

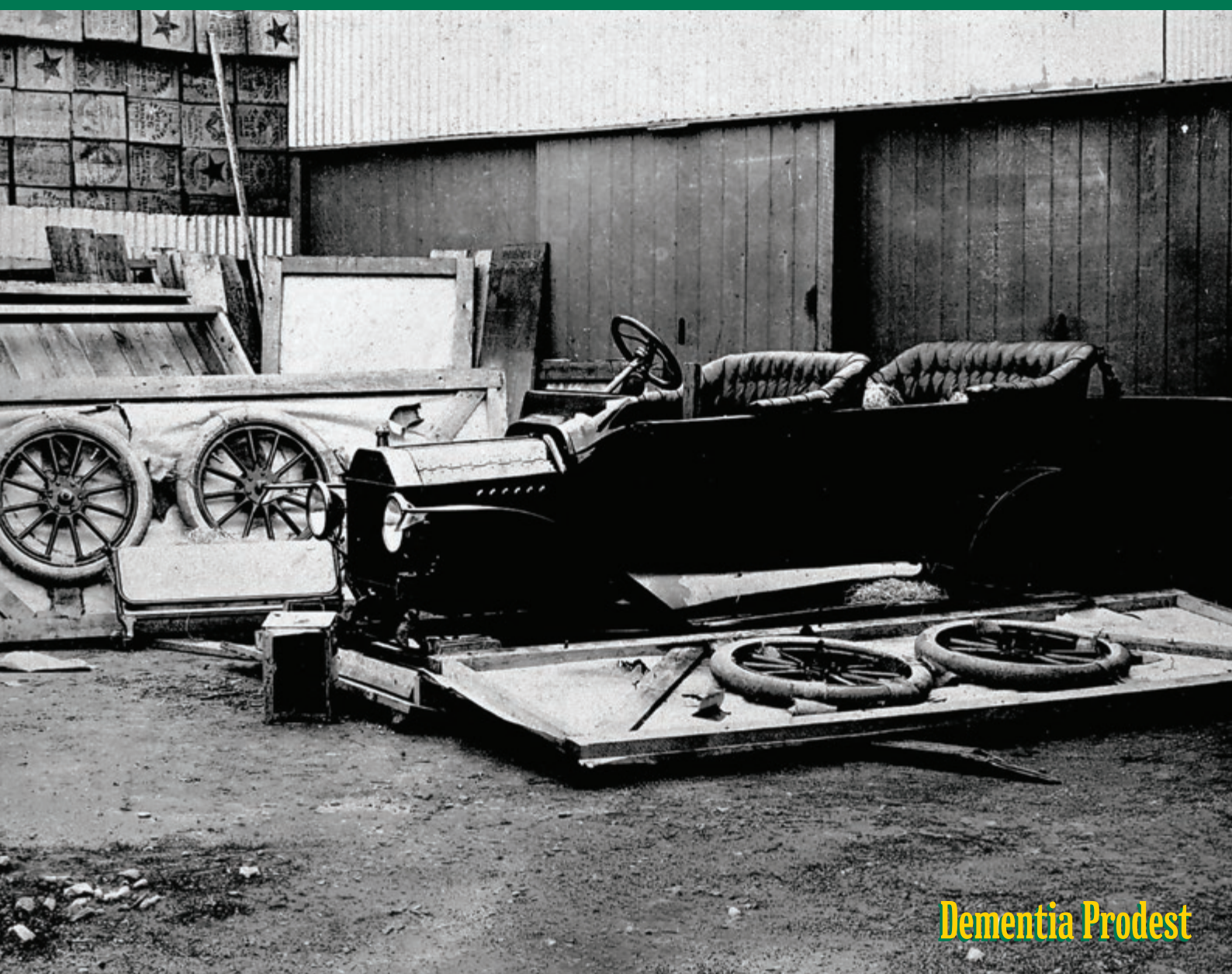
May 2026



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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Photo source Veteran and Vintage cars of Australia by Malcolm Grant.

Flashback

By Greg Smith



Photo from Chester McKaige

Once again, thanks to the exceptional photography of Chester McKaige, we have the opportunity to identify another classic car and uncover its history with the help of our knowledgeable readers.

This particular vehicle is considered quite rare, with only a small number of survivors known to exist in Australia. The photo, taken in November 1966 as confirmed by Chester, presents us with a unique puzzle. We invite our readers to share any information regarding the history of this car and its ownership and restoration details at the time the photograph was captured.

To assist in the identification, it is worth noting that the car was owned by a former president of our Club. This detail should provide a helpful lead for those familiar with the Club's history. Additionally, the photograph is notable in that it depicts the car with its hood down, a sight that is unusual and has not been previously observed by the Editor. It is important to mention that the image appears reversed due to being taken from a slide, which means the car is not left-hand drive, as it might seem. See another photo of the car bottom left of page.

The Editor has not seen the car for many years and is hopeful that one of our readers can provide details regarding its current location and owner. If you have any relevant information, please write to the Editor and help us piece together the story of this remarkable vehicle.

MEMBERSHIP

WELCOME TO NEW MEMBERS

- Peter and Jill Hawkins, Turners Beach Tasmania, 1907 Darracq, 1910 Brush, 1908 REO, 1913 Model T Ford
- Chester and Sally McKaige - Carrick Tasmania - 1905 Darracq, 1907 Napier
- Peter Brack – Bridgewater SA – 1902 Elmore

Coming Events

12 May 2026	May Natter Night Meeting from 8pm - in the Clubrooms or online
26 May 2026	Events Committee Meeting Meeting online from 8pm - Contact Callum Walsh
9 June 2026	June Natter Night Meeting from 8pm - in the Clubrooms or online
21 - 23 August 2026	The Aussie B40 Rally Contact: Callum Walsh
25 October 2026	Combined Clubs Petanque Competition - Clubrooms Contact: Andrew McDougall

Major Events

14 - 17 May 2026	RACV Four & More Rally - Camperdown Contact: Murray Murfett
17 - 19 July 2026	RACV Midwinter Rally - Bellarine Peninsula Contact: Callum Walsh
23 - 26 September 2026	RACV Pre-1905 Pioneers Run - Wentworth Contact: Doug Fulford
6 - 8 November 2026	RACV Annual Rally - Location TBC Contact: Callum Walsh

National Events

14 - 20 May 2026	'Gobar Catchup' National Highwheeler Rally - Gobar, NSW CANCELLED Contact: Ken Dunne 0429 400 505
6 - 12 September 2026	National Veteran Vehicle Rally - Cowra, NSW https://www.vccansw.com/cowra



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
- RACV Pre-1905 Pioneers Run

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President's Message

By the time this is read the National 1 & 2 Cylinder Rally will have been run and I, like most others, will have returned home. However, as I sit here in Temora writing this, we have only just registered and attended a welcome function at the Temora Aviation Museum. The weather for the week is forecast to be marvellous for veteran motoring, clear days with maximums in the low 20s.

During the week we will be visiting the surrounding towns including Aria Park, Coolamon and Junee. Very much looking forward to sharing the time with Barry and Roz in their 1910 Delage after ours failed to proceed – but that's another story.

Those who attended April's Natter Night, both at the Clubrooms and online, enjoyed a fantastic presentation by Alan Maden on the trials and tribulations of participating in the 2025 Peking to Paris in the 1917 American LaFrance. Whilst the long-distance events that have been held recently have seen veteran vehicles travelling distances up to 4-5,000 km, this pales in comparison when you consider Alan covered 14,000 km with a 14.5 litre motor that consumed 2km per litre!

