically advanced car for a similar price around the same time. In four years Sears produced approximately 3500 vehicles and the model T's numbered over 15,000,000 in 19 years.

As you might expect, being mail order, and after waiting eagerly, your Sears Motor Buggy arrived at your address.



The SEARS Automobile Crated for Long Distance Shipment

Another innovative marketing strategy was by the Sears Roebuck mail order company which sold many thousands of items for everyday living including cars from their 928 page 1909 quarto size catalogue. From 1909 to 1912 they had a factory produce nine models of light car, or more correctly described light buggy, starting from \$335 as shown in the advertisement. Buying an automobile sight unseen might not have been par for the course but Sears had a very generous return and refund policy allowing ten days to test drive after your purchase.

**SHIPPING** To points at great distances we ship the car crated to save freight charges. In crating we only remove the wheels and fenders, packing the fenders in the body and building the wheels into the side of the crate, top folded down. Our crate measures 50x60x110 inches. Actual shipping weight, 1,400 pounds. All you have to do is to fasten on the wheels and fenders and car is ready to run.

Presently online sales are increasing from manufacturers and for those foolhardy souls, a cheap electric car can be purchased from China for a few thousand dollars including delivery. Getting it registered in Australia could be a problem.



## CLOCK'IT

PRECISION MADE, SUPERIOR QUALITY CABINETS

**Scott Staples**  
T 03 9720 6580  
F 03 9720 9152  
M 0419 710 039  
E scott@clockit.com.au

Makers of Custom Cabinets  
Domestic, Commercial, Industrial

All Cabinets Designed and made  
to your Specifications

Please visit our web site

[www.clockit.com.au](http://www.clockit.com.au)

# Trumbull Front Cover - A Response

by Graeme Jarrett

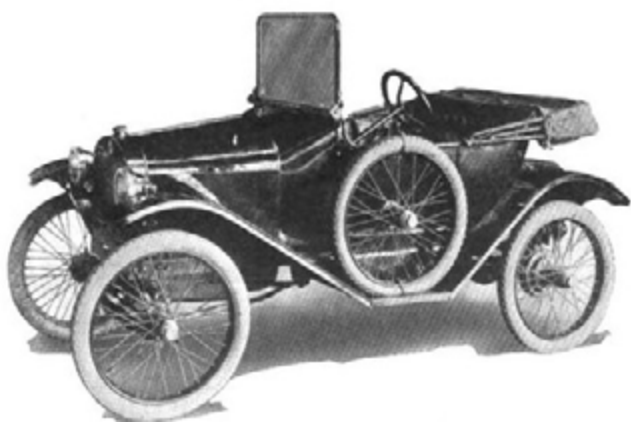
This photograph of a Trumbull appeared on the front cover of the December issue. An interesting car made in America and sold in a number of Australian states, particularly Victoria.



Thank you to the Bishop family for providing the photograph to Sherryn Dunshea for inclusion in *Brass Notes*.

The registration number is quoted as 10 942 (Vic.) which would normally have been issued in April 1914. However, it does not appear in my 1915 (Jan.) list, not an uncommon situation.

These cars were often described as Cyclecars but are perhaps better described as Light Cars. Production for this model spanned 1913-1915. They have a four cylinder engine of 1.7 litres capacity - rated as 14/18 horsepower. The early production offerings were friction drive with final chain drive. This drive system was soon discarded in favour of a conventional three speed gearbox and differential rear axle.



A Trumbull with body made in the USA.

The agents here claimed 35 miles per gallon in fuel economy and a price of 190 Pounds, this included lamps and a hood. The bodies were built in Melbourne by the wholesale agent Keep Brothers & Wood. Many agents both here in Victoria and other states were

appointed over an extended period of time. Agents found to advertise were in Rockhampton, Kaniva, Hay, Bendigo, Frankston and Richmond. I expect there were more than these to be found in Trove.

## FRANKSTON

### Motor Garage,

Corner Melbourne Road & Wells-st.  
Telephone—40.  
A. W. TAYLOR, Proprietor.



The "**TRUMBULL**" Car, Price £190. Body—Australian Torpedo, Three Seater. Motor—4 Cylinder 14/18 H.P. High Tension. Magneto—3 Speeds, forward and reverse. Control—Right Hand Gate Change. Speed—3 to 50 miles per hour. Wheels—Wire 5 Interchangeable. Fuel consumption—35 miles per gallon. Oil consumption—1½ pints for 500 miles. Weight—10 cwt.

**Call and arrange for a Trial Run.**

One of the really interesting things about these cars offered here was the timing of sales. Although the manufacture of them stopped in 1915 'new' cars were still being offered here as late as August 1918. This might be because they were unsalable in the USA and were being dumped as old stock.

Interestingly, one source claims "... it has the merit of being an Australian production with the exception of the chassis and engine, manufactured by Messrs. Keep Brothers & Wood, Melbourne." This is something of an advertising folly, in my opinion. Most of the car's mechanicals would have been made in America, apart from the body.

A total of approximately 2000 Trumbull cars were produced, of which three quarters were exported, mainly to Europe and Australia.

With production ramped up to 300 cars per month, on 1 May 1915 company president Isaac Trumbull boarded the [RMS Lusitania](#) for a visit to Europe. Also on board were 20 Trumbull cars and expectations were buoyant with sales of up to 300 cars being anticipated as a result of the trip.

