

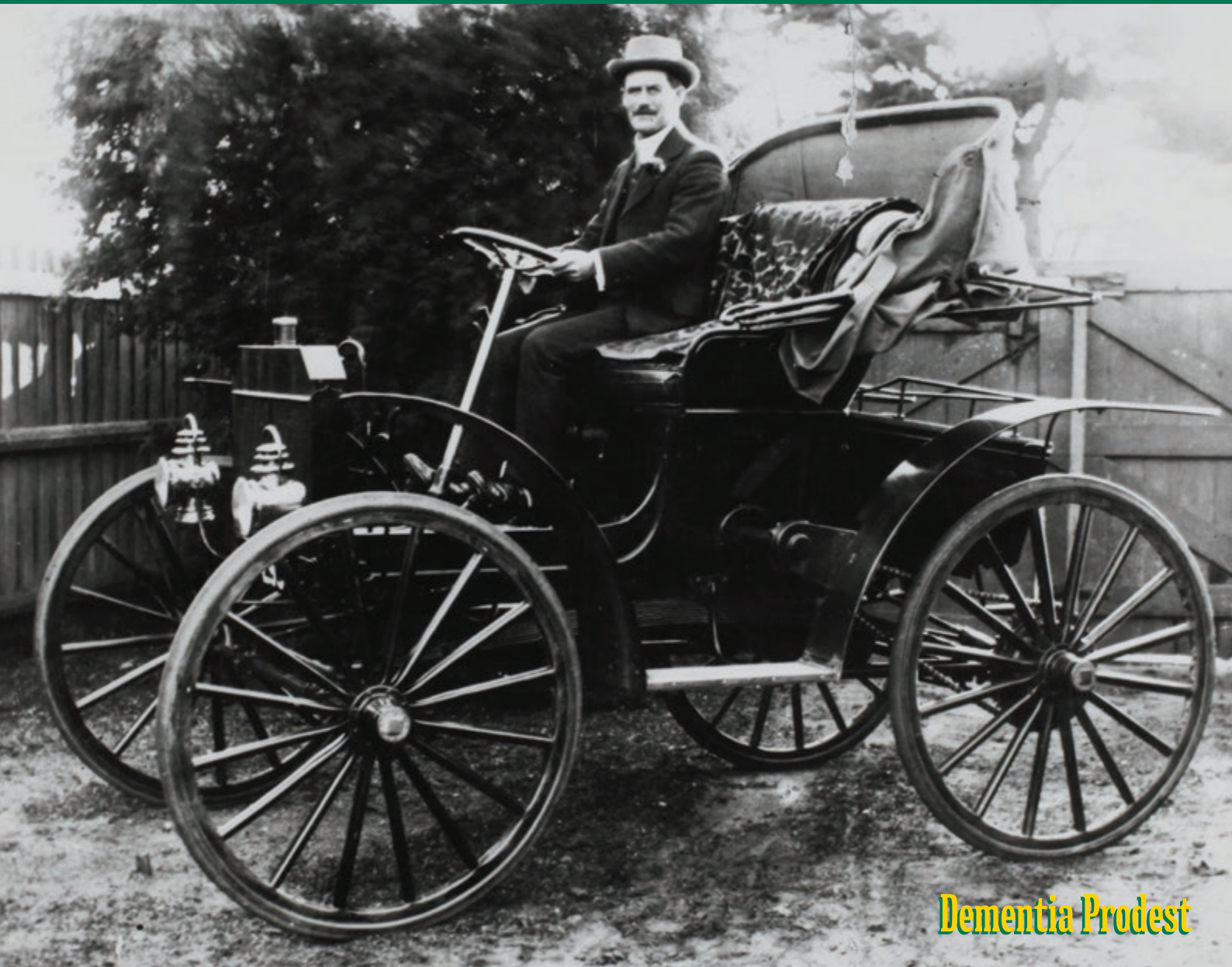
March 2026



Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Greg Robinson,
President and Chairman, RACV

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

The RACV supports the:

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

Flashback

By Greg Smith



Photo source : Veteran & Vintage Cars of Australia – Malcolm Grant

Our flashback car featured this month is again a vehicle that graced our rallies on a very regular basis in the very early years of the Club. It is a 1913 La Buire. We have had a few of the other surviving La Buire's in this column and been able to get some history, restoration stories and even where they are now. This La Buire is one that has really gone missing, so wouldn't it be great if we could find out some information on it and possibly where it is now. We were certainly very fortunate, especially in the early years of the Club, to witness the running of this extremely unusual marque on our rallies. It was not unusual to see three of these cars at one event. In fact, we were very lucky to have had five La Buire cars in our club over our history. This is remarkable when you consider that as little as reputed eight or so of these survive worldwide.

Please write in to the Editor with the relevant information about this wonderful La Buire and share with the other members who would love to get the story of it.

MEMBERSHIP

WELCOME TO NEW MEMBERS

- Mark McKibbin, Seaspray Vic, 1916 BSA Motorcycle
- Nigel & Mandy Fish, Risdon Vale Tas, 1910 Model T Ford, 1916 GCS Motorcycle
- Rod Provan & Kate Angell, Richmond Vic, 1909 Renault, 1915 Dodge
- Robert Lynch, Nhill Vic, 1913 Buick

Coming Events

10 March 2026	March Natter Night Meeting from 8pm - in the Clubrooms or online
14 April 2026	April Natter Night - Alan Maden will speak on Peking to Paris trip in a 1917 American La France Meeting from 8pm - in the Clubrooms or online

Major Events

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

National Events

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

What Is It Response

By Mick Turner



Dear Greg

I believe the two cars captioned as the first cars in Walhalla are Crossleys. As to year, I would suggest that one is slightly earlier than the other. One vehicle pictured having four wheel brakes. These were available in 1909 and dropped around 1912. I would think that one of the vehicles is thus 1909, possibly the 2.4 litre 20/25 hp model, while the other is perhaps earlier. Reading on the Crossley Register site of GB, at least one 22hp (4760cc) model is known to have been exported to Australia in 1905.

A lovely photo and two very fine motor cars.

Regards, Mick Turner

President's Message

What a great turn up for the February Natter Night and the sixth iteration of Show and Tell. Fiona and I raided the cupboards again and were still able to find a few obscure bits and pieces to chat about.

The item that seemed to attract the most attention was the main ledger from the Noske Flour Mill. An enormous volume that recorded every transaction conducted at the main mill in Horsham between 1906 and 1927. I think every farmer in the Wimmera rated a mention somewhere, even the Ballingers!

One of the best aspects of being a member of our Veteran Car Club is not only the opportunity to enjoy vehicles well over 100 years of age, but it's the friends you make along the way. Just before February's meeting I dropped in to see Alan and Margaret Lethborg at the residential facility they now call home. It was a delight to see they are doing very well and are in good spirits. It also just happened to be Alan's 92nd birthday! If you get the opportunity to call or drop in, they would love to see or hear from you! Home is presently Calvary, The Highbury in Glen Waverley.

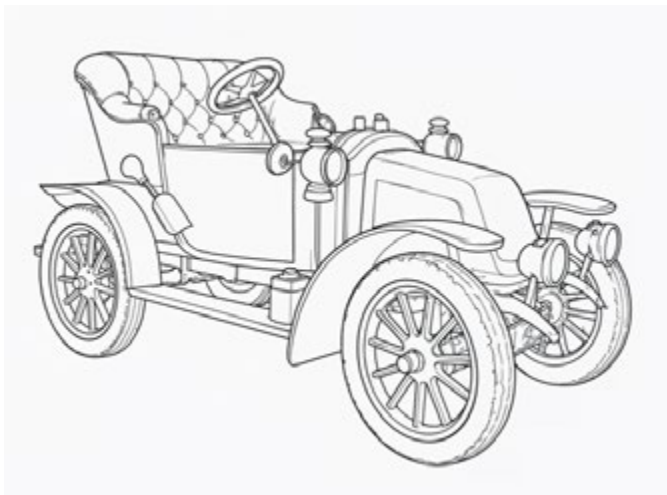
When it comes to vehicles available on the market, it is often either a feast or famine. At the moment there are quite a number available, including at least four single and twins. Keep an eye on the For Sale section of *Brass Notes* or feel free to call if you need further information. It might also pay to keep an eye on the auction market as I am aware of a couple of pre-1905s coming up, as well as another well known car from our club that hasn't been seen for many a day.

We are still seeking a rally director for this year's Midwinter and Annual Rallies. Please consider putting your hand up – there is plenty of help available. Otherwise, give either myself or Callum a call to discuss.

See you at March Natter Night, in person or online, or at the 1&2 Cylinder Rally that starts two days later in Ballarat.

Veteranly,

Daryl Meek, President – VCCA (Victoria)



LETTER TO THE EDITOR

Hi Greg,

The feature on the 1910 T Tourer was a great read. The front cover photo is really quite unique. What a spectacular body that car had, however the mystery remains as to the builder. Nice to also see how the Doctor owner had a connection to your mother. It seems doctors were very early to get into motoring. My Dad's old 1910 Tourer was purchased new by Doctor Gibbs at Colac and was used around the district to service the hospital that he established and the patients in the area. That car is not far from you now at Castlemaine and owned by a transport operator.

Kind regards, Warwick Landy

In some exciting news Warwick has kindly also supplied an article on his father's 1910 Model T history. We will publish this next month, so that is certainly something to look forward to.
- Ed



A couple of images of Bill Landy's gorgeous 1910 Ford T which will be featured in the next edition

The Noske Flour Mill ledger



Editorial

By Greg Smith

This month has literally flown, suppose February only having 28 days doesn't help much either. It only seems like yesterday I got the Jan/Feb edition of *Brass Notes* out, and here we are again busting to get the March edition published. I, like most of you, feel like there are never enough hours in the day, as there is always something to do. I think we have again produced an issue which is again jam-packed, and we are so fortunate to receive material which I really like and enjoy being able to present to our readers. Such has been the response I had to keep a couple of great articles over for next month, and some photos are also not as large as I had hoped for. I apologise for that.

One of my most notable thoughts is that our Club is blessed with people that have so much knowledge and experience especially in the field of Veteran vehicles and I see my main job as Editor is to extract this knowledge and experience and get it down in words for us all to enjoy. We all have expertise in some aspect and if that is shared then we all benefit. I have said this in different ways hundreds of times and you are probably sick of me expounding it, yet again.

I was particularly pleased this month to get some of this knowledge from a couple of our more senior members, namely Russell Beach and Arthur Hayes. (Thinking aloud, they both have in the past been drivers of the Hotchkiss Fire appliances in our Club, maybe that is just a coincidence). Arthur responded to the Flashback Model T Ford and enlightened us on its history as he was an extremely good friend of the owner, Gerald McKenna, in fact was also on the same Annual Rally in 1959 driving another of the McKenna vehicles, the 1914 Hotchkiss Fire Appliance. No substitute for first-hand experience of actually being present at the time and knowing the owner and vehicle. See page 9 for his response.

Then getting the extensive knowledge from Russell Beach was also a highlight for me. First, he was able to tell me the photo I published was in fact only part of a larger photo and then told me where to source the complete image. I thought that was pretty good, but then to explain that this photo was just one of another magnificent photograph of the same group that was discovered by another of our Club stalwarts, Colin Drake, was just pure icing on the cake. See Page 18 for more details on this. Once again, it just reiterates my opinion that within our Club, the knowledge, resources and experience is an untapped fountain.

Also, within our Club we have some pretty amazing human beings who often are very much unheralded. I think of all our volunteers, but we also have just some GREAT people who are just that, great. One of our members, Tess Anderson, without trying to embarrass her, has qualities that are far reaching. She is a "peoples" person and cares for others, and as such has decided to take on World's Greatest Shave at our RACV 1&2 Cylinder Rally at Ballarat.

On the 14th of March she will be shaving all of her hair off at this event. Her hair is very long so it will be quite the transformation. Both she and Simon have had people in their lives affected by blood cancer, and she has decided to honour and support the people that they have seen affected by completing this challenge. I sincerely hope we as a Club and as individuals will get right behind her and help support this worthy cause. See her link to her donation page below.

Worlds Greatest Shave

By Tess Anderson

On 14 March, I'll be shaving all of my hair off for the World's Greatest Shave at the RACV 1&2 Cylinder Rally in Ballarat.