Whilst on the topic of events, entries for the RACV Four & More Rally have just closed, and I hope to see many of you in Camperdown from May 14th.

Given the current situation with fuel availability, the Committee has taken the position that club events will continue to be held unless a decision is made to either restrict fuel through rationing or restrict recreational vehicle use.

To finish off, I am very pleased to reveal that the permit for the 1914 Delage R4 has finally been processed and the plates have arrived. Only took 126 days!

*In motoring,
Daryl Meek - President*

Editorial

By Greg Smith

It is funny how sometimes things find you. Brian Churchill, our highly capable and efficient Secretary, who has been doing an outstanding job for our Club, recently, received an enquiry via email from our website regarding a particular veteran Hupmobile associated with our Club. As is often the case when Brian doesn't have the answer readily available, he forwards such queries to committee members who might be able to assist. On this occasion, he sent the enquiry to me, as one of the longer-serving members with some knowledge of cars from years past.

The enquiry specifically sought information about the Ex Reg Harris 1914 Hupmobile roadster. I happen to know this car quite well, having seen it in the Parker collection and during the period when Reg Harris restored and frequently used the vehicle, often towing a pipe organ. Eventually, the car was acquired by veteran motorcycle enthusiast Bevars Binnie and is now located in New Zealand. With this background, I was able to provide a fair amount of information about the Hupmobile in question.


To my surprise, the person making the enquiry turned out to possess more knowledge about the Hupmobile than I did. He knew the car intimately because it once belonged to his uncle, and he also had firsthand experience with a "sister" Hupmobile tourer owned and used by his father. This enquirer, Phillip Leahy, is a remarkably youthful 96-year-old who not only knew these vehicles well but also had a wealth of photographs and stories to share with me.

After exchanging several emails, I sent Phillip the July 2023 edition of *Brass Notes*. This issue featured the 1914 Hupmobile he enquired about, showcasing the car on the front cover and including an informative article on pages 8 through 10 written by its current owner, Bevars Binnie. Much of Bevars's information was originally sourced from Reg Harris, and it turns out that the early history and photographs Reg had were provided by Phillip Leahy.

In this issue of *Brass Notes*, I am excited to share some of Phillip Leahy's firsthand knowledge about these two Hupmobiles. I have made an effort not to overly edit his stories, as they capture the experiences of his uncle and parents during a period quite different from today. Preserving these details helps convey what life was like in the late teens and twenties. Phillip, proud of his parents, is eager to share their adventures with their Hupmobile "JimBer" – a name created by combining his parent's names, Jim and Beryl. For the stories submitted by Phillip Leahy, please see page 10.

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Jeff Alcock: 0425 519 959
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Flashback Response From April - Isotta Fraschini 1908

By Chester McKaige

I have been scanning my late father's photographic collection, and any gems I've found I've sent to Greg to put in his file for future publication in *Brass Notes*, if warranted.

Dad had two cameras, an Exacta and Leica with several lenses and used both black and white and colour film.

As he was an early member of the Veteran Car Club, he attended many of the early rallies, he, mum, and I often getting a seat in either Ian Heyme's Maxwell, or Russell Stapleton's Napier.

Not only did he take photos on car club events. But also took several photos for friends of their newly found restoration projects, one such car was the F.E.N.C. 1908 Isotta Fraschini of Foundation member Lyndon Duckett.

Lyndon was a member of what might be called the 'Toorak Boys' a group of like-minded friends who lived not far from each other on or adjacent to Toorak Road, Toorak.

They included Earl Davey-Milne, Bob Chamberlain, Peter Dale, George McKaige, Karl Lehman, Lex Davison, and Lyndon.

The two photos of the car that appeared in *Brass Notes* last month were taken on an early rally in 1958. It's the first time I've seen Lyndon wearing a tie. The second photo, I think shows Lyndon's sister Beverley at the wheel, but could be mistaken.

The engine and chassis number were C.T.C 6006. Interesting the C.T.C. model was defined as a 'Special Model' although this car was the touring model designated F.E.N.C.

Lyndon bought the car near Corio Bay from Augustus Wolksel's Estate. He had founded the fertiliser works in Corio in 1919.

The accompanying photographs were taken in the driveway of Lyndon's mother's house in Towers Rd, Toorak.

I can remember having a ride in an Easter procession of veteran cars perhaps in the mid 1960s.

Three F.E.N.C. cars have survived, two in Australia (Victoria) and one overseas.

The other Victorian car was owned by John Creswell who had had the car for several years, primarily in bits. It was sold by his Estate to Peter Latreille.

The Duckett car on Lyndon's death passed to Ian Morrison and is still owned by him.

I can remember it in Lyndon's workshop in Little Lonsdale Street, sitting underneath a brown cover when I used to visit Lyndon on Friday afternoons after school, following on from a visit to Technical Bookshop in Elizabeth Street and Modak.

Thankyou so much Chester for this valued information. I think I prefer it with mudguards. - Ed



LETTER TO THE EDITOR

Hi Greg,

I have decided to discontinue writing my monthly articles in *Brass Notes*. This is my sixth year as a more than regular contributor.

Your success as editor has ensured you have a strong flow of material for each monthly issue - well done on your achievement. The way you have embraced the role and the vigour you have exercised in carrying it out has been outstanding.

Brass Notes now has so many followers who regularly write on all manner of things has made my role redundant. The holding over of articles to future months is testament to that.

In the beginning of your editorship, I offered monthly articles to assist in providing copy so that your role might be easier to fulfil and that *Brass Notes* was diverse, entertaining (hopefully) worthwhile, and in filling pages. Both currently and for a considerable period of time my contributions take up space unnecessarily to the disadvantage of other providers of copy - an untenable situation for me.

I am happy to remain as a collaborator and advisor on special occasions.

There may be times when I feel a need to submit special articles, the subject of which may be of general nature, historic and perhaps aligned with my cars. That is for the future.

Best wishes for your ongoing success in the role as editor.

Regards

Graeme Jarrett



Response:

Hi Graeme,

I must admit, Graeme, I am deeply saddened by your announcement and the thoughts you have shared about stepping away from your regular columns. This in no way diminishes the immense contribution you have made since you first committed to this role five or six years ago. Your dedication has been unwavering, and you have certainly fulfilled your promise to me.

As I have expressed many times during our presentation evenings, you have been my greatest supporter and always the true backbone of the *Brass Notes* publication throughout your tenure. I sincerely appreciate all your efforts and contributions. You have made a significant impact—not only by providing valuable content, but also by entertaining and enlightening our readers with your exceptional writing and investigative skills. Your knowledge and resources will be dearly missed.

I fully understand your desire to take a step back so you can devote more time to pursuing other interests and working on your own personal projects. I, too, sometimes feel that this might be a better path for myself as well.

My hope is that you will remain connected and continue to contribute as much as you feel comfortable with. Instead of seeing it as a burden, I wish for your involvement to be something you truly enjoy, a way to share your knowledge and continue to keep our magazine and readers informed and entertained. Please, do not stop completely.

Once again, thank you for being my backbone and for your outstanding commitment to our magazine. I am totally sure the members will also echo these sentiments.