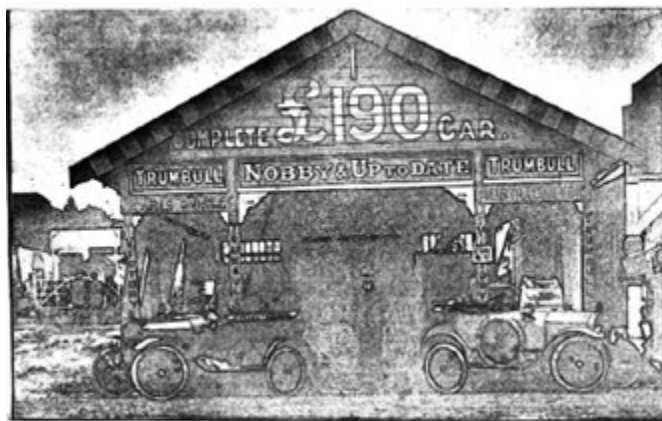
On 7 May the Lusitania was torpedoed off the coast of Ireland, with Issac Trumbull being one of more than 1000 lives lost. Almost immediately Trumbull's brothers vowed to convert manufacturing effort to munitions for use against [World War 1](#) Germany, and in November of that year the Trumbull Motor Company was wound up.

### TRUMBULL IN RECEIVERSHIP

BRIDGEPORT, CONN., Dec. 3—The Trumbull Motor Co. went into the hands of a receiver last Friday. Judge E. K. Nicholson was chosen to take charge of the company's affairs. He was empowered to carry on the business until December 10. A hearing will be held today for the appointment and confirmation of the receiver and for the naming of appraisers.

The company was formed about 2 years ago to make a small chassis for passenger or parcel work. The capital stock is \$300,000, of which \$170,000 has been paid in. The liabilities are not stated. The assets are fixed at \$150,000. The petition to the court was made at the instance of A. H. Trumbull, president; F. S. Trumbull, vice president, and James Trumbull and R. B. Adams, stockholders. The petition states that the stockholders recently voted to discontinue the business.

It is not known how many of these cars were sold here but expect more than a few found buyers keen to take to the road. I understand that at least two of them have survived.



*Trumbull motor cars on display in October 1916 at the Royal Melbourne Show.*

*Accreditation, Wikipedia and Trove*

# Flashback Response

By Greg Smith

## Flashback Response of December



I was hoping during the holiday period that one of our readers would respond to the flashback of December. This Trumbull was a wonderful restoration and in 1978 it was awarded the Kermonde Trophy for the best restoration of the year. In the following year of 1979 it won the Best Veteran Trophy which was judged to be the best veteran car of the year on the Annual Rally. Very high distinction indeed. It was owned by Larry Cole of the Mildura district. I assume that he was the one who did this fabulous restoration. It featured on the front cover of the 1987 Sunraysia National Rally for Veteran and Vintage cars held in Mildura and run by Frank Dallimore, which was a fantastic rally that was thoroughly enjoyed by all of us that participated.

Larry Cole was still a member and still owned the Trumbull in 1997, as I was able to find him in the roster

of members that year, but I was unable to trace both his membership, or where the Trumbull may have been after this point. If anyone is able to help with this detail, please feel free to contribute. This little car could not have just vanished!



*The 1915 Trumbull shown here on the front cover of the Sunraysia National Rally booklet.*

# What Is It Responses from December

by Simon Anderson, Greg Hill and Rick McDonough

In the December issue of Brass Notes, we offered up two what is it photos. We were fortunate to have several responses to both quandaries. The following are the responses, and I sincerely thank all who have contributed. Responses to the Queensland tiny car are on pages 22-23, and responses to the cyclecar quandary are on page 24 - Ed

Hi Greg.

With all my research for the Victrix project I have come across this early photo before. With a quick Google image search this is what has come up from the Qld state library

"This well-dressed Ipswich couple are driving an early Linon voiturette (light car), probably a 1902 model with a single cylinder, 3 1/2 horsepower De Dion-Bouton engine. The man is dressed in long pants, jacket and cap, and the woman is wearing a large, feathered hat secured with a scarf.

Linon cars were built in Belgium by a father & son company of former bicycle makers. The car in the photograph is unusual in that the drive is taken from the front mounted engine to the rear wheels by a flat twisted belt, a system more commonly used to drive agricultural machinery at the time. Secured to the front of the dashboard, behind the oil lamps, is a glass and metal lubricator device."

[https://commons.wikimedia.org/wiki/File:StateLibQld\\_1\\_95492\\_Out\\_driving\\_in\\_an\\_early\\_Linon\\_motor\\_car\\_in\\_Ipswich.jpg](https://commons.wikimedia.org/wiki/File:StateLibQld_1_95492_Out_driving_in_an_early_Linon_motor_car_in_Ipswich.jpg)

Thank you, Simon Anderson

## What is response for December

Greg Hill has very kindly responded with the following-Ed

Good morning Greg,

Thank you for another wonderful "Brass Notes". The picture (right) is shown on page 22 of Brass Notes and the attached story may better explain the known history.

The story is part of an interview with the late George Roberts in 1995.

George was a son of Bert Roberts who had a Coach Works and also the Model T agency in Ipswich. Their first Model T sale was in 1915 and sold to a Mr. Dale who bought a car so that his son could drive him around.

George had a brother John (known as Don) and Don had taken over the motor dealership and garage after George went to Sydney to work for Qantas.

Don was fortunate to buy back the Model T from the son of Mr. Dale in the 1960s and had it restored in time for the 1970 International Rally from Sydney to Melbourne.