This will be the first time I've ever shaved my hair completely off.

Right now, more than 170,000 Australian families are facing blood cancer. Events like this raise life-changing funds that help fuel better cancer care, research, and support services.

I'm doing this for a number of very personal reasons. Simon and I have had several people extremely close to us diagnosed with blood cancer, and we have also lost loved ones to it. This is my way of honouring those who have passed and supporting those who are still fighting their blood cancer battle.

I hope you can get behind me and this incredible cause by donating. Whether your contribution is big or small, it truly makes a difference and means a lot.

Thank you in advance for your kindness and support — and fingers crossed I still look okay bald!

Below is the link to my donation page, along with a QR code.

<https://www.worldsgreatestshave.com/fundraisers/tessanderson/2026>



Front Cover Photo

By Greg Smith

Photograph comes courtesy of Museums Victoria. We are very fortunate and privileged to have the opportunity to have this wonderful resource and we thank Museums Victoria. The photograph features a c1909 Schacht that was driven by Thomas Montgomery Arthur. -Ed

My Dream Job

Well, I may have found my dream job. Just imagine going to work each day and having to drive a Schacht motor buggy around for hours on end to visit grocery shops and see the proprietors to enhance business opportunities for your employer. I honestly think it would not get any better than that!

This is what Thomas Montgomery Arthur's life was like. Thomas Montgomery Arthur was employed by Henry Berry (Grocers) as a “commercial traveller”. In this period, a commercial traveller was a travelling salesman who visited retail shops to take orders, present samples, negotiate prices and maintain business relationships. This role required frequent travel across both city and country districts.

Henry Berry & Co. was a major Melbourne-based wholesale grocery and general merchandise business operating in the late 19th and early 20th centuries. Founded by Henry Berry, the firm grew rapidly and by the early 1900s had extensive operations across Australia, as well as overseas connections including offices in London and Toronto.

By the turn of the century, Henry Berry & Co. employed hundreds of staff and supplied grocery goods, tea, sugar, flour and other household staples to retailers. One of its well-known products was packaged tea, including the brand commonly referred to as “Glen Valley” tea. The business relied heavily on personal relationships with storekeepers and merchants, particularly in regional and rural areas.

The Schacht motor buggy shown in the Museums Victoria photographs (c1909) was used as a working business vehicle by Arthur in his role as a commercial traveller. Schacht high-wheel motor buggies, manufactured in Cincinnati, Ohio, USA, were well suited to rough and unsealed roads common in Victoria at the time. The vehicle would have enabled Arthur to travel more efficiently than by horse, reach country retailers more easily, and carry sales materials and sample goods.

These photographs of the Schacht therefore represent more than an early motor car; they also illustrate the transition from horse-based transport to motorised business travel and show how vehicles supported the expansion of wholesale grocery trade, and many more businesses in early twentieth-century Victoria.



Premises of Henry Berry and Co. Pty Ltd. 568-580 Collins Street Melbourne. (between Spencer St. and King St.) Note the Glen Valley Tea Advert. Source: State Library of Victoria.



Delivery vehicle of Henry Berry and Co. I think it may be an Argyll. Perhaps another dream job for me -Ed. Source: State Library of Victoria



The Schacht Motor Buggy with Thomas Montgomery Arthur at the wheel. Source: Museums Victoria

Any Other Information?

by Warwick Landy

Warwick Landy forwarded this photo from the VDC Facebook site. It was submitted to the site by Peter Grogan and headed "Returned soldiers on an outing to Belgrave in 1916"

I noticed President Daryl Meek had responded with some more details, and this is his findings. The front vehicle is a Daimler, possibly c1912 of 20hp. The tourer to the right looks like an Overland c1914. Up the back is a Model T Ford. In the middle is a Standard registered 14022. Owner was J.W. Waring of Balwyn Road, Canterbury.



He was also the owner of Waring Bros. Coachbuilders of Elizabeth Street as well as being the President of the Carriage and Wagon Builders Association of Australasia. In his spare time, he was on the committee of the Red Cross Volunteer Motor Corps. Don't know the make of the vehicle on the left with its rear to the camera. However, it was registered to A. McCracken of Essendon. The registration of 13104 suggests a 1913 model, acquired toward the end of the year.

Excellent work Daryl, and can anybody else add any other information? -Ed

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Flashback Response From December

By Gerard East

Hi Greg,

I see in the *Brass Notes* that you want information on Larry Cole's Trumbull. Larry passed away a few years ago and his children each have one of his vehicles. I understand that one of his daughters now has the Trumbull. It is still in the family. A photo taken a couple of years ago of the Trumbull is attached.

Hope this is of interest.

Cheers, Gerard East



Both Graeme Jarrett and Daryl Meek supplied the same information to me. I thank all parties who have contributed to the Trumbull mystery. -Ed

Questions and Answers

By Max Boardman

An Automatic Inlet Valve.

I have a motor cycle with an automatic inlet valve. (1.) How far should the inlet valve open? (2.) How strong should the spring be? (3.) How can I find a leakage in the float? I have taken the float out and tried it in petrol, but I cannot find the leak.— G.H.J.

(1.) About $\frac{3}{32}$ in. (2.) So strong that the valve will just open when you hold it by the seating and jerk it sharply. (3.) The best method is to place the float in boiling water. This will cause the petrol to evaporate, and the bubbles caused by the vapour escaping will indicate the leak. This method also avoids any likelihood of injury to the float.

Taken from a period journal and sent to us by Max Boardman

Flashback Response From December

By David Smallacombe

The Trumbull.

You will notice that the two-toned green Trumbull owned by Larry Cole has a longer wheelbase than the vehicles depicted in their advertisements. When I was over in Perth a few years ago, I visited the now late John Gloyn from whom I eventually purchased my 1914 Morris. He also had a Trumbull with the longer wheelbase. I cannot be sure if this is the same car - probably not, I don't recall what colour it was, but it did have different wheels on it. His car had smaller well based rims that didn't look the part. It was put up for sale after he died but I know not where it went.

The interesting story was that it came from Victoria and it had its original Keep Bros & Wood body. John claimed the chassis was lengthened from new by Keep Bros & Wood. I didn't have a good look, but he thought they used Model T Ford side rails.

Regards, David Smallacombe



This is the car pictured on page 6 of the December Brass Notes that was owned by Alan Rewell back in the late 50s and early 60s. This car was sold to John Gloyn.

I decided to follow this story up and found a little more of the history of the ex-Victorian Trumbull. The following is an email from the next owner after John Gloyn. - Ed

Yes, we did buy John's Trumbull, had a lot of fun with it but eventually got too old to crank it. Sold to a chap who owned a trucking business in Geraldton, have been back through my notes but a lot of my car stuff went when we downsized and moved. Sold off all but one of my cars. I may have at least one photo, but we are travelling at this time, and I will check when I get home in a couple of weeks.

Regards. Colin.

Colin C. Beauchamp AM JP

Flashback Response from Jan-Feb

By Arthur Hayes and Martin McKenna



Hi Greg,

Met with Martin McKenna last night and we both produced the following. The car in the Flashback column for the Jan-Feb edition of *Brass Notes* is definitely the McKenna 1916 Ford Model T.

The 1916 T Model tourer was found complete, but in rather tatty condition. It had been found in a farm shed where it was left for many years in the Barnadown area. Barnadown is about 25 km north east of Bendigo, and because of where it was found was always referred to as the "Barnadown T". Gerald McKenna found the car in the late 1950s and bought it from the Kennedy family who had owned it since new. The Kennedy's had modernised it somewhat by discarding the brass radiator and replacing it with the newer steel variety according to Martin, but his father, Gerald, replaced the steel one back to brass a couple years after his ownership, in keeping with the 1916 year it was dated.

The 4 seater had a distinctive Tarrant body complete with brass air vents on either side of the body allowing fresh air on the drivers and front passengers feet.

On purchasing the car from the Kennedy's at Barnadown the car was then parked in another farm shed, this time at the McKenna property of Annek in Baynton.

One of the farm hands on a tractor accidentally struck the cement brick wall where the Model T was stored, raining down many cement bricks on top of the poor old Model T breaking all the hood bows. This brought forward the basic restoration of painting the car and replacing the bows and fabric hood complete with long wide leather straps attached behind the headlights.

The car was used for many years, but it did become part of a swap deal with Peter Crauford of Rolls Royce fame, in the 1980s. The Model T, plus parts of a Hotchkiss fire appliance, were traded to Peter for a 1921 Rolls Royce Silver Ghost body that Gerald McKenna needed. As to where the Ford Model T is now, it is very much a mystery. Peter Crauford at the time of the swap deal was living in South Australia and it was not till later that he returned to Victoria. Perhaps the Model T was sold in South Australia. If anyone in that state can share possible information on a Tarrant bodied Model T being in existence over there, we would be very grateful, as it would be so different to the more common Duncan and Fraser bodied cars that are predominantly in South Australia.

Regards Arthur Hayes and Martin McKenna

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Surface Carburettors

by Russell Holden

Understanding Surface Carburettors – *learning by the seat of your pants*, on our 1902 De Dion Motorised Bicycle.

After purchasing two very unusual early motor bikes at a rare collector auction in California, I was posed with the problem of re-commissioning them to running order. As both were original “survivors” that had spent the last 55+ years in private museums, I had no intention of restoring either bike, just getting them back into running order and using them “in their working clothes” as the old truck guys call it.

In inspecting both bikes upon their arrival from the USA, we decided the 1902 De Dion was the easiest to get running and would provide a great insight into the workings of the more unusual 1898 J. Bourgerly.



1902 De Dion powered Bicycle in wonderful original condition



C1898 J. Bourgerly motorcycle in unmolested and unusual condition

Finding information on De Dion motorist bicycles was surprisingly difficult and whilst De Dion historian Michael Edwards was aware that De Dion produced these, he had no production or sale records and with such a short-lived production, that is not unusual in the early veteran era. Michael was also not aware of any other survivors so there was no one else to talk to. Adding to the question of heritage was the fact that the motor is not branded De Dion, very unusually. Greg Smith provided the details that proved its De Dion ancestry by producing a copy of the July 1902 Cyclist magazine, which on page 436 had a full overview of the “new De Dion motor for motorised bicycles” which clearly shows the same motor in detail that was the

subject of our re-commissioning effort and assisted me in making the two parts that were missing.

So, one Saturday, Chris and I decided to dive in and get the project rolling, with an aim of having it up and running for the 2025 Pre '05 Pioneers run in Naracoorte SA. Things like wheel hubs, forks and headstock were quickly cleaned, greased and new ball bearings put in place. Brakes, well they are nearly optional with just the leather shoe running on the front tyre to assist stopping.

The motor was also pretty straight forward and despite the lack of numbers on the outside with the solitary visible #6 stamped into the crankcase (we have found a few others hidden in spots now), inside, apart from being in fantastic condition, it had #6 stamped everywhere, giving us the assurance this was an unmolested motor.

With a clean-up and new ball bearings in the crankcase and a hone of the cylinder, a valve grind on the exhaust valve and clean up the spring, the main components of the motor were ready. However, the inlet valve, which is atmospheric, was not as straight forward. The spring was absent and the valve stem broken. Rather than me stuff around with this complex bit of machining, I contacted Nigel Fish in Hobart and talked it over with him. We sent Nigel the valve and valve cage and Nigel quickly turned around a beautiful new valve with the appropriate spring and a valve stem that just stuck out the end of the cage so you could see it fluffing up and down as you turned the motor over. Now the motor was ready to go back together and into the bike. This left four other problem areas to overcome before we could attempt to get the bike running.

First while the original timer was present the cam for the timer was not, likewise while there was a container for a coil there was no coil. There are reproduction De Dion timers and cams available for the single cylinder cars & even the trikes, however no one was doing anything as small as the timer on the motor bike, so with the help of Michael Edwards advising on cam duration and some trial and error, I produced a run of cams (you can never have enough spares) for the motor and set it up successfully to spark at Top Dead Centre and advance through the range of the lever mounted to the frame. The next hurdle to overcome was the missing de-compression rod that ran off the cam shaft, this is where the details Greg uncovered really helped as I could enlarge the diagram of this part and start to reproduce it. Again, some trial and error was needed in looking to obtain maximum lift and fit inside the cam cover which is tight, eventually that obstacle was overcome also. Next was the coil and a small modern 6v coil thankfully mounted nicely into the coil box mounted under the seat and with a small 6v gel cell battery in the battery box we had spark.