Thanks again and regards Greg

With Graeme stepping away from his regular contributions, there will inevitably be a void left in our publication. I remain optimistic that other members of the club will step forward and embrace the opportunity to carry on what Graeme started. By contributing their own insights and stories, I am confident that we can ensure our magazine remains both worthy and enjoyable for all our readers. -Ed

RTFM – Read The Factory Manual

by Doug Fulford

As a fellow old car nut (and I assure you that I use the term “nut” probably aptly but definitely lovingly) you are almost certainly aware of the following old adage: “When all else fails read the factory manual” (although possibly not in that exact form). I was reminded of that recently when I stumbled across an interesting discussion on the internet. It seems some “entitled” young would be restorer was complaining bitterly that he couldn’t download the relevant factory manual for his car for free. While it would be great if we could all do that – and in quite a few cases one can – others pointed out the reality of the situation. Original automotive literature is quite collectable – many of the collectors collect literature for cars they don’t own and have no intention of owning. Consequently, acquiring such material can be quite expensive – I know I would have spent several thousand dollars collecting owner’s manuals, sales brochures and parts lists on early Studebakers. Scanning such material in and then cropping, re-sizing and formatting takes considerable time, trust me. Then there is the cost of decent on-line hosting if you wish to make such material available on the internet. I figured that it might be helpful if people shared where such material can be downloaded and discuss how we might potentially add to that.

If you happen to own a T Ford then there is an amazing site, the Ford Model T Digital Library at <https://cimorelli.com/mtdl/default.htm>

For mostly American cars there is the old car manual project at: <https://oldcarbrochures.com/>. The site suffers from advertising however and tries to get you to download an app which you don’t need to access what they have freely available.

For information on magnetos there are at least two sites worth looking at: <https://library.brightsparkmagnetos.com/library/index.htm> and <https://oldcroak.com/mrf-bosch-magneto-parts-list/>.

If you own a veteran Cadillac, you are in luck, the Early Cadillac Group has most of the original owners manuals, parts lists etc plus a lot of other technical information available on line for group members and it is free to join for interested parties. <https://groups.io/g/EarlyCadillacGroup>

If you own a veteran Studebaker, then I probably have the owner’s manual and parts list and would be happy to send you a scanned copy. If it isn’t one that I have yet scanned there might be somewhat of a wait, however.

I am sure that there must be some other great sites where you can access and download this kind of material. If you know of one (or more) then please share.



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Front Cover Photograph

by Greg Smith

Photograph courtesy of Museums Victoria. We are fortunate and privileged to have the opportunity to have this wonderful resource and we thank Museums Victoria. The photograph depicts a c1915 Ford Model T in the yard of Harrison's Garage, Castlemaine showing it being unpacked from its packing crate. Note how the wheels are attached to the side of the crate.

The Harrison Garage site holds particular significance for me, given Castlemaine's proximity to my home. Over the years, this garage has been the subject of interest and documentation by several individuals. Warwick Landy, editor of *T Torque*, collaborated with Castlemaine local, the late Mal Moors, to feature the garage. Jenny Fawbert also contributed an article about the site, which appeared in the May 2020 edition of *Spit and Polish*. While what I am presenting here is not new to those familiar with the Harrison Garage, it remains important to highlight its role as one of country Victoria's early and successful enterprises, especially for readers who may not yet know its history.



This is highly likely to be the "after" photograph of the Model T Ford assembled as the image is from the same photographer and same contributor to Museums Victoria.

Another significant photograph, contributed by the same individual to Museums Victoria, likely dates from the previous year. It features a car still enclosed in its packing case, being transported from the railway station by a horse drawn wagon destined for Harrison's Garage. This image provides valuable insight into the early methods of vehicle delivery and assembly at the site.

Jenny Fawbert, in her article, traced a historical newspaper report describing the event. The account details the delivery of a new Ford motorcar to Harrison's Garage in 1914, highlighting the unusual circumstances and community interest surrounding the arrival and unpacking of the vehicle.

"The arrival of a new Ford motorcar at Mr. Harold Harrison's garage yesterday was the reason for quite a large crowd gathering in the street. It is a common thing for new cars to arrive at this garage, and their advent is taken very little notice of. But yesterday the circumstances were unusual for the car came enclosed

in the case in which it originally left America, and its unpacking was the source of attraction. It was brought from the railway station on one of Mr. Selover's lorries at half-past four o'clock, and a few minutes after six o'clock, or within two hours, it was being driven about the streets." *The Mount Alexander Mail* (1914, March 25). p.2" (see photograph page 9).

Harold Ingamells Harrison (1878–1947) began his entrepreneurial journey with a bicycle business that was firmly established by 1902. By 1904, he served as an agent for the highly reputable Canadian Massey Harris Cycle Company, demonstrating his commitment to quality and innovation in cycling.

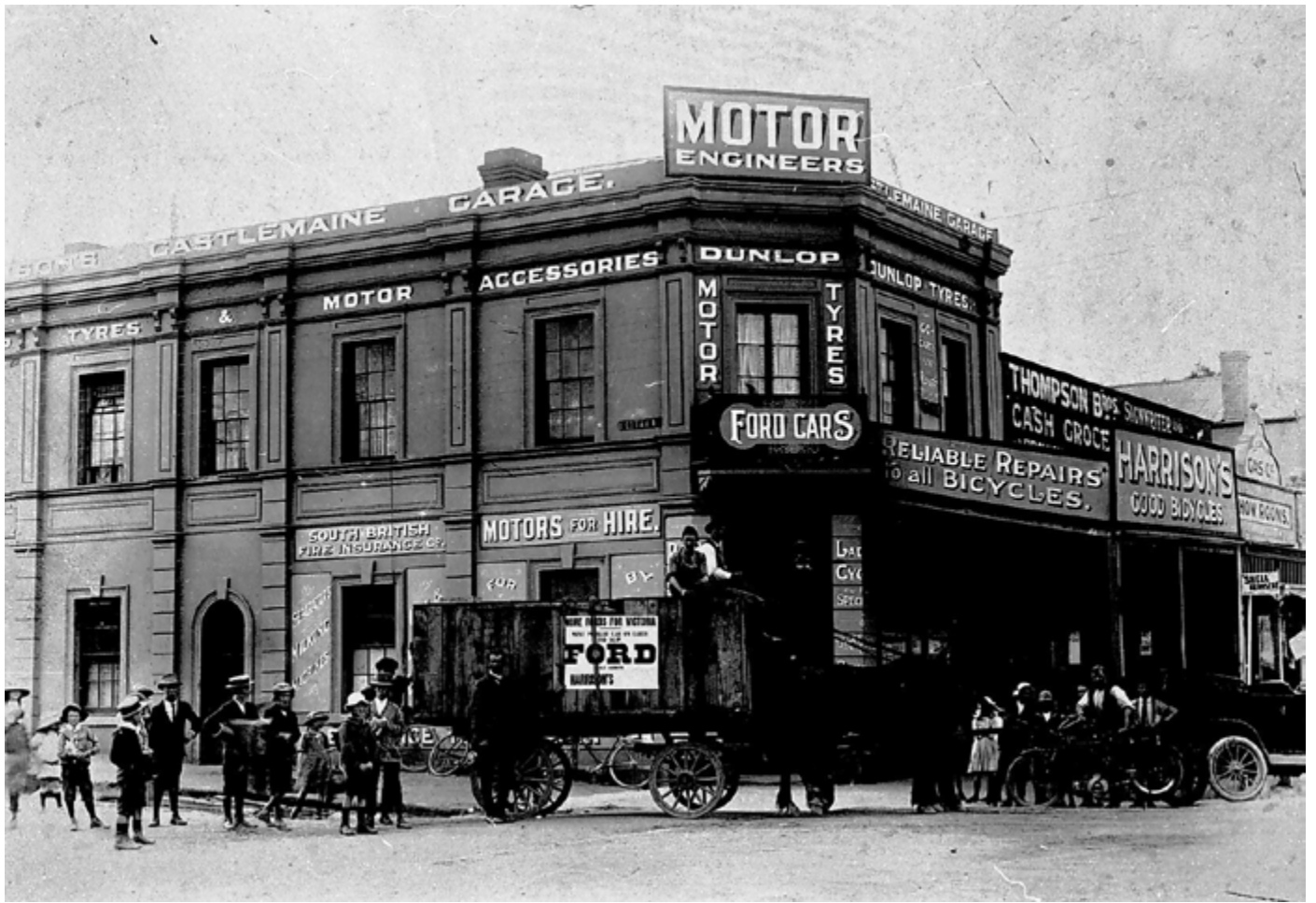
Harrison was among the pioneers who successfully shifted from bicycles to motorcycles and motor cars. His dedication to motorcycles continued for several years through his involvement with the Castlemaine Motorcycle Club, where he held the position of Treasurer. It is also believed Harrison made his own motorcycle, aptly named the Harrison. (*You are able to see this motorcycle if you closely look at the last photograph in the article -Ed.*) This passion was mirrored by his brother, Eric Harrison, who was also an avid cyclist and motorcyclist. Eric expanded his interests into aviation, playing a significant role in training Australian pilots for World War I and contributing to the development of the Australian Flying Corps, which later became the Royal Australian Air Force (RAAF).