Kind regards, Greg



"The first car I know to have been in Ipswich was a Linon." David Featherby in Gordon St after the car had been painted in Salvation Army colours. The firm's records show this as April 1900

One of the early things that did take place there was: the first motor car that I know to have been in Ipswich, was a Linon, a single-cylinder vehicle, possibly a de Dion Bouton engine, I'm not certain of that, or Astra engine - it would be one of the two, both those engines being French but the car itself was built in Belgium.

That was purchased here by David Featherby who was in the Salvation Army. After receiving the vehicle here early in 1900, he brought it to the coachworks to be repainted in Salvation Army colours. When that was completed, our father photographed it in Gordon Street and our records show that that was April 1900. The car was quite crude in many ways in design, the transmission on it was cross-belt drive, no gear drive, just cross-belt drive on pulleys but it did have a steering wheel, not a tiller which was quite unusual for that time.

The same vehicle in England was sold as the Mayfair but here, this car was a "Linon". Whatever happened to it eventually, I don't really know but to my knowledge, that's the first car in Ipswich.

The picture in Brass Notes looks to be the same picture taken by Bert Roberts after their coach works painted the car in April 1900.

Bert was a keen photographer and when we cleaned up the family house in 1996, there were many hundreds of glass plate negatives donated to the Brisbane Museum. We later found hundreds more stored in an outbuilding that were on shelves which had sunk into the ground because of the weight. Most of these were still in perfect condition.

I believe that the museum is still sorting through the huge quantity of glass plates.

Greg Hill also contacted Alex Gow who is excellent at identifying vehicles. Alex had been in contact with Ariejan Bos from the Netherlands who is regarded as one of the world experts on early vehicles. Ariejan has solved hundreds of mysteries in the Prewar Cars magazine. Alex believed to the best of his knowledge that it was to be an Ateliers Linon as identified by Ariejan Bos.

Hello Greg,

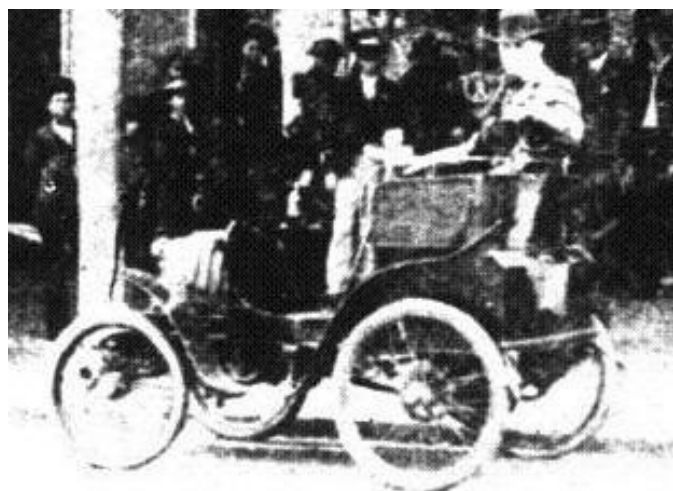
Re your 'What is it?' on page 22 of the December *Brass Notes*.

My knowledge of this photo goes back about 35 years, when I was given the original (to copy) by the then ageing neighbour of the car's occupants, Mr. and Mrs. Featherby. The old chap (Mr. Schulte) grew up next door to the Featherbys in Ipswich from 1920 onwards, and beyond, after Mr. Featherby died. Mr. Schulte still remembered vividly how he and his mates would go over and visit the elderly Mr. Featherby. They would all sit in his back yard in a tight group avidly listening to tales of his war service (the Indian Mutiny) and at times he would suddenly sweep his sword over their heads. Thrilling stuff for youngsters!

Now to the car. The photo I was given was clearly taken professionally as it was mounted on a cardboard backing with the studio's name embossed in the border. When I wrote my book *Queensland's Motoring Dawn* a period photo of such rare quality was a natural to be included, but I of course wanted to identify the car. For quite some time I surmised the car may have been a Mayfair, a Linon or a New Orleans c'1901/02 (all a Belgian Vivinus built under licence - all front engined, tubular framed and belt drive). However, I could not find any reference to such marques in the State, let alone one being owned by someone in Ipswich, so ruled those out, but as research progressed I did eventually uncover its true identity.

In early 1902, Harold Knight-Eaton (Brisbane) took over the De Deitrich agency, formerly established there by a Mr. Aucher. Part of the stock on hand included two De Deitrich voiturettes. Knight-Eaton drove one of these little vehicles to Ipswich in October of the same year (1902), no doubt in publicity seeking mode. Understandably it caused much interest when seen in Ipswich streets, and a crowd soon gathered wherever Harold stopped. It was said that those who saw it "... were astonished at the ease of its progress and the perfect control which the driver had over it".

Now looking at it from the De Deitrich angle further, I subsequently found that this company's voiturettes were also in fact a Vivinus, made under licence (so not far wrong when I was earlier going down the previously mentioned Mayfair/Linon/New Orleans path).