Normally I have a policy of “worst first” meaning whatever you think is going to be the hardest, ugliest, or most fearful job, get it done and out of the way

and then everything else is verging on the side of easy. In this case the worst was the combined petrol tank and carburettor! otherwise known as the surface carbie. Something I had never played with or even attempted to understand, and I had left it to last? My knowledge was limited to the fact that air was drawn over a fuel and the fumes created were sucked into the combustion chamber and the internal combustion motor did the rest. So, I tried the internet to see what information was available. There is some information there, but it is all very generic about the use of surface carbies on early vehicles.

After studying the petrol tank out of the bike and with a camera inside it, I was still none the wiser, so I did what we should all do when stuck, phone a friend! I called my good friend Alan Travis in Arizona - Alan has an 1897 De Dion Trike and I remembered seeing a diagram of the workings of the carbie on the wall of his shop, so we did a little facetime call. I explained the De Dion tank and Alan did a quick fast forward on his tank/carbie also, this gave me enough knowledge and confidence to at least decide to open up the tank and look inside! My problem was that while the tank looked in good condition, and had a float wire, it appeared not to have the required chimney Alan discussed as vital to the successful running of the motor.

As it was, we were planning to visit Alan and his wife Mary on our next trip to the US and Alan offered not only a detailed explanation of the carbie, but a ride of the Trike. So we ventured to Arizona and after a wonderful few days in Scottsdale Az., we were both grateful for this experience and Alan's insight to the working of the combined tank/carbie. A ride on Alan's trike had renewed my enthusiasm to get the De Dion bike running on the correct surface carbie and the detailed overview of the De Dion surface carbie prompted me to decide to un-solder the carbie and have a look inside. So, once we had settled back into the norm at home, I decided I needed to open up the tank/carbie and see what we had. Before we get into those details, I'll provide an overview of "how it works".

As mentioned earlier, the principle of the surface carbie is that the air is pulled over the pool of explosive mixture and sucked into the intake and compressed into a more explosive mixture that is then lit by a spark. Sounds really simple! The problem here, as we will have all found out with our later veterans, is the right mixture. In the case of the surface carbie, first you need a fuel that turns to gas at a very low temperature as it is the gas you need not the liquid. Secondly you need the right amount of air passing over the fuel to enable a 13-17-1 air to gas ratio for good combustion. The internal workings of the surface carbie here are really quite simple - once you have your head around them.

1. You have a somewhat standard petrol tank with a filler cap and a drain cock. However instead of a fuel line out you have a manifold that leads directly into the atmospheric inlet valve,

2. You also have a pipe that comes directly out of the exhaust that flows through the lower area of the tank and then exhausts to the exterior of the tank. This pipe's function is simply to warm the fuel to aid the creation of fumes within the gas tank,

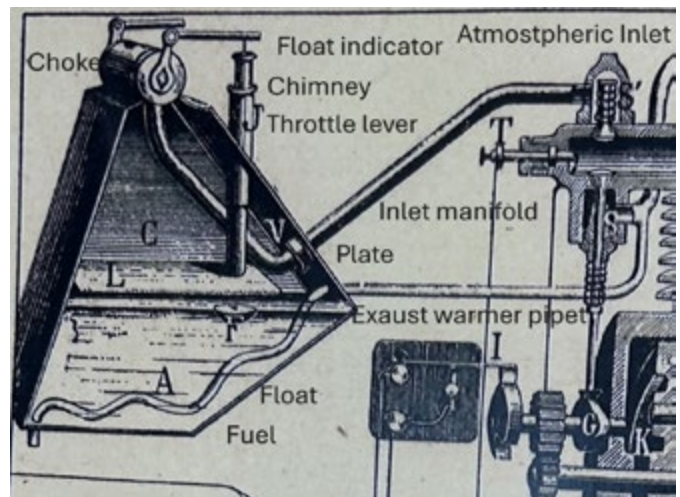


Diagram of how the surface carburettor operates

3. You have an air inlet with a screen (to keep out bugs and dirt etc) and two levers - both alter the amount of air allowed to enter the combustion chamber, one acts as a choke really richening up the mixture by limiting the amount of air going into the petrol tank, the other the throttle valve that adjusts speed as you are running by limiting or opening the amount of air fuel mixture that enters the inlet manifold and therefore the combustion chamber.

4. Inside of the gas tank you have a float with a wire indicator that protrudes out a "Chimney" - this gives you a clear indication of how much petrol you have in the tank.

5. The chimney is attached to a plate that is the same shape and nearly the same size as the horizontal section of the tank, the chimney also allows a small amount of air to enter the tank. The float is slightly smaller than the plate, this plate is moveable up and down within the gas tank by raising and lowering the chimney and is connected via the upper section of the tank to the air inlets and the inlet manifold.

6. As the inlet valve opens, it creates a vacuum, sucking the gas air mixture into the combustion chamber. To adjust the mixture, you need to move the plate up or down to adjust the area that the air has to pass over the fuel, creating a venturi of sorts. The closer the plate is to the fuel, the richer the mixture, the higher you lift it the leaner the mixture.

7. To get things started, like any other motor, you need a richer mixture particularly as the exhaust fuel warmer is not active until you have the motor running and even better when it is warmed up.

8. I used aviation gas for a fuel, simply because it emits fumes at a much lower rate than standard gasoline. I found that running the plate 1/2" off the fuel level provided the best mixture, however you must note as you use fuel riding down the road, the mixture leans out as this gap gets bigger, so you need to constantly adjust the plate level back to the 1/2" spacing to maintain the best mixture.

Thankfully, once I had a side off the tank, it was as nice inside as it was out, with everything that should be there, present. It was apparent that, in its life in museums, the chimney had been pushed so hard into the tank it was unrecognisable from the exterior. I withdrew the chimney and decided a nice little knurled collar silver soldered to the top would prevent this being pushed in too far again. I also worked out that there was a small leak around the exhaust warming pipe and this would have allowed exhaust gas to enter the fuel in the tank, not ideal. With these minor repairs completed, it was a matter of working out what I thought was a good level for the plate v the float. Working on Alan's advice, I opted for the 1/2" mark and placed a piece of masking tape (very technical but nicely temporary) around the float indicator level with my knurled collar on the chimney and re-soldered the tank back together and pressure tested it for leaks.



The tank apart showing the small leak around the exhaust warming pipe.

Once the tank was back in the bike, the learning process of "how to start the bike" began. Lots of pedalling and tweaking eventually resulted in the motor firing, with the learned sequence as follows:

- Ignition on
- Full choke
- 1/2 throttle, de-compression on
- Peddle your guts out
- Once it fires, quickly release the de-compression and open the choke 1/2 way
- Let it warm up and open the choke fully
- As it warms up, adjust the throttle to achieve a nice idle.

Once I had the right mixture to have the bike running nicely, I placed a slight kink in the float level indicator (ditching the masking tape), so as to ensure I had the level correct in the future.

With the success of the re-commissioning of the De Dion, I am now charged up to tackle the J. Bourgerly, and this time it is "worst first", with the carbie already on the bench ready for work.

For some wonderful explanations done by Russell on the work already completed on the 1902 De Dion powered bicycle please go to the following links. It is fascinating viewing -Ed

1st Bike run at Pre '05

<https://www.facebook.com/reel/716580361414674>

1st Bike run prior to Pre '05

<https://www.facebook.com/reel/24203148472713997>

Timer #2

<https://www.facebook.com/reel/841913234828418>

Timer #1

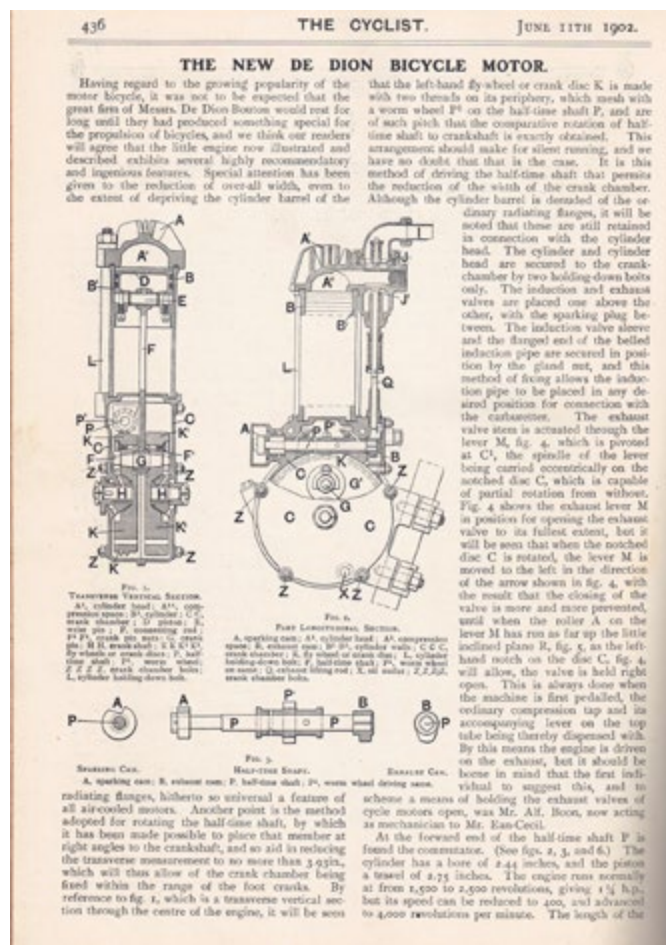
<https://www.facebook.com/reel/1965461540907553>

Surface carbie back in bike

<https://www.facebook.com/reel/1099179391651723>

Inner workings of the surface carbie

<https://www.facebook.com/reel/759393186460715>

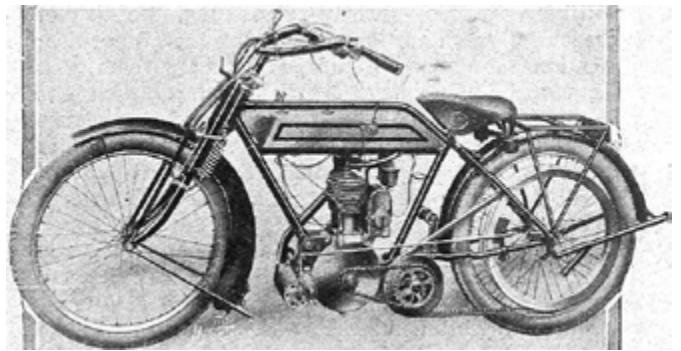


Page 436 of The Cyclist of 1902

Cyclecar Corner – “Leeds” Engines by Job Day & Sons

by Graeme Jarrett

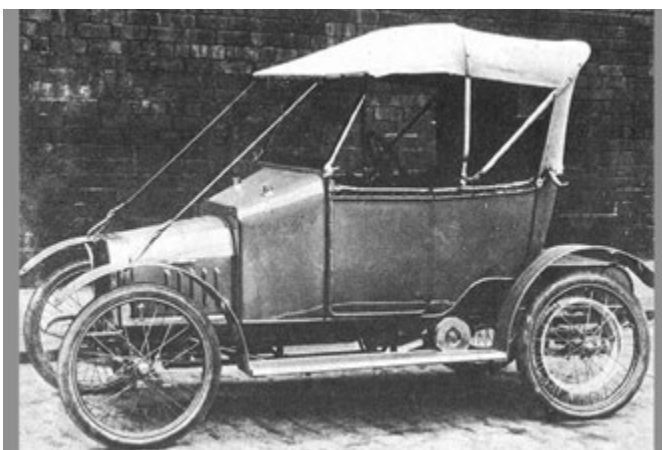
The manufacturer Job Day & Sons, Ltd. of Leeds and London were engineering manufacturers. They made all manner of things including soap, tea packaging machinery, bacon slicers, motors, motorcycles, Cyclecars and later Light Cars. They also went on briefly to market a light truck – perhaps based upon their light car for war work. The company survived their motoring adventure into the 1920s and went on to their core business of tea packaging machinery surviving into the 1980s and beyond. They made a Cyclecar in 1912 that incorporated a vee-twin engine – their own (see below).