By 1909, Harold Harrison had established his motor garage. In 1912, he began advertising Ford cars at his motor and cycle works located on Barker Street. Shortly thereafter, he moved to a larger facility at O'Brien's Corner in Castlemaine. His expertise in motor cars was evident as he assisted with Tarrant's display at the Melbourne Show in both 1912 and 1913.

In 1913, Harrison advertised his business as "the pioneer motor business of Castlemaine." He served as the local representative for Tarrant Motors Pty Ltd, Melbourne, which managed agencies for a range of vehicles including Ford, Fiat, F.N., Rover, B.S.A., and Sunbeam cars, as well as Commer and Thornycroft motor lorries.

Harold Harrison sold the Castlemaine garage to Rowe's Motors in 1919. Despite this, he remained active in the industry as a garage owner and motor salesman, operating under Harrison Motors as an agent for Hudson and Essex, and also running the Luckie Black Cat Garage at 250 Moorabool Street, Geelong.





A model T Ford being delivered in a packing case by horse drawn wagon.



Early Model T Ford rounds the corner of Harrison's Garage. Note the motorcycles they were also selling. One on the left is believed to be a Harrison.

Two Family Hupmobiles

by Phillip Leahy



Phillip Leahy (the snowy headed one) in the middle of the Hup roadster between Harold Leahy (Uncle) and his older brother David. Incidentally, Harold always liked to use the Hup with the hood and windscreen down if he could. Photo taken 90 years ago in Hamilton.

We have been extremely fortunate to connect with a remarkable gentleman, now 96 years old, who has a unique and personal connection to two veteran Hupmobiles that have been part of his family for many years. Not only does he possess thorough knowledge of these vehicles, but he also brings firsthand experiences, photographs, and related stories, all of which he has generously offered to share with us.

One of these historic cars still exists today and holds a special place in our Club's history. This Hupmobile was purchased in 1954 by the Parker Brothers in Colac from its first owner, Harold Leahy, who was the uncle of Phillip, our contributor. The Parker Brothers added the car to their expansive collection, which later became the subject of the legendary 1982 Auction. During this memorable event, the Hupmobile was acquired by Alex Reid, one of our early Club members. However, Alex soon passed the car on to Reg Harris of Hawthorn, who undertook a complete restoration of the vehicle.

An original photograph of the Hupmobile Roadster was featured on the front cover of the July 2023 edition of Brass Notes. Additionally, an in-depth article detailing the car's known history appeared on pages 8 through 10 of that issue. Through recent discoveries, we have learned that much of the photographic material and historical information for this article was supplied by Phillip Leahy, who is also the author of the following article.

The story does not end with just one Hupmobile. A second, a 1914 Tourer, was also a cherished member of the family's automotive legacy. This car was purchased by Phillip's father, Jim, based on the enthusiastic recommendation of his brother Harold. Phillip has kindly composed the following article, sharing some of the family's memories and experiences related to both of these remarkable Hupmobiles.

What is presented here is only a portion of the complete story, accompanied by a selection of the splendid images from Phillip's collection. We sincerely thank Phillip for his generous contribution of helping preserve an important piece of motoring history. -Ed

Recollections of the 1915 Hupmobile Roadster Model H A R



Photo of Hup Roadster from the original parts book

Purchased new in Brisbane in 1915 by Uncle Harold P. L. Leahy

Harold Patrick Langford Leahy was the first-born child of Alfred and Ellen (Nellie) Maude Leahy of Shepparton Park, Shepparton. He was born on 26 January 1874 in a timber cottage built by his father on land purchased in 1873. The day of his birth reached 45 degrees Celsius, and such was the heat that water-soaked hessian bags were placed on the roof to cool the rooms below.

Harold lost his father at the age of seven, but went on to become a licensed land surveyor, working across several Australian states, including Western Australia and Queensland. In his early career, he managed large survey camps in rugged country in south-east Queensland.



One of Harold Leahy's S.E. Queensland survey camps



Harold Leahy in the Hupmobile shifting camps in S.E. Queensland c1915. Note his previous waggonette form of transport.

Around 1915, he decided to replace horses and carts with a motor vehicle and purchased a brand-new Hupmobile Roadster in Brisbane — a significant step that made travel to remote surveying locations far more efficient.

The Hupmobile, imported from America, was a striking vehicle, and Harold would own it for around 40 years. Over time, modifications were made due to tyre availability, including alterations to the original wooden wheels. Its tyres, which originally were 33 X 3 ½ inch beaded edge, were no longer available and in 1947 following WW2 he had the Austral Wheel Works “cut down” the wooden wheels somewhat to suit the currently available tyres.

In 1921, Harold relocated to Victoria, transporting the Hupmobile by steamer to Melbourne before driving it on to Casterton. He later worked extensively across western Victoria and was appointed government district surveyor for the Geelong District in 1927.



Leaving Karawinna (near Mildura) with camping gear for Melbourne 1923

While working in Camperdown, Harold suffered a serious accident when the Hupmobile backfired during starting, causing the crank handle to strike his leg. The injury left his leg permanently shortened, and he required the use of a walking stick thereafter.

In 1954, a *Melbourne Herald* article noted Harold’s careful driving habits, including maintaining a modest speed, which helped preserve the vehicle over many years.