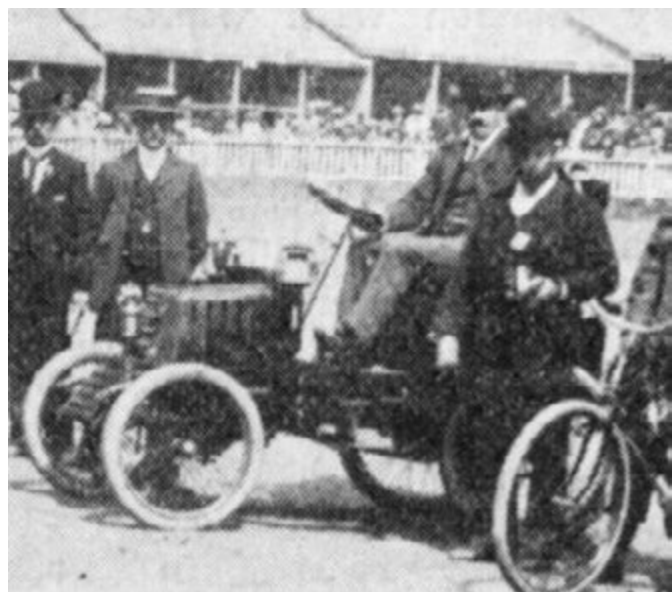
But was this De Deitrich actually the first car owned in Ipswich as family folklore suggested? The only verifiable record I could find of a 'first' was that in April 1907 a Dr. Roderick MacDonald of Ipswich took delivery of a new 8hp Reo, the first of its marque in the State. There are several other references available to support this claim as being the first.

This suggests to me that the De Deitrich the Featherbys' are in was just a brief visitor nearly five years earlier and most likely well-respected Ipswich folk could get their photo taken in it. The professional production of the photo, and even the almost uncomfortable 'stiff' looking posture of the occupants also points to this 'posed' possibility. There was certainly never any mention in contemporary media of Mr Featherby being seen out and about motoring in Ipswich in subsequent years (ie. prior to the MacDonald Reo of 1907). But I'm afraid the path of history is rarely straight. Mr Schulte told me he thought the horn off our subject car survived under the Featherby house well into the 30's. Perhaps Mr Featherby did buy it, but never used it much, or did buy a car, but if so, it was after 1907.

Ahh, the joys of research.

Regards

Rick Mc Donough



Two photos taken in 1902 of Harold and the second of his two De Deitrich voiturettes. Though both indistinct photos, the same features can clearly be seen here as on our subject (December BN) car - the only difference being the lighting equipment.

## What is it Response on the December cyclecar

We also had responses from Mick Turner and Michael Sheehan regarding the mystery Cyclecar photo sent to us from Terry Parker. We thank both Mick and Michael.  
-Ed

Dear Greg.

I believe the Cyclecar mentioned on page 22 is a Baby CID, a French Cyclecar approx 1913. Independent front suspension is quite a modern application. Yet again, cyclecars are leading the field!

Mick Turner

Hi Greg,

December issue was as usual up to its high standards. I think the photo of car sent in by Terry Parker is a Baby CID.

Interesting because I can't find one with a Clare connection although that does not mean much.  
Regards,

Michael Sheehan

I am fairly certain that your mystery photo is of a Baby CID of 1912-3 with Buchet engine and friction drive. In South Australia we have a half of a Baby CID in the Club locally (the front half radiator through to dash in excellent condition), owned by Michael Sheehan. I just wonder whether any local bits came from the car in the picture?

Regards Peter Allan



## Cyclecar Mystery - A Response

By Graeme Jarrett

This photograph (below) appeared on page 22 of the December last issue of Brass Notes. It was submitted by Terry Parker as ... **one for the "Cyclecar" gurus.** Well, I am not a guru but luckily able to help with the identity of this one. It is the French made **Baby C.I.D.** (Constructions Industrielles Dijonaises) made in the period 1912- 1914. It was fitted with a proprietary engine of eight (8) horsepower by Buchet. Drive was by friction disk giving four speeds.

As well as this small car they also made larger cars.



*This photo submitted last month as a Mystery – for identity.*

A few of these cars survive worldwide, largely in France and England – no complete cars survive in Australia, so far as I am aware. However, some parts of these cars are known to exist here, including a few engines and at least two radiators. Mike Sheehan in South Australia has an engine, firewall and radiator very nicely presented.



*This is a Baby CID photographed in England in 1913 – for comparison.*

South Australia seems to have been the largest importer of these cars. Although production ceased in 1914 the Commonwealth Car Exchange were still offering them as "just arrived" in March 1916 – perhaps dead stock out of Europe, unsalable there due to the Great War (1914-18).

**JUST ARRIVED!**

**A SHIPMENT OF**

**BABY CID'S.**

Torpedo body, 4 forward gears, 1 reverse, all French, 2-10  
Averaging 58 miles to 1 gallon.

**COMMONWEALTH CAR EXCHANGE,**

141, 143, 145 GAWLER PLACE, ADELAIDE.



*Interestingly this image popped up on the USA Horseless carriage Facebook page, captioned, Daimler Outside Colac's Victoria Hotel in Murray Street in 1912. Can anyone identify the model Daimler? (Photos Supplied by Warwick Landy)*



*Dr. Archibald McDonald (jnr) and family members in a De Dion car in front of Glencoe homestead at Longford. C1910. Other family members include Louie Coulson, Christina McDonald, Lorna Officer and Ellen Campbell. Can anyone identify the Model De Dion Bouton? (Photos Supplied by Warwick Landy)*

# Comings, Goings and Restorations

by Greg Smith

It has been a little time since I have provided a bit of an update, so here are a few findings I have been told about. The Buick belonging to Geoff Brown has headed west and is now with Buick enthusiast Rob Lynch from Nhill. Let's hope it is not lost to our Club, and we see it again on maybe a Four and More rally in the future.



*The Ex-Geoff Brown Buick*

Andrew Gibb has secured a very rare LGOC truck rolling chassis components from the Deniliquin district. The London General Omnibus Company produced many buses and were the principal bus operator in London in the early days. This LGOC was used as a truck, and I was first alerted to it many years ago by David Lang who found it on an adjoining property to the farm his family owned. The LGOC had laid in the paddock for at least 60 years, so it is nice that it has been rescued.