This is a 1912 motorcycle of 499 cc capacity - engine made by Job Day and Sons – marketed as an Eclipse. The frame was made by Edlin.

This advert shows the extent of their capability in making engines. The Cyclecar engine of 8hp is interesting.

I had not been aware of their manufacture of Cyclecar engines until relatively recently. I have never seen one of these vee-twin engines in all my years of trying to identify random engines of unknown provenance. Are there any out there?



This is an early “Day Leeds” Cyclecar of 8hp (988cc) made by Job Day and Sons in 1912.

This is the four cylinder car of 1913 that replaced their previous 8hp Cyclecar. This was initially powered by an engine by Turner, however, later models used an engine of their own manufacture.

It is not known how many cars and motorcycles were made by Job Day & Sons. A number of the four cylinder cars are known to have survived in both England and one here in Australia. It is ex Victoria and spent much of its later life in Tasmania.

Accreditation: - *Graces Guide, Temple Press (Light Car and Cyclecar) and The Motor Cycle.*

From the Album of Kenneth Tozer Budge

by Ian Berg

Several wonderful photographs have been provided to me courtesy of Carol Barton of Balwyn.



Pictured in front of The States Motor Company building at 103–105 Exhibition Street in Melbourne, this photograph was likely taken between 1906 and 1908. Callum Walsh has done some sleuthing and believes the car is likely a large horsepower Itala similar to the Peking to Paris car. It is fitted with the Mercedes patent radiator, as was also used on several Italian makes including FIAT, SCAT and Itala.

What we do know is that the driver is Kenneth Tozer Budge, who was Carol's grandfather. He was a motor agent and salesman for several companies before the Great War and subsequently held a Hillman agency for many years afterwards.

Barton believes that her grandfather participated in at least one of the Sydney to Melbourne trials with some success and that the second photo was taken during that event. Unfortunately, this has not been able to be verified through the usual internet searches and may not be factually correct. The registration number on the car, 211, is clearly shown. Later, in the Automobile Directory of Victoria (c.1912?), this number was attributed to an Alexander Harris of Collins Street, Melbourne.

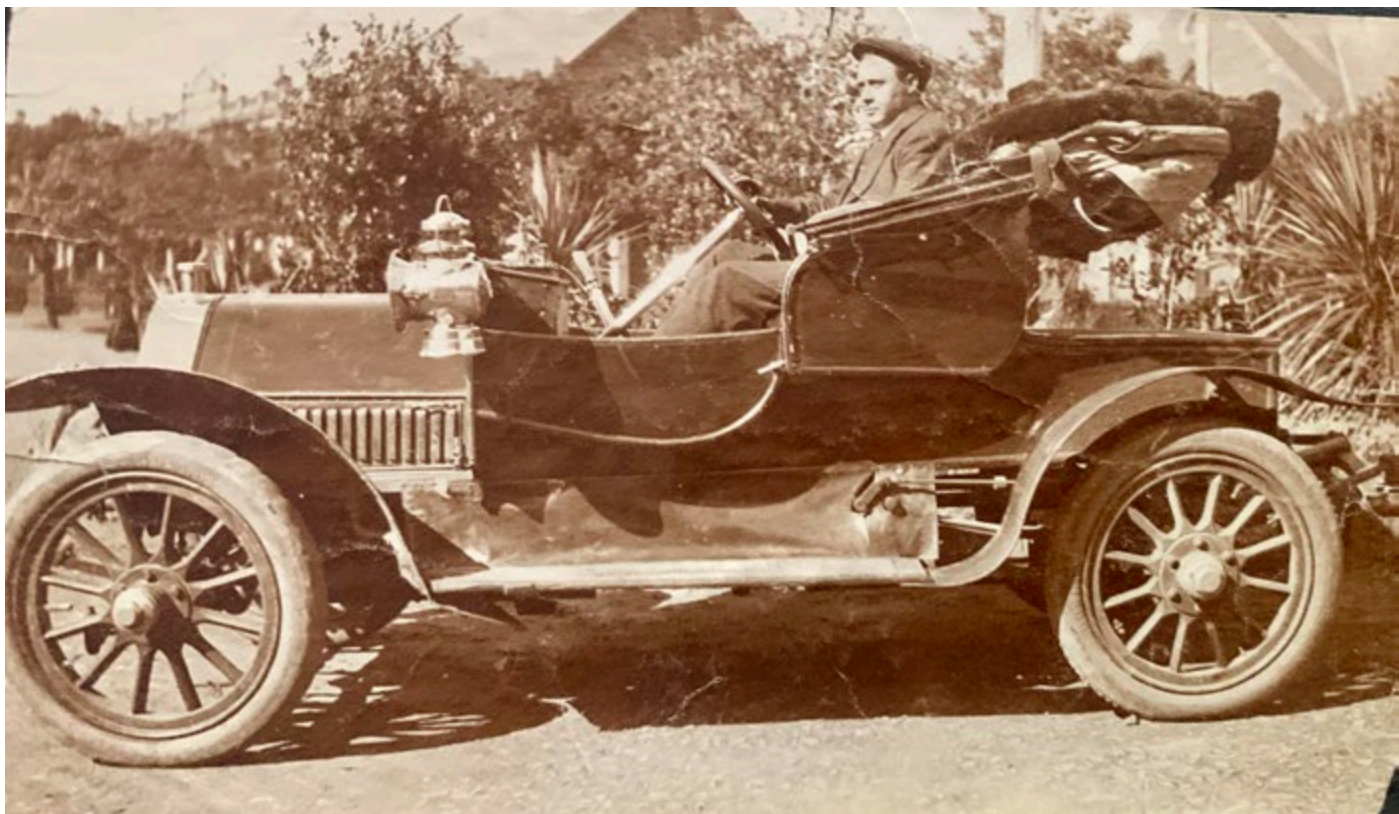
The showroom pictured in Exhibition Street has quite a history in the veteran period and was variously occupied by the Tarrant Motor Car Co., the Melbourne School of Motoring, Melbourne Motor Body Co., States



Motor Co., Sandford Leitch Motors, and Thompsons Pty Ltd, as well as the Benz Motor Agency. After this, Robert Lane started Exhibition Motors at the premises, which ultimately became the headquarters of Lanes Motors.

Several photos of the building survive in its various guises as a motor agency, and the State Library of Victoria holds a magnificent photograph (c.1913) of the building when it was the Benz Agency of August Hoette. The building has long since been demolished and is now the site of an apartment complex.

The same family photo album of Kenneth Budge also provided the remaining photographs. If any members can provide further information on either the cars or the reputed involvement of Budge in the trials or the early period of motoring generally, I am sure the Editor would appreciate your response.



Kenneth Tozer Budge at the wheel of what appears to be a Humber — or possibly a Darracq. Who can confirm?



A four-cylinder De Dion-Bouton with lovely Roi des Belges coachwork.



A large Wolseley touring car, c.1913.

There is another photograph of the Benz Motor Agency on page 25.

A Veteran in Tasmania – Notes on an Early Vauxhall

by Bill Guy

The following article comes directly from the Veteran and Vintage Vauxhall Register Australian Newsletter August 2025 edition. We are indebted to Dave Stuart in allowing us to reproduce it. It is nice to share material with fellow enthusiasts. -Ed

Below is an article written by Bill Guy on how he found the single cylinder Vauxhall in Tasmania. This car (photograph below) is now owned by the Adams' family in Boolaroo at the northern end of Lake Macquarie in N.S.W

It was in Tasmania in the late nineteen fifties when I was an engineering undergraduate at the university, that Sidney Cripps of Dunnyrne, who owned an OM and a Trojan, gave me a clue regarding an Alldays and Onions reputed to be stored in an old house soon to be demolished in Battery Point. Following up the clue I found not an Alldays and Onions, but the tubular chassis of a De Dion Bouton, circa 1903, and the bodywork, axles and wheels of a 1904 Vauxhall with a steering wheel and not a tiller as in the 1903 model.

Apparently, the Vauxhall was dismantled in the early twenties and the motor made into an ore crushing plant and sent to the osmiridium mines at Adamsfield in the rugged southwest of Tasmania. I researched old mining leases for the area and set about trying to track down the early miners only to find that some were then no longer with us. Finally, I located an old miner named Oscar who recalled that the Vauxhall motor was on Pat Roach's lease and was pushed down a mine shaft when the bottom fell out of the osmiridium industry in the early thirties when it became no longer fashionable or necessary to tip fountain pen nibs with osmiridium.

On a subsequent final year geology excursion, I was able to recover the motor and flywheel, sadly in a very sorry condition. I then got in touch with the "Grand Old Man" of Tasmanian motoring, Gordon Fysh, who told me that Mervyn Gray of Launceston had an almost complete 1903 tiller-steered Vauxhall which he would not part with, but that he, Gordon Fysh, also knew of another early single cylinder Vauxhall motor driving a saw bench at Prospect.

I finally traced the motor to a Mr Plumbridge who agreed to part with it in exchange for a chain saw in reasonable condition.

By this time, I had graduated and was working for a consulting engineering firm who transferred me to Canberra in 1961 to establish, so the Vauxhall went into storage in Hobart.

A few years later, as my interest tended to vintage rather than veteran cars, I gave the Vauxhall to Alan Higgison in Canberra provided he collected it from Hobart.

So, the Vauxhall came to Canberra to be ninety per cent restored by Alan Higgison, finally to be the subject of a swap with George Green for a vintage Stanley Steamer.

I do not know what became of the Vauxhall after that, but I do recall driving the Stanley Steamer one afternoon after spending the entire morning striking matches and burning all the hair off our arms in our efforts to achieve a sufficient head of steam to move the two-ton monster.

D.S. Guy (Bill)



The beautiful 1904 Vauxhall, owned by the Adams Family in NSW. Each year I have my fingers and toes crossed that this gorgeous car will grace us with its presence at the Pre-1905 Pioneers Rally. My next efforts may be prayer. -Ed

Accreditation: Veteran and Vintage Vauxhall Register Australian Newsletter August 2025 (Editor Dave Stuart)

Factory 10

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Findings, Feedback and Follow-Ups

by Russell Beach

In last month's edition of *Brass Notes*, on page 25, we were fortunate to have a photograph supplied by Warwick Landy from the Horseless Carriage Facebook site. Little known to me the photo was not complete. Long-term member of our Club, Russell Beach, informed me of this and told me where I could source the full photograph. So, the Colac Historical Society has been the source of the full photograph.

Russell then proceeded to say that the photo that was taken at Colac, was just a stopping point of the large group who were in transit from Geelong, or more correctly Drysdale, enroute to Warrnambool for the second day of a sale. The entourage apparently started at Horsham on the 16th of April and travelled to Geelong to attend a sale of horses and cattle at Drysdale before motoring on, via Colac, to Warrnambool for an overnight stop. Day 2 of the sale was at Illowa just near Warrnambool.

All this was organised by Young Bros. who were Auctioneers and Stock and Station Agents and had depots in many country Victorian towns. They owned many vehicles and used the cars to transport perspective buyers to their sales.

We have dealt with the Young Bros. in *Brass Notes* before, when we were supplied with a great photo from Terry Parker, on page 7 in the July 2025 edition of *Brass Notes*.

Steve Campbell-Wright responded in the next edition, on page 26, explaining the photo was taken at the branch of Young Bros. in Minyip and he also told us how the company provided cars to take perspective buyers to sales and property.

So, that leads us to the most magnificent photo that another long-term member, Colin Drake, discovered. It shows the complete assortment of vehicles that were attending the sales in the two districts (See pages 18 and 19).

The photograph and content have been taken directly from the excellent book that was compiled and written by member, Mal Grant, and published by the Veteran Car Club Australia (Victoria) titled *Motorgraphs and Motors 1901- 1919*.



Here we see the full photograph with more cars. Supplied by Colac Historical Society

Colin Drake of Warrnambool discovered this photograph many years ago and it has remained a mystery until now. After years of extensive research, we have found an answer. Young Bros., Auctioneers – Stock and Land Agents of Horsham, Natimuk, Dimboola, Nhill, Jeparit, Rainbow, Warracknabeal, Donald, Ararat, Casterton and Hamilton, were joint auctioneers of two properties in the Western District of Victoria in 1912.