The following article appeared in the *Melbourne Herald*:

VINTAGE CAR CLEARS ALL THE BUMPS

A Colac surveyor laughs when he reads about Redex trial cars knocking holes in their sumps on rocks. He is Mr. Harold Leahy who owns a 40-year-old Hupmobile. Mr. Leahy bought the car new in 1915. It is a single seater 17h.p. 1914 model. Mr. Leahy’s secret for preserving a car for 40 years is simple. “Forty years ago, I adopted the 30 m.p.h. speed limit they are talking about today, and never drove any faster unless I had to,” he said. The car had been up on blocks for the past two years because Mr. Leahy finds it cheaper to travel by bus. “Registration fees these days are too dear,” he said. “The first registration bill I paid upon it in Queensland was 12/6.” Mr. Leahy is going to sell his old car now which may interest vintage car enthusiasts.

In the same year (1954), Harold sold his precious Hupmobile to Parker Bros. Motors in Colac and he later retired to Apollo Bay.



This is the Hupmobile at the 1982 Parker Auction -Ed

After the Second World War, while living in Colac, Harold continued to use the Hupmobile. He boarded at Mrs. Calder’s Orient House, which provided a welcome home for him and his Hup for the next twenty years. When heading out on surveying trips, he would drain and refill the radiator with hot water before starting the engine — a practical solution of the time, and something he would do religiously.

He passed away on 2 June 1960, and his motto throughout his later life was:

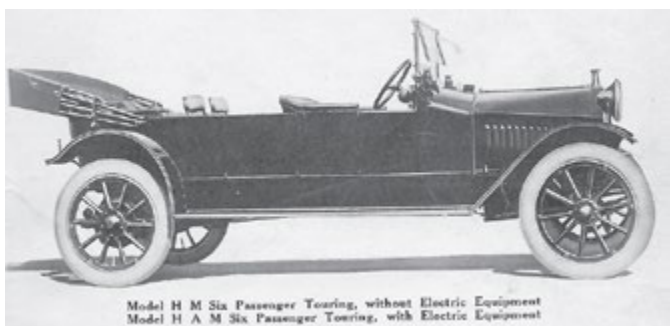
“Dum Spiro Spero” — While I breathe, I hope.

Seventy-odd years later, at a Veteran Car rally at East Caulfield Park Reserve, a Hupmobile Roadster was spotted that looked remarkably familiar. By noting the chassis number and comparing it with family records and photographs held in Malvern East — including images of the car when new with young Brisbane ladies seated in it — it was confirmed to be Harold’s original vehicle. The rediscovery was a remarkable reconnection with a treasured piece of family history, and the original black-and-white photographs and information were later shared with the car’s owner (Reg Harris).



This is how Phillip discovered his uncle Harold's Hupmobile when he saw it at a Veteran Car Run.

Recollections of my Father's (Jim Leahy) 1914 Hupmobile Model H A Tourer



*Model H M Six Passenger Touring, without Electric Equipment
Model H A M Six Passenger Touring, with Electric Equipment*

Six seat tourer from the original parts book that Phillip still has.

Jim Leahy gave distinguished service in the AIF. After training at Seymour Army Camp, he fought in France and, on 4 October 1917, while holding the rank of Lance-Corporal with the 10th Field Company Engineers, was awarded the Military Medal for bravery in the field and conspicuous service rendered.

Following the war, and with a shortage of shipping, qualified men were encouraged to take up employment in England. As a professionally qualified land surveyor, Jim secured a position with the City of Plymouth and carried out survey work associated with the Plympton 200-lot government housing scheme.

While living in Plymouth, Jim attended a band recital on Plymouth Hoe, where he met Miss Beryl Warde. At that time, Beryl regularly attended the Sunday afternoon concerts held on the Hoe — a vast open space with gardens overlooking Plymouth Sound. Deck chairs were set out for patrons, the orchestra seated at the front, and refreshments were sold throughout the afternoon.

On one such occasion in August 1919, Beryl was seated near the front when an ice-cream girl handed her a visiting card with the words "May I join you" written on it. A few seats behind sat a handsome Australian soldier in uniform, smiling in her direction. Whether it was his red hair and blue eyes, or the fact that he wore his Sergeant's AIF uniform, she waved. He came over, sat beside her, and began speaking about the music — and that is how Jim and Beryl met.

Their friendship quickly grew, and they spent time together visiting local beauty spots. When Jim received orders to return to Australia, they planned for Beryl to

follow him as soon as possible, writing to each other regularly in the meantime.

My father, Jim Leahy, when he returned to Australia in 1920, was met by his brother, Harold, in Sydney in his Hupmobile. The recommendations of the Hupmobile must have been good and strong as Jim decided that he would purchase such a car. He settled on a 1914 Hupmobile tourer Model H A which was purchased in Melbourne.

Shortly after Jim's departure, Beryl's father passed away during the influenza epidemic, which was a great loss to her. Despite this, she continued with her plans and, in December 1920, embarked on the S.S. Bahia Castilla for Australia.

The journey proved difficult, with repeated mechanical breakdowns and extreme heat conditions, extending the voyage to 70 days instead of the usual 50. Eventually, she arrived in Melbourne on 12 February 1921, where she was met by Jim and his family.

Beryl and Jim were married at Christ Church, South Yarra, on 21 February 1921. Following their wedding, Jim and Beryl began their honeymoon journey in the Hupmobile — a car that had already become part of the family story. They travelled from Melbourne to Apollo Bay via Colac, Forest, and the rugged tracks of the Otway Ranges, which at the time were rough mountain tracks rather than formed roads.



The rugged tracks of the Otway Ranges – illustrating the fact it was just a churned-up mountain track.



Road worker on Wild Dog Creek Road. Photo showing the Hup, my mother, and a road machine – possibly a grader, and a team of horses

During the journey, they encountered a dramatic moment when a horse-drawn coach, startled by the sound and sight of the Hupmobile, shied and went over the edge of the mountain track a powerful reminder of how rare it was to come across motor cars in those

early days. Fortunately, the driver of the horse drawn vehicle was able to regain control of the horse and bring it back to the road.

The couple stayed at Milford House in Apollo Bay, owned by the Cawood family, and continued their travels with a strong sense of adventure. The Hupmobile became part of their daily life, even being fitted with a double bed for longer trips. (see photos of this later in the article)

The car, affectionately named “JimBer”, accompanied them on many journeys, including long-distance travel such as an 800-mile trip from Edenhope to Sydney. Photographs from the time show the car on bush tracks, beside lakes and bridges, and even loaded with furniture. Other images capture family members, friends, and their dog “Trigger” travelling alongside them.



The Hupmobile at a camp site complete with side curtains on, to give Beryl and Jim that “snug as a bug” feeling as they slept in the Hupmobile.



Here we see the Hupmobile used to move furniture c1922 at Goroke. (Is there anything this Hupmobile couldn't do? – Ed)

In later years, these Hupmobile's remained central to family life and memories, symbolising both adventure and practicality in an era of great change. Through photographs, and shared memories, the story of the 1914 and 1915 Hupmobiles has been preserved not just as the history of a car, but as a window into the lives, journeys, and resilience of the Leahy family across generations. We sincerely thank Phillip Leahy in allowing us to use his ample material about the two family Hupmobiles. -Ed

*Philip Leahy
March 2026*



Sitting in the passenger seat of the front Hupmobile is my mother, Beryl Leahy; standing against the fence smoking a pipe is the owner of the second Hupmobile, my uncle Harold Leahy. Sitting in the passenger seat of the rear Hupmobile is Harold and Jim Leahy's mother Nellie Fraser. The dog sitting on the back of the front Hupmobile is Trigger, my mother's Fox terrier. My father, Jim Leahy took the photo in Manifold Street Camperdown whilst on their honeymoon in 1921.