*LGOC truck as found*

On some motorcycle news, Brandon Price has purchased the gorgeous 1000cc V- twin motorcycle of Andrew McDougall. What a first veteran motorcycle to get. I was always of the opinion that you had to serve an apprenticeship before getting a large high end motorcycle. I know in my case I had to push start

Graeme Splatt on his EWB for several years before being able to get a Veteran motorcycle. And then it had to be a fixed drive machine before being able to get something with a clutch and gearbox. Times change, and we may even see the Matchless at the next 1&2 cylinder rally.



*Ex-Andrew McDougall Matchless*

This has meant Andrew needed a new veteran motorcycle, as Frances was not going to give up her Ladies Douglas for him to ride, so he has got a lighter single cylinder 500cc 1915 Rover from John Cox. Much more manageable in Andrew's mind, riding a more rider friendly motorcycle.



*The Ex-John Cox Rover now with Andrew McDougall*

In some recent news, Ken Hall has parted with his beautiful 1909 Sizaire et Naudin and will be taken to the 1&2 cylinder rally in Ballarat where new owner, Russell and Christine Holden will take ownership and use it on the rally. Russell seems to have a need for speed!

More news from The Holden family is that they have purchased a 1903 Knox in the USA. I believe it may be shipped to the UK to do a London to Brighton Run for a year or two before hopefully coming to Australia. That would be wonderful news if that is the plan.

# Old Fuel Issues

by Andrew Benoit

Andrew Benoit had a few issues with his gorgeous little Le Zebre at the Creepy Crawly Run at Camden last year. Not that the Le Zebre is a powerful car being only 4 hp, but even negotiating speed humps in the caravan park proved almost insurmountable, and a run up was required. Well Andrew has got to the root of the problem. The photo shows the bottom of the fuel tank.



Ex-Ken Hall Sizaire et Naudin



1903 Knox now with Russell Holden

Daryl Meek made the long trek to Perth, Western Australia, and has picked up the extremely nice 1914 Delage four cylinder to be a stable mate of their single cylinder version. Daryl loves driving so a quick trip to Perth did not faze him. I know this Delage, having seen it in the west whilst rallying over there, and our members will be very impressed when they get to see it on a run here.



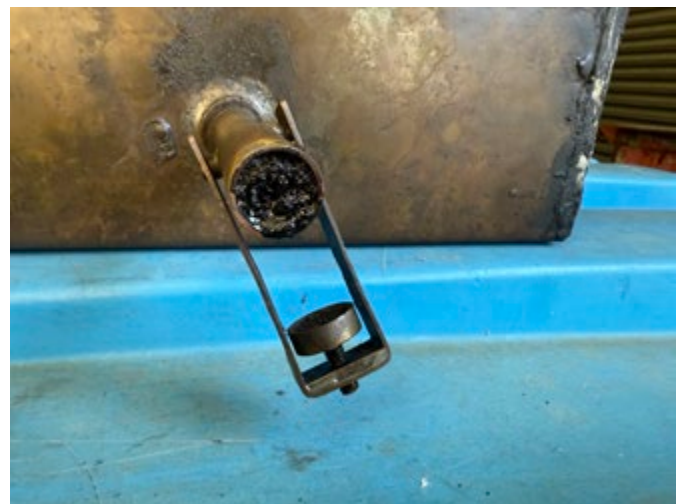
1914 Delage formally from Western Australia

In some auction news the 1898/99 De Dion Bouton trike with trailer was sold (See article on Page 11 for details). Also occurring is that the McFeeters Museum in Forbes has closed down and an auction to part with the vehicles is presently taking place. Bill has decided to sell all the vehicles which veteran wise include, the 1905 Minerva four cylinder, which used to be a Victorian car owned by the Markoff brothers, then Bruce Bone; and the 1910 Swift two cylinder which had only one family ownership before Bill purchased it. A 1902 Elmore is also available along with the 1902 Replica English Mechanic. There is a c1914 Precision motorcycle being sold unreserved, along with a 1909 Clement Bayard four cylinder tourer. All this is happening on February the 1st. Go to the Burns and Co website for full details.

<https://burnsandcoauctions.com.au/major-auction-mcfeeters-motor-museum-forbes-n-s-w/>



The fuel tank from the Le Zebre



The black gunk that has blocked Andrew's Le Zebre fuel tank

I too have experienced issues last year with the tank of the 1900 Victoria Combination that had not been used in one year for the Pre1905 Pioneers Run. The fuel tap was completely blocked, and the tank had to be cleaned out, which was quite a job and very time consuming. I got an electric pump off Santa at Christmas and now use this to empty my fuel tanks. What are other people's experiences with fuel going off. Has anyone used stabilisers to eradicate the issue? Please let us know what you feel is the best process to eliminate this stale fuel issue. Thank you, Andrew, for sending the photographs in. -Ed

# Private Classifieds

## FOR SALE

1916 Oakland model 32B 4 door Tourer  
Club plate registration. Mechanically fully refurbished. Original 6 cylinder engine with overhead valve and original electric start. Original body frame and panels and a good hood. Older repaint retaining patina suitable for the car. Starts and drives well. Rebuilt by the late David Couper.  
A great car to start rallies in immediately.

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

**Contact: Rob Couper  
M: 0488 207 058.**



## FOR SALE

Circa 1909 Reliable Dayton, High Wheeler restoration project, in need of full restoration

**Price: \$15,000 firm.**

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

## FOR SALE.

Original early 1911 Model T Ford. Open valve engine, number 48831 April 1911.

Wonderful museum display. History from 1928. Not many original cars left.