Young Bros. were very advanced in their methods of sales and used motor cars extensively to visit clients as well as take interested clients to view properties. On Tuesday 2nd April 1912, they again advised prospective buyers of a huge sale of horses and cattle; firstly, at Drysdale at 11.30am Wednesday 17th April, then two days later for another vendor at Illowa near Warrnambool. Transport was to be offered to parties or individuals who booked well in advance; (advertising had been regular for some weeks prior to the sales). The majority of the cars shown were owned by Young Bros., either as a firm or individually. The story of the trip is not one about which a great deal is known.

The group left Horsham early on 16th April and arrived at Geelong for the first sale, then later motored onwards to Warrnambool. The auctions were held in conjunction with Denys Lascelles Austin & Co. at Drysdale, and with O'Brien Bros. at Illowa. When details of the vehicles were located, verified opinions held by me and particulars were matched with information located in newspapers of the day. It is always my hope that somewhere there may be a surviving diary or notes compiled by one or more other participants on this tour. To say it was a far-reaching idea of Young Bros. is not to underestimate these words, for they were indeed innovators in modern – for those days – business travel, as well as their marketing abilities.

Outside of the Western Hotel at Warrnambool. The cars by make -left to right, using the registration numbers displayed and information located, were listed in April 1912, as being owned by -

The last line of the table lists the car as a Humber. It is not a Humber, and in my opinion, I reckon it is a Russell. I'm happy to take other suggestions. -Ed



Make	Registration No.	Owner	Address / Location
Hotchkiss	801	James V. Acton	Tara, Studley Park Road, Kew
Ford	3985	Young Bros.	Dimboola
Talbot	83	Lauchlan MacKinnon	"Lalumna" Orrong Road, Toorak
Minerva	5313	Young Bros.	Nhill
Talbot	3052	John Young	Nhill
Talbot	397	Young Bros.	Horsham
Talbot	4201	Thomas Young	Horsham
Daimler	726	Young Bros.	Horsham
Talbot	344	Young Bros.	Warracknabeal
Talbot	1658	Young Bros.	Murtoa
Talbot	3854	Thomas Young	Murtoa
Flanders	5597	Young Bros.	Jeparit
Flanders	6705	Young Bros.	Horsham
Talbot	337	Young Bros.	Donald
Minerva	3207	Thomas Young	Horsham
Minerva	3087	Young Bros.	Horsham
Daimler	1976	Dalgety & Co.	Bourke Street, Melbourne
Unknown			
Humber	6702	Dennys Lascelles & Co.	Geelong (believed Humber)



Dear Greg,

I read with great interest the article by Tom Clarke detailing the history of two Benz cars that participated in the 1910 Prince Henry Rally. And thanks Tom for such a valued contribution to our magazine. Amongst other interesting details was mention of the introduction of engines with four valves per cylinder.

It so happens that I have recently been researching the 1910 Prince Henry event with my particular interest in the entry of cars made by Stoewer.

The Prince Henry rallies were specifically open only to production vehicles, capable of seating four and they were required to carry at least a driver, mechanic and one other passenger. Racing cars were excluded. There was no provision for classification according to engine size. Not surprisingly, the top placings went to the larger engine, more powerful cars, with Ferdinand Porsche placing first with an Austro Daimler of his own design, with a 5.7 litre engine developing 95 BHP.

In the following table is a summary of the engine details of the most relevant entries obtained from the journal "Allgemeine Automobil Zeitung" in 1910.

As can be seen, there were just two entries with four valves per cylinder and only one of these had an overhead camshaft. The engine performance as measured by BHP per Litre of displacement is revealing. The Stoewer engine was by far the smallest in the event and so it is not surprising that it did not feature in the placings. But it was the most advanced engine. It was designed by Boris Loutzkoy, a Russian Jew and preceded two larger OHC aircraft engines also licenced to Stoewer. One of these with a BHP of 100 was installed in a Stoewer touring car in 1913.

Boris Loutzkoy was also the designer of all the early Mercedes engines, but as a Jew, in 1944 the NAZI propoganda machine instructed the removal of all reference to Loutzkoy from Daimler/Benz marketing. His name was replaced by Maybach. Sadly, the Mercedes Benz group today have not rectified this antisemitic error in their history.

Cheers,

John Stanley

Hi Greg and Graeme,

The car in front of the arch in the Jan/Feb edition of *Brass Notes* is a Zevaco cyclecar. I think they used a Chapuis Dornier motor. I'm not sure how many were built. A Zevaco was entered in the 1100cc cyclecar class of the 1924 Bol d'Or and came 9th out of 10 cars. One of the less successful Z-cars.

Cheers,

Andrew Benoit



Make	Valve Drive	Valves/Cyl	Bore x Stroke	Displacement	BHP	BHP/Litre
Austro Daimler	OHC	2	105 x 165	5,711	95	16.6
Benz	Push Rod	4	105 x 165	5,711	80	14
Benz	Push Rod	4	115 x 175	7,273	100	13.7
Mercedes	Push Rod?	2?	96 x 156	4,518	65	14.3
Stoewer	OHC	4	80 x 140	2,815	50	17.8
Vauxhall	Push Rod	2	90 x 121	3,054	40	13.1

The Old Dodge

by Frank Pound

The following article is reproduced from the September Brass Notes, 2007 on page 13 and authored by Frank Pound. It features the 1916 Dodge that Frank restored during the 1990s and 2000s and was completed in 2007. This car, as you read, was always in the Pound family, so it had great sentimental memories for Frank. The restoration was first class as Frank wanted to get

it correct. Frank will always be remembered for the running of breakfast runs, as that was "his baby", and also for the official timer on the Midwinter Rallies Cold Start Competition. Frank has moved into aged car, so the Dodge will be for sale. Please contact the secretary (Brian) for an expression of interest. See advert on page 28. -Ed

When I was a pre-school age boy in the early 1930s it used to be very exciting to visit my paternal grandparents' property. My grandfather, Frank Spencer Pound, died at an early age in 1926 before my parents married so I never had the opportunity to meet him.

It was great fun to play on an early model Maxwell car in the stables and to climb up into the hay loft. I can remember the disused Maxwell being cut up and scrapped – how times have changed.

There was also a 1916 Dodge Brothers tourer which was stored in a shed on the property and I used to sit in the driver's seat and pretend to drive it. I always thought how grand it would be to drive such a big car one day.

My childhood years included being a Wolf Cub, later becoming a member of the 1st Ivanhoe Sea Scouts where I learnt to row and sail on the Yarra River. In my young teens my courses were set – I studied mechanical and electrical engineering and joined Royal Brighton Yacht club as I loved sailing and yacht racing.

After graduating in engineering I joined General Motors-Holden and spent 41 years with the company as an automotive engineer in production engineering.

In the 1980s the time had come when the Pound family property was to be sold and so I acquired the 1916 Dodge. As children my siblings and I always referred to the car as 'the old Dodge'.

Because of my busy career, owning and racing yachts and raising a family, I decided to put off restoring the Dodge until I retired when there would be more free time.

My wife Jean and I joined the Veteran Car Club of Australia (Vic.) in 1993 and gradually became involved in assisting to conduct rallies, breakfast and day runs and acting as 'tail-end Charlie' on several rallies.

'The old Dodge' is now fully restored to its original specifications and Jean and I are planning to give the car its first outing in the 2007 Annual Rally in November. I will have achieved my boyhood dream of driving a 'big car' like the Dodge.

We look forward to many enjoyable drives in our Dodge with all the other great people in the Veteran Car Club.

Frank Pound



Jean Pound proudly stands beside their newly and magnificently restored 1916 Dodge



Grand Vol d'auto

by Nick McNeil



The Bonnot gang's attack in the Forest of Sénart. Edited by the author. Illustration from Le Petit Journal, 7 April 1912. By Le Petit Journal from Wikimedia Commons (Public Domain).

Illustration: Le Petit Journal 7 April 1912

A friend has kindly helped me with the necessary translations from French to English, to enable me to try and tell this interesting story of grand theft auto (Grand vol d'auto), which occurred in Paris, in 1912.

Jules Bonnot was a disgruntled 35-year-old, who along with his accomplices formed the Bonnot gang and terrorised Paris and its surrounding regions in the early 20th century.

His initial criminal activity occurred in Lyon and his success in utilising cars as getaway vehicles during robberies seems to have largely related to the experience he gained from his time working as a military mechanic.

He was wanted by the French authorities for the charge of burglary, and then with the reportedly accidental death of his co-conspirator following an incident where his pistol malfunctioned and he shot himself, Bonnot was also wanted for murder. This led him to flee Lyon, for Paris in 1911 where he met up with a number of likeminded individuals, and formed the Bonnot gang.

My interest in his activities relates to the car he and his gang chose to steal for their final escapade, which appears to be a brand new 4L 25hp De Dion Bouton, the largest of the four cylinder cars in their range at the time. The car had been purchased by the Count de Rouge, and was to be driven from the factory in Puteaux, Paris, to the Count's estate in Beaulieu-Sur-Mer, on the French riviera, near Monaco, 980 km away. Driving the car were Francois Mathillet, a 35 year-old mechanic employed by the De Dion Bouton company, and Louis-Jean Cerisole, an 18 year-old who had completed an apprenticeship and was to take up the position as the Count's new chauffeur.

The Bonnot gang stopped the car on the morning of 26th March 1912, in the Senart forest, 25km out of Paris. Mathillet was shot dead, where Cerisole was only wounded and managed to escape to alert the authorities of the incident, in a neighbouring town. With the police pursuing on bicycles, the Bonnot gang escaped in their new car. They proceeded on to the town of Chantilly, north of Paris, where they killed two employees at a government building, before they then abandoned the De Dion 40km away, in the town of Asnieres.



The abandoned De Dion Bouton in Asnieres. Interestingly the car does not have a round enamel radiator badge on the top of the radiator, only the script over the core. That is quite unusual. [Image from Puteaux archives]

An Original 1911 Ford Model T

by John Horswell

It wasn't until a month later that the Bonnot gang was located by the authorities, hiding in the house of one of their accomplices, in Choisy-le-Roi, one of the southern suburbs of Paris.

This had been the location where they had previously hidden a number of their stolen cars.

The police surrounded the house, and employed the use of dynamite in flushing the bandits out. Bonnot was killed as a result of his injuries sustained in the firefight, as were a number of his gang members. Five survived and were arrested, two of whom were sentenced to life imprisonment with hard labour, and three were sentenced to death.



*The arrest of the Bonnet Gang. Another limousine in the background, seen through what is left of the window.
[Image from Puteaux archives]*

The Bonnot Gang has been credited as the first group to employ the tactic of "carjacking" in their criminal activities, at least in France. They stole cars and performed a series of armed robberies which gained public attention in Paris over the 6-month period from late 1911 to their capture in April 1912. The group acted under the principles of "Illegalism", a form of anarchism which involved individuals stealing from capitalists, for their own individual reclamation. Sadly, it appears that most of the individuals Bonnot killed were from the working class, so he doesn't seem to have been a Robin Hood, nor a Ned Kelly.

I have not been able to find out what happened to the De Dion Bouton limousine after it was recovered, but given its apparently undamaged appearance when it was photographed, perhaps it continued on its long drive to the sea.

My 1911 T Model Ford, engine number 48831, came to life on April 20th, 1911. Its history I am told is as follows.

The car was delivered to a Ford agent in Tonkawa Oklahoma where it was sold new to a local farmer. After many years of service, the T Model was traded in at the Doenges Ford dealership in Tonkawa Oklahoma on a new A Model Ford. The T model was parked on display in the dealership show room to show prospective buyers the new and the old. The Doenges family kept the car till it was sold to a collector in 1988. The Ford as it presents today is a wonderful example of what Henry Ford actually manufactured in 1911. With very little change occurring to the car since that time. Of interest the car's engine is the last of the open valve chamber design, which the original owner tried to stop the oil leaking from by bolting on a tin cover.