Photo of the righted coach back on the road.



Beryl and Jim in “JimBer” at Milford House Apollo Bay in 1921



Beryl resting in the double bed set up in the Hupmobile

The Mystery of the Early Swift

by Chester McKaige and Greg Smith



As highlighted in last month's edition of *Brass Notes*, Chester McKaige has been diligently scanning a large number of slides from his own collection, as well as those belonging to his late father, George. Their combined efforts have brought to light many remarkable images, including a particularly striking photograph of an early Swift. However, Chester finds himself at a loss regarding specific details about the car featured in the image. There is no information available about its owner, the date the photograph was taken, or the location where it was captured. All that remains is the extraordinary image itself.

Chester is reaching out to the learned readers for help in identifying any relevant details about the Swift in question. In an attempt to provide some direction, my tentative guess is offered: the car could possibly be the ex-Warnes' 1910 Swift from South Australia. This particular vehicle was owned by a single family for nearly a century before eventually being sold to the McFeeters museum in Forbes. However, it is important to note that this suggestion may be nothing more than a "red herring" and should not influence any further investigation. I am sure the folk from South Australia will be able to verify or correct this pure random opinion. Unfortunately, the markings on the back door, which might have provided a clue, are unreadable, and there is uncertainty regarding whether the year 1907 is accurate.

If you have any knowledge or information that may help identify the Swift or shed light on its history, please contact Chester directly or reach out to the Editor. Sharing any insights will help preserve the story of this wonderful Swift. Where is it now? This situation embodies the kind of discovery enthusiasts dream of when searching for a car to restore. Those were the days!

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Vauxhall A Type

by Greg Smith

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

The photograph below appeared on Facebook put up by Donald Chisholme-Smith of Tasmania with the following caption:

'Tasmanian born N.S.W. Vauxhall agent, Mr. George Peacock Innes, standing in front of his new 1909 "A Type" 20-hp Vauxhall touring car with his wife and family shortly before selling it to N.S.W. sportsman, Leslie Pye. This is the car that Pye bought to Hobart for the 1911 Tasmanian Trials which was dropped into the River Derwent whilst being unloaded and badly damaged when crushed between the wharf and ship.'



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

Leslie Pye is a prominent name featured in this article. He gained recognition in the world of cricket as a member of the Australian team in 1902. Beyond his sporting achievements, Pye was also a respected pharmacist who operated his own business. It is evident, however, that his passion extended to automobiles, particularly Vauxhall vehicles. His infatuation with cars is highlighted by his ownership and involvement with several notable Vauxhall models.



Leslie Pye was the owner of this 1909 A Type Vauxhall. I believe the photo may have been taken during the 1911 Tasmanian Trials. Photo courtesy of Peter Wier.



Leslie Pye in his torpedo bodied A Type Vauxhall in 1912. Photo courtesy of Peter Wier

Another significant figure mentioned is George Peacock Innes, recognized as one of Australia's notable vehicle entrepreneurs. His contributions to the automotive industry have been widely documented. Jennifer Fawbert has authored an extensive paper on Innes, which is recommended for those interested in his legacy. Jennifer Fawbert has previously contributed to Brass Notes, and there is hope that she may provide an abridged version of her work on George Innes in the future. -Ed

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Findings, Feedback and Follow-ups

by Rick Cove

Truck Identity on page 32 April Edition of Brass Notes

Hello Greg,

Well, that was an easy identification for me, in the Commercial Collage column.

The lorry (truck) at the bottom of page 32 of the April 2026 Brass Notes is an ALBION Model A10.

It is a three-ton truck and was produced by the Albion Motor Car Company.

Why was it easy for me to identify? Well, I have one with a bit of history.

You may remember it back in 2006 when Jill and I attended the "Wangarally" (Veteran National Rally) at Wangaratta in my 1916 three-ton GS World War I truck.

My Albion A10 is chassis number '361A', built for the War Office, with the chassis laid down on December 6, 1915, for completion in mid-February 1916. '361A' is one of almost 6,000 lorries supplied to the War Office during WWI by the Albion Motor Car Company.

This was to stop worn-out trucks from being used by the men who learned to drive during WWI and, after demobilisation, had ideas of starting a trucking business with worn-out trucks, thus damaging the good name of the Albion Motor Car Company.

I found '361A' behind A. W. Smith & Sons Hardware and Sawmill in Leongatha in 1971. It was fitted with a large ship's winch, which was used to drag big logs into the mill. The winch was powered by the Albion engine by disconnecting the chains from the rear wheels and connecting them to drive the winch. '361A' still bears the damage done by the chains to the chassis and axle locators while driving the winch.



A Fleet of 6,000 Albions

NEARLY 6,000 Albion War Waggon were supplied to H.M. Government and their record for low cost of running stands unsurpassed by any other make.

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'361A' is also one of the nearly 950 ex-service Albions that were repurchased from the Government after WWI and rebuilt at the Albion factory between 1919 and 1925. These rebuilt Albions were then sold to the public with a six-month warranty instead of a 12-month cover and were, I believe, £200 cheaper.

My Albion is currently on loan to the Bandiana Military Museum after spending four and a half years in Anzac Hall at the Canberra War Memorial.

Regards,

Rick.

Thank you to Rick for his identification of the NSW State Bakery truck as being an Albion Model A10. Rick was kind enough to write the story of finding and restoring his Albion back in the July 2020 Edition of Brass Notes. It is such a wonderful story I have decided to re-print it again on Page 23 -Ed

More on the Chamberlain cars from recent issues

RESULTS OF SOTHEBY'S AUCTION		
MELBOURNE, FRIDAY 23RD APRIL, 1993.		
Lalique Glass Eagle Head		\$5,500
1913 Chota	Bidding opened	\$9000
	Passed in	\$12000
1914 Cadillac Roadster	Bidding opened	\$20,000
	Passed in	\$24,000
1911 T Ford Speedster	Bidding opened	\$15,000
	Passed in	\$22,000
1911 American Underslung	Bidding opened	\$50,000
	Sold	\$76,000
1914 Mercedes Knight Limo	Bidding opened	\$100,000
	Passed in - no bid	
1910 Prince Henry Benz	Bidding opened	\$250,000
	Passed in	\$320,000
1910 Prince Henry Benz Works Car.		
	Bidding opened	\$160,000
	Passed in	\$220,000
1904 Napier (Samson)	Bidding opened	\$95,000
	Sold	\$215,000
SHANNON'S AUCTION		
1908 F.I.A.L.	Passed in at	\$24,000.

Warwick Landy has generously provided the auction results table from 1993, highlighting the sale of various vehicles, including the Chamberlain cars. The auction, held by Sotheby's in April of that year, featured a range of notable automobiles.

- The 1904 Napier (Samson) replica achieved a significant sale price, fetching \$215,000 at the auction.
- In contrast, the Chota cyclecar and the two Prince Henry Benz cars, which have been discussed in recent editions of *Brass Notes*, were not sold during the event and were instead passed in.

There remains some uncertainty regarding the eventual sale dates of the Chota cyclecar and the Prince Henry Benz cars. It would be interesting to discover when these vehicles were actually sold following the auction.