**Price: \$48,000 ONO.**

**Contact: John Horswell  
M: 0413 314 196.**



## FOR SALE, all states.

Schebler carburettor. Last patent 1907.

Great condition. 1 3/8 Dia bore, 2 3/8 bolt spacings.

Selling for a friend \$280 ono.

**Contact: John Horswell  
M: 0413 314 196.**



## WANT TO BUY, all states.

Early and unusual spark plugs. Consider collection.

**Contact: John Horswell  
M: 0413 314 196.**



# What Is It?

by Warwick Landy

Warwick Landy kindly sent in a colourised photograph of the reputedly first cars into Walhalla. He wasn't quite sure of the makes of the vehicles. I am quietly confident we will be able to help out with this one. There is also a very grainy photo in black and white with another car taken at the same location and time. We thank Warwick for providing the photo. Please respond to the Editor.

## FOR SALE

1915 Saxon Roadster. 4 Cylinder with 3 Speed Gear Box. 12v Electric Starter Motor. Excellent Condition and always maintained. This car has participated in many Rallies around Australia and was one of only a handful of cars to complete the Brisbane to Broome Rally. Driven by a woman. A testament to its reliability and engineering.

**Price: \$45000 ono**

**Contact: Ron Sorensen**

**M: 0409910929**



# West Gate Tunnel Opening – Veteran Car Representation

by Simon Anderson

With very short notice, my local car club in Geelong (WDHVC) was contacted by the West Gate Tunnel Project media team requesting a few cars for the grand opening the following morning, Saturday 13 December 2025.

I made a quick call to Club President, Daryl Meek, to see whether our club had received an official invitation, as I knew he had previously tried to make contact to have the club involved, particularly given that veteran cars were part of the original West Gate Bridge opening. Sadly, the media team had failed to contact the Club.

With that in mind, the decision was made that I would take a veteran car to the event to represent both clubs. Fortunately, the Brush was easily accessible in the shed.

The event itself was very low-key, with only around 20 cars attending from a couple of clubs. Most vehicles were pre-1960s; the Brush was the only veteran car present.

We gathered at the old flower market and were then escorted onto the upper roadway and through the southbound (Geelong-bound) tunnel entrance. Once all the politicians and VIPs had spoken, followed by a very moving Welcome to Country, a group photo was taken. We were then escorted through the tunnel.

There were a number of news cameras on hand, and I was interviewed by most of them as well as *The Age* newspaper. I suspect this was largely due to the Brush, as it was very different from the other cars present. It was a memorable and historic day.

Some fun facts about the tunnel:

Yes, it was over budget and over time.

Over 27,000 people worked on the project over eight years.

More than 1,100 kilometres of electrical wire were used.

1,184 tunnel roadway lights were installed.

72 powerful jet fans provide ventilation.

Crews laid approximately 36,500 tonnes of asphalt.

West Gate Tunnel lengths and names:

Bundawanh Tunnel – The citybound (eastbound) tunnel is 2.8 kilometres long. “Bundawanh” means “she dug” in the language of the Bunurong people, honouring the Aboriginal heritage of the area.

Eureka Tunnel – The outbound (westbound) tunnel is 4 kilometres long. The name symbolises the Australian worker.



# Natter Night Meeting Minutes

---

## NATTER NIGHT MINUTES

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

On Tuesday, 9th December 2025 @8.00pm

#### Opening

The Club President, Daryl Meek, welcomed all to our December Natter Night.

#### Attendance

There were 42 members in our Clubrooms and 16 members online.

#### Apologies:

Stan Bone, Vivian & Doug Fulford, Jennifer Atherton

#### Visitors

None

#### Member News

Andrew McDougall has sold one motorcycle and purchased another.

Daryl Meek has just completed a return trip to Western Australia to collect his newly purchased 1914 4-cylinder Delage R4.

Geoff Brown's 1913 Buick has been sold to Rob Lynch from Nhill

The 1898 De Dion-Bouton Tricycle was sold at auction at \$75,500 + buyer's premium and will be staying in Victoria

#### New Members

None

#### Raffle

Christmas Turkey Roast, Plum Pudding, Wine, chocolate & nibbles. Thanks Deb.

#### Financial Reports

Verbal report given by Claudia – all on track

#### Past Events:

Bendigo Swap Meet – 15-16 November – Rob and Leonie Anderson operated our club stand in the same location as last year. Rob reported that it was well attended by members and others and that he has booked it again for next year.

B40 Rally – Echuca 21-23 November – Callum Walsh gave a report on this “under the age of 40” event which was well attended and full of fun and action. Will be repeated next year.

#### Future Events:

Two Wheel Brake Rally (VSCC) 14th December - meet at Dallas Brooks Drive 7.30am.

AOMC – Festival of Motoring - Cruden Farm -18 January 2026 – bookings have closed.

RACV 1 & 2 Cylinder Rally – Ballarat 12-15th March 2026, Daryl Meek and Fiona Lane – entry form available mid January.

National 1 & 2 Rally – Temora NSW – 19-24 April 2026.

Long Distance trial from Wilson's Prom to Cooktown, 3,670km - 4-26 May 2026 - Andrew Winter. Daryl has copies of the letter and itinerary for those who are interested.

4 and More Rally 2026 – Camperdown – 14-17 May – Murray Murfett spoke from zoom – details to follow in *Brass Notes*.

Mid-Winter 2026 - July - needs rally directors.

National Veteran Vehicle Rally 2026 – Cowra – 4-12 September 2026 - expressions of interest are open now – see VCCANSW website.