The car is now for sale see page 30 for further details



Round The Bends, With Two 1910 Benz – Part 2 of 2

© Tom Clarke, 2025-26

Early years in Australia

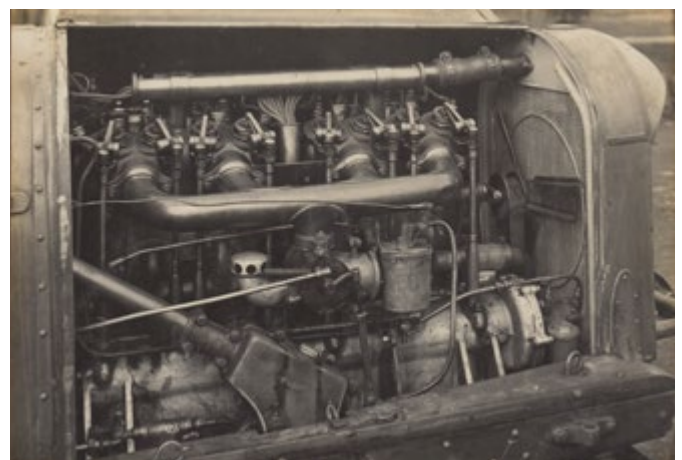
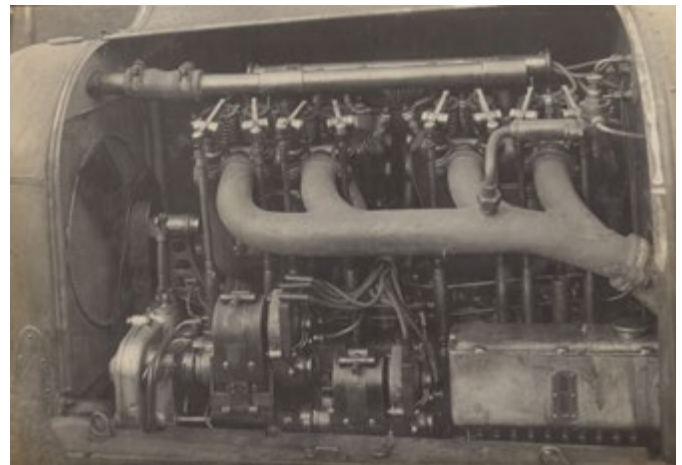
Craig's rebuilt car was the first of the two to arrive in Australia, now in a neat 2-seater form (with the rear portion from another source), but little more was heard of it. Repairs in Germany or England would have ruled out an early shipment. Photographs of the car after arrival, from the albums of Sydney's Benz agent Albert Valentine Turner (1887-1926), showed that no engine plaque was affixed to the crankcase (two rivet holes remained) but it was known as car 5732. Even during the Chamberlain restoration there was no engine number plaque. Today it carries a later plaque stamped 5700. (It is unclear how 3471 was also linked to the engine by Victoria Police.) Craig's registration numbers in this period were Vic-6-321, 6-382, and 6-711, all early 1912. The four images used here were all taken by Melbourne's commercial photographer Algernon C. G. H. Darge (1878-1941), real name Sharp, with a studio at 175 Collins Street.



The Craig Benz seen in Victoria in the autumn or winter months after his and Wilkinson's return from England on 8 January 1912. The driver is not A. V. Turner but might be the diminutive George Wilkinson. The wheels are Benz's own. Note the lightened brake drums, perhaps further proof of its 1910 tour participation. (Courtesy of David Berthon)



The Craig Benz unregistered for Victoria but carrying its battered British plates, in the same location where Syme's car, seen earlier, would much later be photographed. (Courtesy of David Berthon)



The Craig Benz engine ca 1912. The exhaust manifold pressure take-off is clear to see. Just visible on the offside are the two holes for the missing engine number plaque just below the front pushrod. (Courtesy of David Berthon)

Benz agents Stanton Turner & Co. were at 133-135 Castlereagh St., Sydney from around October 1912, at first dealing only in the American Underslung. Melbourne was served from October 1912 by August Hoette's Benz Motor Agency at 118-124 Toorak Road, South Yarra and 493 Collins Street in the City. From 1913 it was run by S. E. Major (formerly at Brodribb Bros). By October 1913 they were at 103-105 Exhibition Street in the City. Their 1912 offerings were the 12/20, 15/30, 22/40, 35/55, 42/75, 42/100, and the 200 model which was never sold in Australia. In June 1913, E. J. Stanton in a 100 h.p. Benz aimed to better the Sydney to Melbourne record set by his partner Turner but this car has not been identified. Hoette (1880-1979) as German born was interned during the Great War and Robert Lane ran his business for the duration.



The Benz Motor Agency in Melbourne showing the Benz entries for the 27 April 1914 A.C.V. hillclimb at wildwood. Left to right: August Hoette 12/20, R. Lane 12/20, H. V. Lansell 22/40, G. F. Syme's new 38/60 and his 22/40, and R. Lane 22/40. (Courtesy of David Zeunert Motorsport Archive, used in *The Australian Motorist* May 1914 p.11)

Syme's claimed 80 h.p. is difficult to trace in period reports. All his entries at A.C.V. (Automobile Club of Victoria) hillclimbs, usually with 'Tiny' McCarey driving, were with his 38/60 and smaller Benz cars. (One competitor at these events in his Hispano-Suiza 'Alfonso' model was young Lou M. Whyte of Geelong, who enters this Benz story later.) The reason for Syme's absence with an 80 h.p. becomes clear next: a 1919 advertisement showing that Syme was not the first owner after all and, moreover, the car was destined for Australia in 1914, not soon after 1910. The *Sydney Morning Herald* 26 July 1919 and other papers give the background:

'Benz 27-80 h.p. 4-seater, the property of the late Simon Fraser Jr., 1914 [sic] model, held up two years in South Africa, arrived Australia 1916. Four cylinder, 16 overhead valves, double magneto ignition, CAV lights, 6 wire wheels and tyres, recently dismantled and overhauled. This is one of the best and sporting cars in Australia - £950. Apply J. N. Fraser, 'Norla', Irving Road, Toorak'.

Clearly this can only be the 1910 'Prince Henry' type because no Benz cars of 1914 had this configuration. Simon Fraser Jr (1886-1919) was a trained mining engineer, and sportsman in hockey, rowing, and football. He was the son of pastoralist and politician Sir Simon Fraser in Victoria's Western District, owner of a 40 h.p. and a 65 h.p. Napier. Fraser Jr farmed his father's 'Nyang' station just over the border at Moulamein in N.S.W. He was a participant at A.C.V. hillclimbs, as was his new wife Phyllis, and Minerva cars were known at 'Nyang'. He died of the Spanish flu in May 1919, his father weeks later.

Syme, therefore, can only have owned the Benz post 1919, buying it from the Fraser family or any interim owner. (It is a curious coincidence that the ex-Craig car was for sale in the same period.) The photograph shown earlier with Horrie Miller claimed at the wheel and in a southern hemisphere wintry scene, could well be around the time of Syme's purchase in ca 1919.



The Fraser/Syme Benz 80 h.p. after its arrival from South Africa in mid-1916, a delayed new car(!), Simon Fraser Jr at the wheel, one of two photographs again from the A. V. Turner albums and clearly marked with 'Geelong Road, Victoria, 1916'. It was not yet registered. The exposed exhaust manifolding confirms this car was built in this form before 1914. The body is in a non-1910 Tour style, the wheels are Rudge Whitworth, and the brake drums are not lightened. (Courtesy of David Berthon)



The Simon Fraser Jr 1910 Benz new in mid-1916. The driver might be one of the Benz Motor Agency staff or someone with Fraser taking delivery. Note the large CAV headlamps, later replaced with large alternatives still on the car in the 1940s. (Courtesy of David Berthon)

Simon Fraser might have ordered the 80 h.p. whilst he was in England, or through the Melbourne agent. He was certainly in England for the 1911 Coronation, and in 1912 as an Olympics participant. His parents were there from April to November 1914. The order might instead have been placed through them with Benz in Germany.

For the car to be impounded in South Africa for two years, until 1916, it follows that it was at the outbreak of the Great War. If sent on a German cargo ship via the Cape then the whole ship might have been interned. Alternatively, if sent on a British ship, it would have been crucial to stay safe in a South African port because of German attacks on shipping in the Indian Ocean. One British newspaper for 3 August 1914 referred to German ships in South African waters aiming to be interned in Portuguese African ports, and Australian newspaper reports in September 1914 revealed ships also interned in Cape Town. Another report in May 1916 gave the names of the three German ships stuck in Cape Town: the 'Birkenfels', the 'Hann', and the 'Apolda', and in June 1916 described how Australians having claim to cargo in Cape Town

were to proceed. Meanwhile, the Benz Motor Agency had been raided and documents seized at the start of the war! It was not a good time to be buying German cars. The three ships were released in 1916.

For Fraser or his family to think it was a 1914 new car the Benz must have been reconfigured from its 1910 Tour form – new body, modified chassis, possibly the smaller engine having the much later engine number, and then set up for touring with the distinctive exposed exhaust manifolding. Sadly, Fraser could only enjoy it for three years after it arrived in 1916. Meanwhile, in May 1918 his brother John (on war service in Europe) had been to London to order a new Rolls-Royce for Simon. It arrived in late 1920 after Simon's death but was retained by John for some years.

Later years in Australia

Craig's car was on the market by mid-1919, already in the hands of another owner. *The Age* 14 May 1919 and *The Argus* 17 May 1919 and later issues all advertised an auction slated for 27 May in St Kilda, listing the 80 h.p. Benz single seater sporting model, and Hispano-Suiza 15 h.p. and three other cars ex Alan Tye – he and George Tye of the Tye & Co. furniture company and 'Blackwood Park', Ferntree Gully. The car was subsequently offered in *The Argus* 28 June 1919 as,

'Benz 80 h.p. sports model roadster. Has won race doing 96 m.p.h.; holds Brooklands certificate of 118 m.p.h.; something super. The Motor Sales and Exchange Depot, Showrooms 213-215 Latrobe St.'

No price mentioned. The details alone mean this can only have been A. T. Craig's former car. Slightly altered the advertisements continued in the 27 Sept. 1919 and 4 Oct. 1919 issues as,

'Benz 27/80 HP Speed Model roadster, fastest car in the state; holds splendid records. Something hard to procure today – wire wheels. The Motor Sales and Exchange Depot, Showrooms 213-215 Latrobe St.'

Again no price mentioned. The Motor Sales and Exchange Depot failed to find a buyer, waiting two years to place another advertisement (perhaps for Alan Tye) in *The Argus* 22 June 1921,

'For sale – 1. D.S. [double seat, i.e. two-seater] Benz car, 27-80 h.p., fitted with electric light, 4 cylinders, 16 overhead valves, 2 magnetos, 6 wire wheels, fastest Benz car out here'.

Still no mention of price or its date (and it cannot have been the Fraser car because of the body type). No further entries followed. It was probably after this period that the car was sold to an unknown buyer in Castlemaine, Victoria. He removed its 2-seater body and fitted a crude 2-door replacement. It was registered Vic-HV-775 after 1939. In the early 1940s after this long ownership it was sold to Robert Ralph Crimeen Jr (1917-73) in the high country of Glen Valley, Victoria.

The ex-Fraser car, now with Syme, seems not to have been used competitively in the interwar period. There matters rested until the mid-1940s when both 1910 Benz cars were rediscovered. Chamberlain first acquired the Craig chassis in 1945 from Crimeen in Glen Valley after some complicated negotiation.

Differences

Craig's car was it seems one of the four Prince Henry Tour cars with the 5.7 litre engine, no exposed manifolding or pipes, and with the far forward front crossmember all the cars shared. The Fraser/Syme car, on the other hand, was notionally one of the Tour cars but images of it soon after arrival in Australia show both mechanical and body features totally unlike the 1910 Tour cars: external manifolding and pipes that made it unique (and which it retained until the more recent re-restoration to create a 1910 appearance), along with an absent front crossmember and the smaller capacity 5.5 litre engine, whilst the body was not the scalloped Tour type. It is hard to avoid the conclusion that the Fraser/Syme car was specially made up, either from one of the Tour cars or another chassis. No other Benz engine had the engine size of this car.

Enter Lou Whyte

Louis Melville Whyte (1890-1975) was a wealthy sporting motorist of 'The Heights' in Geelong (an historic house now owned by the National Trust), mentioned earlier at 1913-14 hillclimbs. It was around 1940 that Lou took on the ex-Fraser, ex Syme, Benz. He had raced against Syme's other Benz cars in those pre 1918 days. 'Bob' Chamberlain said in his 1987 article on his cars that the ex-Syme car had changed hands several times in short succession not long before he got it. The sequence of ownership is not yet clear but it is known that the Benz was in storage by at least 1931 when Syme died, and that the colourful literary figure W. Denison Deasey (1920-84) had a Benz 80 h.p. in the late thirties. By 1940 it was parked outside Deasey's mother's house in Lansell Road, Toorak. Deasey's first wife's mother was a Syme and this probably explains how car-mad Deasey acquired it. During the 1940s he was a W. O. Bentley enthusiast as well, with three 3-litre cars (925, 1082, 1135) and one Blower Bentley (SM3907).