Findings, Feedback and Follow-ups

It appears several people are going through old slides of veteran cars and coming up with some wonderful photographs. Lindsay Vinen has been diligently scouring through his father's, Barry, collection and has sent me a couple of pertinent ones of cars we have featured in *Brass Notes*.



The photo at the bottom of the left hand column is of the 1904 Vauxhall taken at the very first National 1&2 cylinder event at Albury in 1982. It features the Vauxhall when it was owned and operated by Max and Sandy Roberts of Sydney. The car is now in the Adam's family collection, and first found in Tasmania, as we were alerted too in the March edition of *Brass Notes*.



The Leon Bollee photograph above was taken some time in the 1980s and Lindsay recounts it was one of its first runs as can be seen by the body still lacking final paint finishings, and the complete lack of upholstery. Lindsay also remembers that the rear tyres were apparently scraping on the mudguards. All little teething issues that often occur on first runs. We featured this car in the Flashback column in August 2025 edition of *Brass Notes*.



The above photo is taken from a slide in the early 1960s and is an image of the Editor's GWK. The car, when first found by John White, was painted a light lemon colour which was still original. The GWK was often driven by his wife Lois at the time. It did not receive its new green colour until 1963 when it was owned by Malcolm Butler. Lindsay sent this to me as a special thought. We thank Lindsay very much for his contribution as he and his family are long term members of our Club and possess many memories and historic records of interest.

More on Scams and Old Petrol

Hi Greg.

Congratulations on all your newsletters.

I too had an attempted scam several years ago, again from an advertisement I had put in *Brass Notes* some years previously, asking for Overland parts. (I thought it had been reported in *Brass Notes*).

Same story, "parting out" (an American term) an Overland with exactly the rare parts I had asked for. After several messages back and forth he sent me a photo of the car. It was a photo I already had, of a complete and magnificent car, and I had been in recent contact with its owner in Ireland. I strung it out for as long as I could hoping to get something which might let me identify him, but no luck.

Re old petrol, my former Overland Doctor's coupe has a brass fuel tank. I tried to start it after it had sat for some months, and found the tank, fuel lines etc. totally blocked with a black tar-like goo. The tank had been about 3/4 full, and the goo was 3/4" thick on the bottom. I had to cut two large holes in the top to get in and clean it. The fuel was bright fluorescent green and the inside of the tank was etched! Just like an acid or electrolytic etch. I had a similar problem some years ago when I apparently left fuel in the brass carby of another Overland, but only for a couple of months. Again beautifully coloured fuel, but this time only the carby had to be cleaned. Is it only a brass problem? I have never, knowingly, used any ethylene fuel because bitter experience shows it takes the shellac seal off cork carby floats. I don't have petrol problems in my modern electric car!

Rod. Cripps.

T Ford Time

by Peter Kable

I was delighted to get this article from Peter Kable as a follow-up to the article Graeme Jarrett submitted last month about the Model T Fords in WW1. This one shows the ingenuity soldiers came up with and transformed Model T Fords into something else. Let's hope we can continue the T Ford Time column with more contributions from a variety of people. -Ed

The Ford Artillery Tractor

During the first world war in all the turmoil and disarray soldiers were able to not only deal with fighting the enemy but found ways to work out and build equipment to help them gain an advantage and solve problems they were facing. As was often the case the Model T Ford was the answer.




Here is an account of one soldier and others using a Model T Ford to build a mobile winch to haul out large vehicles from areas where heavy tractors and caterpillars were incapable of gaining access.

An artillery officer (exactly who he was appears to be unknown) that had wide experience in heavy haulage built this Ford, the idea being to produce a very light vehicle capable of running over any kind of country and hauling itself into almost impossible positions with an attached winch of exceptional power. It was claimed that by reason of its low weight, its increased clearance and aided by its winding drum (Figure 1) the transformed Ford could go anywhere, reaching positions which were inaccessible to the heavy four-wheeled tractors and caterpillars.

The transformation comprises of widening the track by fitting bigger diameter wheels and at the rear using twin pneumatic tires, increasing the radiator capacity and fitting four radius rods to both front and back axles. Also adding a double steering and control unit and most of all fitting of a winding drum¹ across the front of the chassis frame. The drum is carried in brackets bolted to the front end of the main frame; its power being transmitted from the engine by means of low ratio worm gearing. Two lengths of steel cable are led through travelling guides, and the drum is also fitted with a powerful ratchet and pawl and a friction brake.

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The double control as seen in Fig 3 on the end of the normal steering column consisting of a short shaft at each end of which is a Ford steering wheel in a vertical position. The three Ford pedals are duplicated and in addition to the normal seat facing forward a second seat is placed over the dash so the vehicle can be driven by the driver when he faces the rear of the vehicle. The change from ahead to reverse can be made instantaneously. It is claimed that the Ford will replace the heavy caterpillar, four-wheel drive and other powerful tractors usually employed in the hauling of heavy guns, but its advantages are that it can by reason of its weight get into difficult positions with much greater rapidity than the big tractors and using its winding drum help to place or haul the objects away quicker than can be done by the usual methods.

Not much else is mentioned about the Ford as to how it would go about its work, but every job probably called for different solutions depending on the situation. Obviously if trees or other solid objects were close the steel cables could be anchored to them most likely with the aid of pulleys to gain mechanical advantage.

What's more intriguing is how the special equipment that the Ford needed to build the design was obtained, especially the steering wheel set up and the worm drive transfer gears connecting the winding drum to the motor. Not something one can cobble together as was done on the battle front by soldiers who repurposed Model T's when they were initially abandoned.

The artillery officer must have had good contacts high up in the command to be given the green light to construct the unit as well the construction of the special components needed to build his machine and it would appear that the construction would have happened away from the front line in France.



Fig 1 the front mounted winch along with the extra radius rods



Fig 2 A 3/4 side view showing clearly the large dual rear wheels

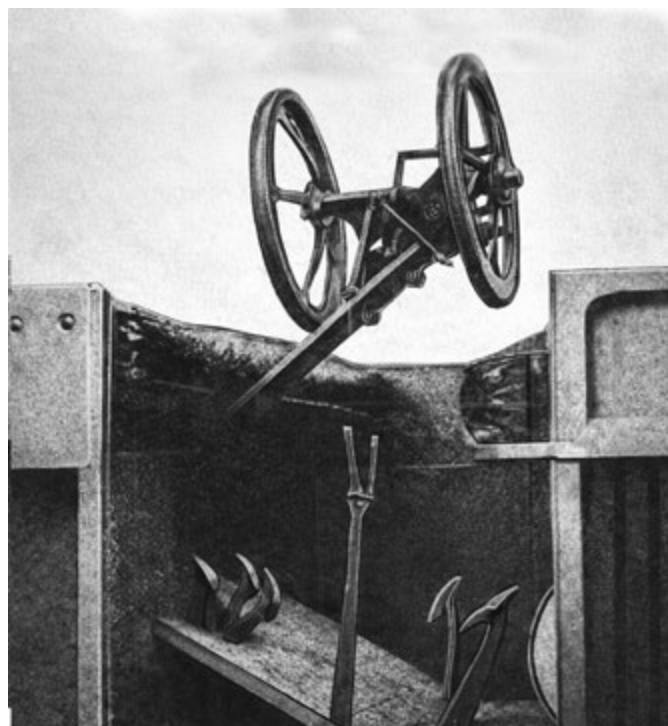


Fig 3 The dual controls, wonder if the reverse controls were the brake was on the left and the clutch on the right?