RACV Pre-1905 Pioneers Run – 2026 – Doug and Vivian Fulford. Wentworth. Wed 23-Sat 26 September 2026.

Annual rally – needs rally directors.

National Rally 2028 – Vic Club hosting – Callum Walsh is coordinating at this early stage.

#### Library and Archives Report

Daryl Meek reported that we have had some excellent donations recently, including:

From Margo Neilson a donation of a volume of newspaper clippings from the 1970's - 1980's mostly related to Val Stocks

From Geoff Brown items including *South Australian Motor Cars 1881-1942* by George Brooks

#### Wanted, for Sale or Swap

##### For sale:

Rob Couper – near-new bead rolling machine

##### Wanted:

Trailer suitable for 1-2 cylinder size vehicle – (on behalf of Roger Cameron)

#### Items of General Business

Piston rings - Barry Murfett was advised that Phoenix Pistons in Clayton are closing down. Seeking any further advice.

Various other discussion items.

#### Next Meeting

10th February 2026, “Show and Tell” segment by Daryl Meek and Fiona Lane – always very interesting !!

#### Meeting Closed at 8.40pm

# Events

## RACV 1&2 CYLINDER RALLY – BALLARAT

Ballarat is the destination for the 2026 RACV 1&2 Cylinder Rally during the four days of 12-15 March.

Rally HQ being based at the Big 4 Ballarat Windmill Holiday Park, 55 Remembrance Drive, Cardigan. Cabin accommodation has been reserved, and caravan/motorhomes are catered for. Please note that the park is a pet friendly environment.

The routes chosen are mainly flat or undulating at the worst. Fiona and I have previously driven all of the routes in our 1908 Renault AX without difficulty.

For accommodation at the Big 4 Windmill, contact reception on (03) 5334 1686 and advise that you are with the Veteran Car Club. Please consider making your bookings early as accommodation is already filling up.

Other accommodation is available about a kilometre away; please make your own arrangements.

### Motels include:

Bell Tower Inn, 1845 Sturt Street, (03) 5334 1600

Avenue Motel, 1813 Sturt Street, (03) 5334 1303

Ambassador Motor Inn, 1759 Sturt Street, (03) 5334 1505

Hopefully, online entries will be open by the time you receive this edition of *Brass Notes*.

Consider joining in the fun of our first major event in 2026. It will great.

For further information, the rally directors can be contacted as follows:

Fiona Lane 0419 893 983 feelane38@iinet.net.au

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

### Thursday 12 March - 30km

The afternoon shakedown will travel to the small village of Haddon and return.

### Friday 13 March – 95km

On Friday we will travel to an historic homestead to the north west of Ballarat where we will enjoy a catered lunch. Fiona is dubbing this the "Geoff Simmons Memorial Run" because he always said it was fine for the afternoon run to be the same as the morning run, because you are looking out the opposite side of the car.

### Saturday 14 March - 100km

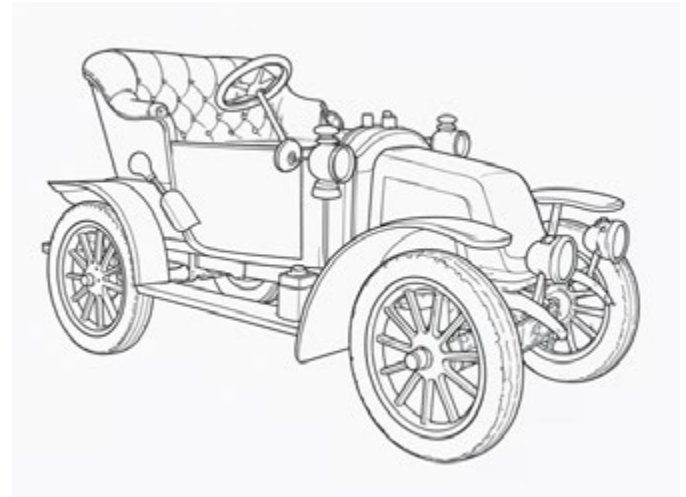
We will travel via the northern and eastern periphery of Ballarat to visit the eclectic collection of a Ballarat member where a BBQ lunch will be provided. The club have not been here before and we have worked hard to find a suitable route there and back.

Saturday evening will be our Rally dinner just down the road at the Ballarat Golf Club. The theme for the

evening will be "Fluro is the Go!". Feel free to go "full glow" or bring out something you have saved from the 80s.

### Sunday 15 March - 25km

On Sunday we will be taking a leisurely drive around town and Lake Wendouree before returning to Rally HQ for lunch leaving sufficient time for you to get back on the road home.





## Clare Valley Rally



### Expression of Interest



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

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

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

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

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

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

---

**During the weekend –**

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

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

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

Visit two historic pubs in two historic towns for meals.

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

## RACV 4 & MORE RALLY IN CAMPERDOWN

14-17th May 2026

This promises to be a memorable event, centred in the Lakes & Craters area of the Western District, which were formed some 40,000 years ago. These and other Camperdown district features will be highlighted during the rally, including its Scottish heritage, stately buildings and mention of its first up-market motor cars, several with 'double-barrelled' names such as Rolls-Royce, Delaunay-Belleville, Lorraine-Dietrich and Straker-Squire, none of which remain in the district.



This 1906, 20 h.p. 'Heavy' Rolls Royce is quite notable as it is acknowledged as being the very first one of this marque to come into Australia. Imported through Kellows in Melbourne, it was purchased by Archibald Black, of Mt.Noorat, via Camperdown and delivered in 1907. It was the 45th vehicle to come off the Rolls-Royce production line and is still in existence, believed to be in the UK.