It is possible that Whyte bought the car from Deasey or that he was merely custodian for a period. Certainly Chamberlain was sure he got it from the Syme family. In Whyte's hands the Benz was seen as cut down into a special, perhaps undertaken by Lou or a recent owner, the ca1914 tourer body lost. But all the mechanical features seen in 1916 were intact. On the back of a photograph Whyte recalled his car as a 1912, four-valves per cylinder, calling it 30/98 (thus confusing it with a Vauxhall), and noted the axle ratio as 2.75:1.

It is evident that Lou Whyte's ownership of the Fraser/Syme car was known to some observers down the years but spelling errors prevented the real connection being made. Chamberlain knew of 'Lewis White' (as noted in the Mercedes-Benz museum website) and Harold Paynting in his book *Wheels in Victoria* (1984) wrongly noted 'Lewis Whitis' as the owner soon after World War 1.



The ex-Fraser/Syme Benz in the street outside 'The Heights' in Geelong ca 1940, with Lou Whyte and his brother-in-law Ian MacGillivray (1895-1973). The headlamps are the same as those in the earlier image with Horrie Miller. The incomplete registration number includes 4530. (Courtesy of David Kux and Mrs Jenny Morris)



A front view of the ex-Fraser/Syme car with driver and passenger kitted out for a high-speed run. (Courtesy of David Kux and Mrs Jenny Morris)



This side view at 'The Heights' confirms the unlightened brake drums and Rudge Whitworth wheels seen in 1916. (Courtesy of David Kux and Mrs Jenny Morris)



Now outside the motor house at 'The Heights', Whyte, MacGillivray and his wife Mona posing for photographer Marnie, Mrs Whyte. (Courtesy of David Kux and Mrs Jenny Morris)

Restoration from the late 1940s

More detail on Chamberlain's restorations are in the sources quoted. Briefly, he restored the Craig car more in keeping with the surviving Barney Oldfield racing car in the U.S. and luckily he kept unused major parts for the next reconstruction by the later European owners. The ex-Fraser/Syme car was restored to touring car form and he fitted a far forward front crossmember. When the cars entered the European collections mentioned earlier the two were restored back to 1910 Tour appearance. Sadly, the ex-Fraser/Syme car was deprived of its original external manifolding and pipes that it had had since at least 1914 and probably from or soon after new.

We can now see that claims down the years of Benz at Mannheim offering Syme, as a well-known Benz enthusiast, one of their Prince Henry cars in 1910 or 11 was not actually the case. Two possibilities emerge: this car was assembled from one of the pre- or post- Tour chassis (like the Oldfield car, i.e. also without the far forward front crossmember); or one of the ten Tour cars was later altered, reflected in its later engine number and smaller engine, along with new tourer body, to explain the delayed 1914 sale to Australia and Simon Fraser Jr's brief ownership. Either way this Benz had no hillclimb winning record in Victoria before its 1916 arrival. It's a story that could truly drive you round the bends, in a Benz!

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 concludes this fine piece by Tom Clarke in Brass Notes as Part 2 of 2.

Thank you Tom for this wonderful piece of very interesting and important piece of early Australian motoring history – Graeme Jarrett.

See back inside/outside cover for restoration photos of the Benz - Ed.

Private Classifieds

FOR SALE

1909 Hupp Model 20

Engine #152

Restored 10yrs ago. A fun 4 cylinder car with 2 speed gearbox, cruises nicely at 55-60kph, been a very enjoyable and reliable car.

Has starter motor fitted, but starts easy on the handle. 4 new tyres, Some spares, have brass windscreen to go with it.

According to the American Hupp club, this is the third oldest Hupp known and the oldest in Australia.

Selling due to another project and the shed has no more room!

Located in Geelong.

Price: \$52,000

Contact: Simon Anderson

Email: ando_84@hotmail.com

Ph: 0414 482 241



FOR SALE

1909 AX RENAULT.

Meticulous award winning restoration by the late Alan Collis. Self-starter, Stepney spare wheel, advance/retard, handbrake and footbrake exchanged. Price includes fully restored/ rewound spare magneto and custom built single-axle open trailer with double reduction hand winch and ratchet jockey wheel.

Price: \$72,500.

Contact: David Inglis

Phone: (03) 9878 0496



EXPRESSIONS OF INTEREST

1916 Dodge. Has been an original and sound one family owner car restored by Frank Pound to a very high standard in the early 2000s. Has had little use. Not currently running and will require some mechanical recommissioning.

Expressions of interest via the secretary,
Brian Churchill, 0408 344 434.



EXPRESSION OF INTEREST FOR SALE

1917 Overland for sale - fully restored, with or without car trailer, expressions of interest.

Contact: George Prest Jnr

Mobile: 0448 806 771

Email gprest@y7mail.com.



FOR SALE

Radiator from a Commer vehicle – believed pre 1919. This is heavy and very well made. Some damage to the rear, can be repaired. \$380 or best offer.



Above: This Commer radiator is for sale.



Above: An early Commer vehicle with similar radiator – for visual comparison only.

FOR SALE

Carburettor by White & Poppe - complete. This is an early design – not often found. Additional photographs available if required.



FOR SALE

Single cylinder 1910 Brush Model D
All original steel body and guards.

Price \$30,000

For further information contact

Bill Lindsay

Mobile 0418 789 353

Email walindsay@bigpond.net.au



FOR SALE

Herm Reimann lamps of the very early type – circa 1901 – 1905(?). This is a mixed bunch of sizes, no pairs, some details in design vary in each. Hopefully someone might use them to make a pair or pairs or convert to tail lamp use. Prices on application – not expensive to a good home. Discounts to buy the lot.



FOR SALE

Radiator for Bignan (French) – very poor condition. POA.



**Contact: - Graeme Jarrett 0455 041 994.
Graemejarrett@gmail.com**

FOR SALE

Enjoyed by the late Byron Dobson, this well rallied 1905 REO is ready for its new owner.

Comes with trailer and is ready to rally. \$40k ONO.

For enquiries and information please contact

Warwick Dobson

ph: 0412 166 355



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 are left.

\$48,000 ONO.

**Contact: John
Ph 0413 314 196.**



FOR SALE

1909 Schacht - Model K

“The Invincible Runabout”

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

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

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

\$59,500.00 ono

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



FOR SALE

1909 Renault A.X.

Complete and fully restored in immaculate condition. The recipient of many Veteran Car Club awards. Affectionately known as “Buttercup.”

Will be sold un-registered. Open to offers at a reduced price

Garaged at Glen Waverley. This is the Lethborg Renault AX

**CONTACT: Colin Carter
(Son of Margaret Lethborg)
Mobile: 0409 717 401**




INSTRUMENT REPAIRS
 Veteran Vintage Classic
 Speedo, Tacho, Clock,
 Temp, Oil, Amps, Fuel

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



VVC INSTRUMENTS

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 10th February 2026 @8.00pm

Opening

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

Attendance

There were 39 members in our Clubrooms and 12 members online.

Apologies:

Chris White, Chris Holden

Visitors

None

Member News

Daryl visited Alan and Margaret Lethborg and is pleased to report that they are in great spirits and that Alan was celebrating his 92nd birthday. They would enjoy members visiting them.

McFeeters auction in Forbes – Daryl spoke about the record sales and high prices. Russell Holden attended the auction and noted that the Minerva, Swift, Clement Bayard and Rolls Royce were sold to Clive Palmer. Russell's own 1902 Elmore was sold to two brothers who will share the vehicle between Australia and Sweden and plan to attend the London to Brighton event.

Congratulations and well-wishes to Greg and Denise Smith on 47 years of wedded bliss!!

Tess Anderson will be doing the "World's Greatest Shave" with hopes of raising \$10,000 for the Leukaemia foundation. This is to be promoted within the club, and we are hoping members will help Tess to reach her goal.

Maggie Bone thanked the helpers in the kitchen during her absence.

New Members

Mark McKibbin, Seaspray Vic, 1916 BSA Motorcycle

Nigel & Mandy Fish, Risdon Vale Tas, 1910 Model T Ford, 1916 GCS Motorcycle

Rod Provan & Kate Angell, Richmond Vic, 1909 Renault, 1915 Dodge

Robert Lynch, Nhill Vic, 1913 Buick

Raffle

Lamb Roast, Vegies, Apple Pie, Chocolate. Thanks Deb.

Financial Reports – verbal report given by Claudia – all is on track. Budgets for the next financial year have been prepared and are under consideration by committee. Thank you to Claudia and Michael.

Past Events:

Two Wheel Brake Rally (VSCC) 14th December – Callum Walsh reported that there was a good turn-out of Veterans at the start but that it was quite a long route and only one came to the lunch. A great event that is well worth attending again next year.

AOMC Festival of Motoring – 18th January - Cruden Farm – Rob Anderson reported that there were 4 Veterans and an endless stream of questions and interest from observers. Another great event well worth attending next year. Daryl advised that the AOMC raised \$12,000 for the childhood cancer charity "Redkite".

Future Events:

RACV 1&2 Cylinder Rally –Ballarat 12-15th March 2026, Fiona Lane –full details in the latest BN. We have received 32 entries already and expect around 50. This year Fiona will be trialing digital route instructions using an electronic bicycle touring app in the hope that this will be an asset for future rally organisers.

AOMC RACV British and European Motoring Show – Yarra Glen – 15th February.

National 1&2 Cylinder Rally – Temora - VVCCA (ACT) – 19-25th April 2026 – expressions of interest are open, entries close on 20th March and cutting off at 150 people.

4 and More Rally 2026 – Camperdown – 14-17 May – Murray Murfett spoke from zoom and encouraged members to attend. Full details in the latest *Brass Notes*.

Mid-Winter 2026 - needs rally directors.

B40 Rally -Callum Walsh advised that this will be held on August 21-23 in Torquay. It is a very active and fun event that has now been run for 5 years focusing on younger participants.

National Veteran Vehicle Rally – 6-12th September 2026 – Cowra – expressions of interest open on NSW club website.

RACV Pre-1905 Pioneers Run – 2026 – Wed 23-Sat 26 September 2026. Doug Fulford spoke via zoom from Wentworth. Details will be in March *Brass Notes* but members need to book sooner rather than later due to the Mildura-Wentworth Country Music Festival from 26 September to the 4th of October.

Annual rally – needs rally directors.

Callum Walsh advised that the next meeting of the events committee will be 24th February by zoom – anyone is welcome to attend – contact Callum.

Library and Archives Report –

DM reported as follows:

Susan McManus (daughter of Bernie McManus) is donating slides and films of club activities taken by her father.

Daryl has donated a reprinted copy of the full program of the 1903 Crystal Palace Automobile Show. Also 6 volumes of Audels Engineering from 1921. Thanks Daryl.

The club has received some 35mm slides and a rally program sheet from the 1959 Rally. Thanks to David Bond from Taree.

We have received the first samples of the digitized VHS tapes which are of excellent quality. We have 30 of these from the 50's and 60's to be done, followed by many reel-to-reel films and then the digitization of *Brass Notes*.

Wanted, for Sale or Swap

For sale:

Byron Dobson's 1905 REO – keen to sell.

1909 Renault "Buttercup" – Alan Lethborg.

1910 Brush Model D – single cylinder with original steel body – \$30,000 - Bill Lindsay.

1916 Oakland – \$27,000 - per *Brass Notes* – Rob Couper.

Items of General Business

The club will make an Honour Board to celebrate the contribution of Honorary Life members (this does not include Life Members who have paid a lifetime subscription).

Daryl spoke of the new process at VicRoads in relation to issuing new permits for Veteran and Vintage vehicles. VicRoads branches will receive the application, issue a receipt and a logbook but the paperwork is then transferred to head office to issue the plates. This is where the hold-up is. In Daryl's case he has been advised they will be at the end of February; therefore, this will have been a 12-week wait. The new process is expected to become quicker, but our members need to know that new applications can take many weeks.

Next Meeting 10th March 2026, no special activities due to 1 & 2 cylinder event starting 2 days later.

Meeting Closed at 8.45pm followed by a marvelous presentation of historical curiosities by Daryl and Fiona from their personal collections. Thank you very much to you both.

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.

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

Entries are about to close and must be received by Wednesday 4 March.

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

Some reminders.

Remember to bring your name tags

Fuel will be limited on Friday and Saturday, so bring along a spare container full

A coffee van will be onsite at the Big 4 Windmill each day

Thursday 12 March – 30km

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

For those looking for some refreshment, we will have a local gelato van at our destination in Haddon. Tubs of gelato are \$5 each with payment via card or cash being available.

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. 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.

One of our members, Tess Anderson, is a participant in this year's "World's Greatest Shave", an annual fundraiser for the Leukaemia Foundation.

Tess is aiming to raise \$10,000 and will be shaving off her VERY long hair during the evening. You can donate ahead of time at www.worldsgreatestshave.com and searching for "Tess Anderson". Alternately, you can pledge your support during the rally or on the evening

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.

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 fafnir@iinet.net.au

RACV 4 & MORE RALLY - CAMPERDOWN

14-17 May 2026

Exciting events, venues and routes planned

Explore the districts lakes and craters

Experience the Scottish bagpipes!

Examine the town clocktowers 2 tonnes of mechanism (Exhaust yourself climbing up the 95 steps to get there)

Exceptional avenues of elm trees and dry-stone walls

Exercise and exhibit your veterans

Inexpensive accommodation options

Exchange friendships,

and.....

Expect a great Rally!

Accommodation options:

For more details regarding Accommodation, refer to last month's Events section, or the Club website.

Cascade Motel, 311 Manifold St

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

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,

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

The Camperdown Mill Hotel, 3-5 Curdie St

book thru Booking.com

Entries will open early March and close 30th April

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

Entry forms will be available next month!

**Contact: Rally Director, Murray Murfett
ph. 0428 914 848**



2026 RACV PRE-1905 PIONEERS RUN

**When: Wednesday 23 to Saturday
26 September 2026**

Where: Wentworth NSW

Rally Directors: Vivian and Doug Fulford

**Contact: 0491 721 033,
dougfulford97@gmail.com**

On behalf of the RACV, The Paul Butler Trust, Wentworth Shire Council and the Veteran Car Club Vivian and I invite you to participate in the 2026 RACV Pre-1905 Pioneers Run . This special event is open to vehicles built prior to 1905. It will be based in Wentworth which is situated in far south western region of NSW. where the Darling River meets the Murray. We have organised four days of pioneer motoring featuring interesting destinations on mostly flat roads. Each run is a round trip of less than 60 km.

Event Schedule and Highlights

The fun starts on Wednesday with a shakedown run to Perry Sand Hills. This will be followed by a welcome function at the Tourist Information Centre.

On Thursday we'll make our way to Merbein where entrants will have the opportunity to learn how billabongs are formed and visit a lookout (rest assured there is no hill to climb). After enjoying a meal at Club Merbein we will visit a museum and a salt lake on the way home. While we have plans for Thursday evening we are keeping details under wraps to maintain an element of surprise.

Friday's itinerary includes a trip to the Inland Botanic Gardens where we'll have lunch and a "train ride". This will be followed by afternoon tea at the historic Coomealla Packing Shed. Dinner that evening is in the Function room at the Crown Hotel.

On Saturday we explore Wentworth itself. The day begins with a public display at a local park. Don't worry – you won't be just standing around as there is the Old Wentworth Gaol and the Pioneers' Museum to explore and a barbeque lunch to enjoy. The afternoon features a drive to McKenzie's Garage, Junction Island, River Junction Park and Lock 10. That evening dinner will be at the Lock 10 Restaurant which will opening exclusively for us.

Extend Your Stay

We encourage you to consider extending your stay before or after the event as the region offers many attractions that we cannot include in the rally itinerary. You might choose to enjoy a romantic luncheon at Trentham Estate Wines, visit the local Holden Museum, relax on a paddlewheeler ride or go on a guided tour of Mungo National Park.

Accommodation

The rally headquarters is the Wentworth Grande Resort [61-79 Darling Street, Wentworth NSW 2648 phone: (03) 5027 2225] This venue provides excellent facilities at favourable rates. For those who prefer a caravan park we recommend Wanderers Crossing River Retreat [14-16 Darling Street, Wentworth NSW 2648 phone: (03) 5027 3213]. The event dinners are an easy stroll from either of these establishments. We suggest booking early to avoid disappointment.

Don't Have a Pre-05

If you don't have a pre-05 but wish to experience this kind of event, you are welcome to join us as an observer. Vivian and I would be delighted to have you participate in what we feel will be a memorable rally.

Expression of Interest

To receive more information about the rally, local points of interest and additional accommodation options please complete an Expression of Interest. A link to this form is on the VCCA (Vic) website. Navigate to the Upcoming Events Page and select the RACV Pre-1905 Pioneers Run. Alternatively email (dougfulford87@gmail.com) or phone (0491 721 033) Doug.

Vivian and Doug Fulford

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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Andrew McDougall

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DATING
Andrew McDougall

LIBRARIAN AND ARCHIVIST
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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

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e leonierob@bigpond.com
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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.

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

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.



Find us on
Facebook

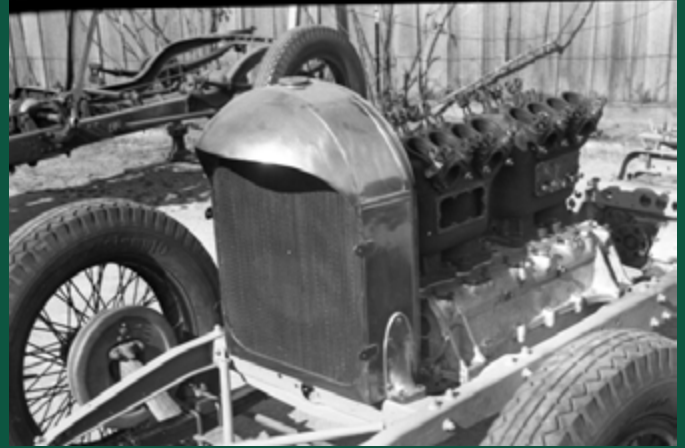
Chamberlain Prince Henry Benz During Restoration

Photos courtesy of the McKaige Collection

I mentioned in my editorial that within our Club we can boast a “riches” of knowledge and experience and also resources. We as Club are so fortunate to have people like Chester McKaige and his father George McKaige who were avid photographers and possess a myriad of quality photographs on Veteran motoring. We are indebted to Chester, for firstly uncovering some photographs of the Chamberlain Benz’s, and secondly, allowing their publication in *Brass Notes*. I am unsure if they would have ever been published before, so for that we are quite privileged to have this opportunity.



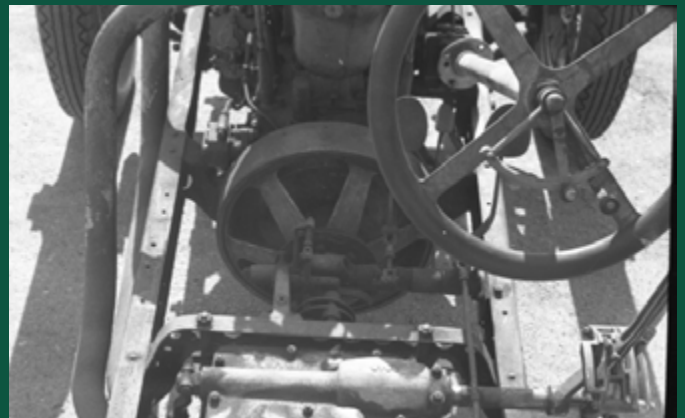
Pedal configuration and gearbox of Benz



Front view of Radiator



Valve mechanism of 1910 of Prince Heinrich Benz. 4 valves per cylinder



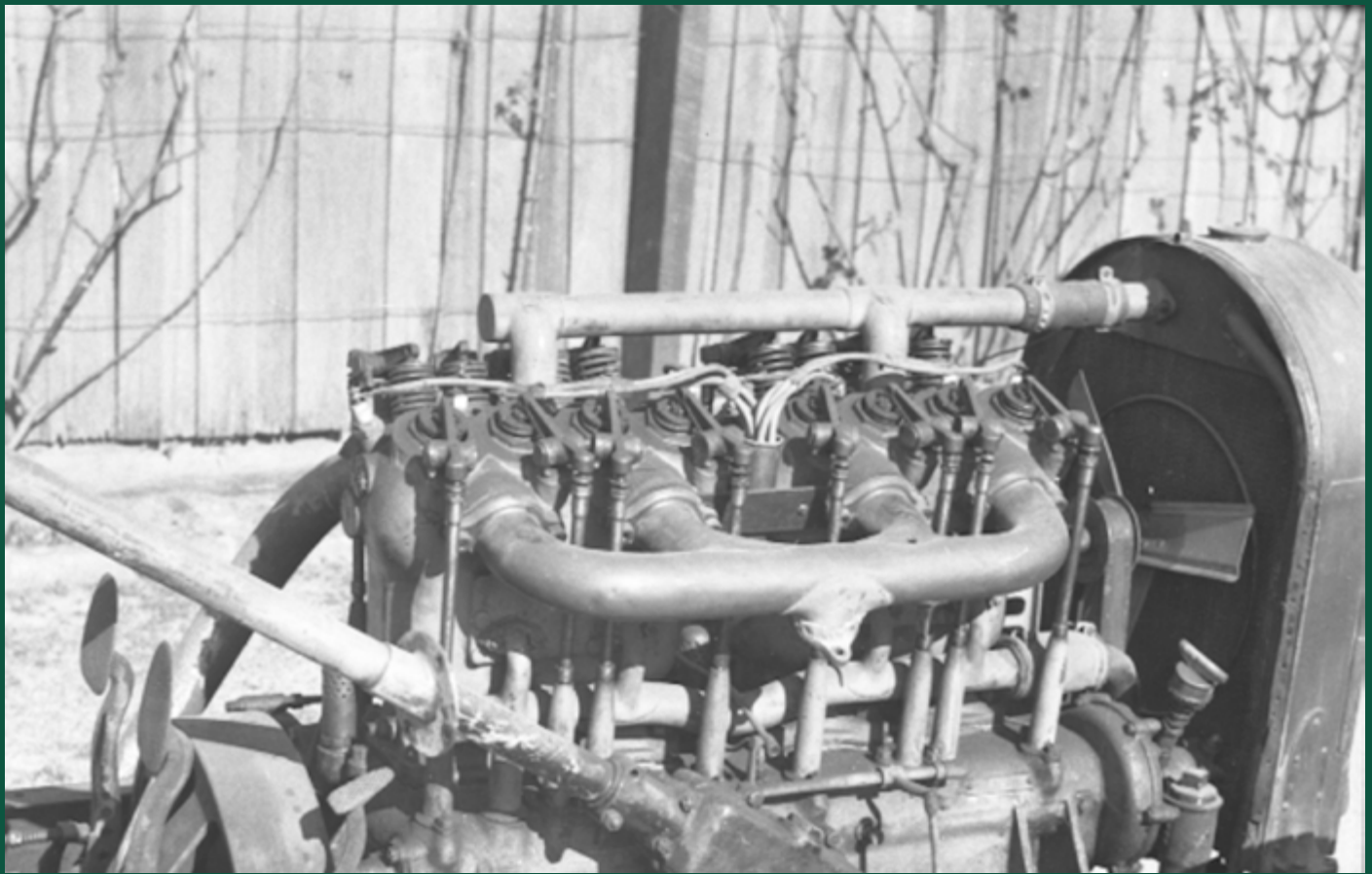
Clutch set up and steering controls



Side view of the sporting rolling chassis

Chamberlain Prince Henry Benz During Restoration

Photos courtesy of the McKaige Collection



A close-up photo of the 1910 Prince Heinrich Benz. Very advanced for the time with four valves per cylinder.



This a wonderful photograph featuring Bob Chamberlain fettling the Benz.



The two Benz Prince Henry cars side by side.



Chassis stripped to bare bones.



The Benz now with exhaust fitted and all wheels ready to run.