The majestic 1897 clock tower is a local landmark and discussions are underway to arrange for us to climb up the internal staircase for a close-up experience of the

clock mechanism and bells. The view from up the 95 steps is amazing!

It is recommended that intending participants book their accommodation early for the 3-night, 4-day rally in Camperdown (Vic). Options include tent sites through to luxury apartments at affordable rates:-

### **Cascade Motel, 311 Manifold St**

- Has 22 units, with a range of several bed options
- Limited trailer and tow-vehicle parking is available on-site, as well as your veteran car
- 10 units are on hold for up to 2 weeks prior to the Rally
- Breakfasts available
- To gain a discount, book directly with the proprietor, Parminder, on (03) 5593 1144 or 0435 072 490 (and refer to 'Veteran Car Rally' and the dates)

### **Manifold Motor Inn, 295 Manifold Street**

- Has 14 available units, with a range of bed options
- Limited trailer and tow-car parking is also available on-site
- 10 units are on hold for up to 2 weeks prior to the Rally
- Breakfasts available
- Guest Laundry
- To request a discount, book directly with Jay, (03)5593 2666 and refer to 'Veteran Car Rally' and the dates

### **Lakes & Craters Holiday Park, 220 Park Road,**

A very picturesque area, with panoramic views

Located adjacent to the Botanic Gardens and nestled between Lake Bullen Merri and Lake Gnotuk, 2.5kms from the town centre

Powered and unpowered sites available for caravans, tents or motor homes

7 self-contained cabins

Plenty of parking

Pet friendly

Book by ringing (030) 5593 1253 or on-line [info@lchp.com](mailto:info@lchp.com)

Note: While this area is hilly, there several flat sites, including some with concrete pads. However there is no Dump Point onsite. If needed, the closest is in Cobden some 15 minutes away.

### **The Camperdown Mill Hotel, 3-5 Curdie St**

- a former flour mill, luxuriously converted into 11 self-contained apartments
- on-site parking (one vehicle per apartment) with adequate on-street parking for trailer/tow-vehicle
- book thru [Booking.com](https://www.booking.com)
- Overflow trailer parking will be arranged if needed.

**Entries will open early March and close 30th April**

**Enquiries to Rally Director, Murray Murfett ph. 0428 914 848**

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

**ABN:** 61 276 214 581

**PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY**

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

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

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

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

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

**IMMEDIATE PAST PRESIDENT**  
Ben Alcock  
t 0404 917 366  
e ben.alcock90@gmail.com

**COMMITTEE MEMBERS**  
Andrew McDougall (Frances)  
t 0417 310 852

Steve Hobbins  
t 0419 317 687

Greg Smith (Denise)  
t 0447 395 233

Jeff Alcock  
t 0425 519 959

Simon Anderson (Tess)  
t 0414 482 241

Peter Hammet (Joan)  
t 0428 282 631

Rob Anderson (Leonie)  
t 0414 446 953

Michael Holding (Claudia)  
t 0407 008 895

**FIVA REPRESENTATIVE (TAVCCA)**  
Andrew McDougall

**SUB-COMMITTEES**

**DATING**  
Andrew McDougall

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

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

**SUBCOMMITTEE: CLUBROOMS MANAGEMENT**  
Ben Alcock and Jim McCaffrey

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

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

**EDITOR**  
Greg Smith  
e editor@veterancarclub.org.au

**LAYOUT EDITOR**  
Roger Berg  
e editor@veterancarclub.org.au

**WEBMASTER**  
Ben Alcock  
t 0404 917 366

**ENVIRONMENT & SUSTAINABILITY**  
Frances McDougall

**AOMC DELEGATES**  
Daryl Meek  
Andrew McDougall

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

**NEW MEMBERSHIP ENQUIRIES**  
New membership application enquiries to Brian Churchill  
t 0408 344 434  
e secretary@veterancarclub.org.au

Download the application form at  
veterancarclub.org.au.

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

**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.

Unless specified otherwise, articles may be reproduced with acknowledgment to the author and to *Brass Notes* of the VCCA (Victoria) as the source.

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

**PRINT POST APPROVED**  
PP 100018064

**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.

# Photographs Taken in Western Australia

*Photos courtesy of State Library of Western Australia*

I am fortunate to have a sister-in-law that worked for the State Library of Western Australia. She very kindly sends images from their Facebook page to me when Veteran cars are the topic. Recently they featured a number of images of vehicles, and I have reproduced the photos on the rear two pages.

We acknowledge and thank the State Library of Western Australia as the source of these marvelous photographs.



*Mrs. Eastman and family in a c1904 Speedwell. Photo is believed to be taken in c1911*



*Dr. Leslie Gillespie also in a Speedwell c1904. The photo is believed to be taken c1908, possibly with Claremont number plate C 3.*

# Photographs Taken in Western Australia

*Photos courtesy of State Library of Western Australia*

Further photographs supplied from the State Library of Western Australia Facebook page. Thanks again for my sister-in-law's input in providing them for our pleasure.

We acknowledge and thank the State Library of Western Australia as the source of these marvelous photographs.



*A c1906 De Dion Bouton, one of the first cars in Perth owned by Police Inspector Simpson with Simpson's family and Queenie Quinn in the car. I am hopeful one of our De Dion Bouton experts will be able to tell us what model this De Dion may be-Ed*



*Dr J.J. Holland and family in their French Vinot et Deguingand car, Katanning, December 1911  
Dr John Joseph Holland with his son John Joseph (known as Bill), daughter Julia Alicia (known as Judy), and his wife Alicia holding baby Eleanor.*