Fig 4 A side view of the Ford. Note the extra ground clearance

Comings, Goings, and Restorations

by Greg Smith

At the time our last column was published, anticipation was building for the upcoming auction at the McFeeters Museum. For those who were unable to follow the auction or missed the results, here is a summary of the events that unfolded.

One of the standout vehicles, the 1905 Minerva, which holds the distinction of being among our Club's earliest attendees, and also possibly the earliest four cylinder Minerva surviving, was successfully sold for \$70,000. Another highlight was the 1910 twin cylinder Swift, a remarkable car that had remained in the same family until it was acquired by Bill McFeeters. This vehicle fetched a respectable price of \$57,000 at the auction.

Additionally, the 1909 Clement Bayard four-seat tourer was sold for \$86,000. Notably, all three of these vehicles were purchased by Clive Palmer. Following the auction, these cars were transported to Queensland and, as a result, are unlikely to be seen on the road again.



1909 Clement Bayard four cylinder

Another significant event at the McFeeters auction was the sale of the stunning 1902 Elmore, previously owned by Russell Holden. The car was purchased by Peter Brack from South Australia for \$95,000, marking an exciting development for both its new owner and the Club.

What makes this news even more noteworthy is that Peter Brack has recently joined our Club and is eager to participate in the Pre-1905 Pioneers Run in the future. It is heartening to see that the Elmore remains in Australia and will continue to be actively used, ensuring its legacy endures within our group. It will be great to welcome Peter to our ranks.



The 1905 Minerva four cylinder



The 1910 Swift twin cylinder



The 1902 Elmore 2 stroke twin cylinder

Another noteworthy transaction involves Paul Daley, who sold his cherished 1910 Brush single cylinder veteran. This particular vehicle holds special significance, as it was meticulously restored by the late Alan Burr, whose work is well remembered within the Club. The Brush has now found a new home in New South Wales. It is anticipated that the car will appear at the upcoming National 1 & 2 Cylinder Rally in Temora.



The 1910 Brush when Alan Burr had just restored it.

While there has not been much news lately about Rick These making new acquisitions for his impressive collection, it is worth noting an exciting recent development. Rick has added another Maxwell to his stable—this particular vehicle is the former twin cylinder car previously owned by Ian Heyme and, more recently, Graeme Clark. The car is widely regarded for its attractive appearance and is a standout example among early Maxwells. This new addition further enhances Rick's already remarkable assembly of veteran automobiles, and members will no doubt look forward to seeing this beautiful Maxwell at future events.



The 1909 Maxwell twin cylinder when Ian Heyme owned it

Simon Anderson recently acquired an extraordinary motorcycle -1906 Minerva that stands out not only for its age, but also for its unique provenance. This remarkable machine has been owned by a single family for an impressive 120 years, a testament to its careful stewardship across generations.

Adding to its historical significance, the Minerva also retains the sales receipt from E. W. Brown, whose shop was located on Swanston Street in Melbourne. This documentation provides even more valuable history to this bike.

The motorcycle is nearly 100% complete, including all the rare and difficult to find components that are often missing from vehicles of this era. With such completeness and authenticity, the 1906 Minerva is poised to become an outstanding motorcycle restoration.



1906 Minerva Motorcyle

Speaking of Simon Anderson, he recently advertised and sold his magnificent 1909 Hupmobile, a vehicle notable for its exceptional restoration and as an early example of the Hup 20. The car has now been transferred to Peter Bruin in Tasmania, ensuring that it will continue to be enjoyed and actively used in the future.

With the Hupmobile's departure, Simon now has more space and resources available to dedicate to his ongoing restoration project: the 1902 Victrix. The Victrix restoration is advancing rapidly, with considerable progress made during the Easter vacation, including painting the vehicle's body. Updates on this project may be featured in the next installment of this column, providing further insights into the restoration process.



1909 Hupmobile has gone to Tasmania

In the March edition of *Brass Notes*, Frank Pound's 1916 Dodge was advertised, generating considerable interest among enthusiasts. It is now confirmed that the vehicle has found a new owner within our Club - Graeme Wingrove. This is especially good news as the Dodge is a remarkable example that had previously remained within the same family for its entire history.

I feel lots of members will look forward to seeing this distinguished one-family-owned Dodge at future events, as Frank rarely used this vehicle.



The 1916 Dodge which was owned by Frank Pound.

Lastly, a Standard was recently auctioned by Donington's. This 1914 Standard was one of our Club's earliest participants and was eventually donated to the National Trust who first displayed it at Como Park but after this it was relocated to the Bellarine Peninsula area and rarely seen.

Over time, the Standard's body has deteriorated due to age, and the vehicle has not been used for several decades. As a result, it will require substantial recommissioning, both in terms of bodywork restoration and mechanical repairs, to return it to roadworthy condition. Despite these challenges, the car sold at auction for \$8,400, a reasonable sum given its provenance and the work required.

I sincerely hope that this little Standard once again graces the road and is on our Club events in the future. Many members may have never seen it before, so that alone would be a great result, as Standards are not seen much here in Victoria.



Right: 1914 Standard that was recently auctioned.

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Commercial Collage - 1916 Albion A10

By Rick Cove



1916 Albion A10 3-ton General Service truck Chassis No. 361A.

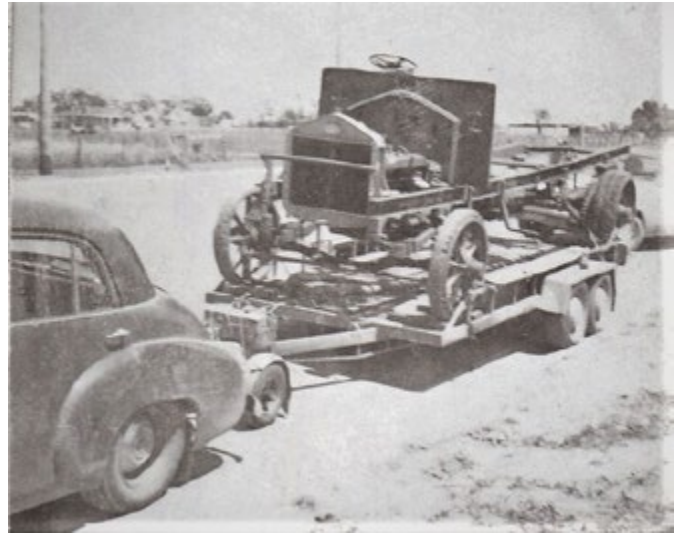
This is the story about finding my 1916 Albion A10 Chassis No. 361A, pictured in *Brass Notes*, April 2020, on page 13 and page 29 of the May 2020 issue. How I obtained her and the trials and tribulations to getting her ready for the making of 'The Anzacs' in 1985.

The story actually starts back in 1972, I was working in Leongatha in the Commercial Bank of Australia, and on this particular day, I had left something needed at work, back where I was living, and chose to go the long way home to get it. As I was turning a corner behind A W Smith and Sons Hardware shop and saw mill, I looked diagonally across the paddock and saw a radiator shape like a Rolls Royce shining in the sun, on a vehicle in the furthest corner of the paddock away from me.

The following Saturday I investigated and photographed the burnt and part buried wreck of a very old solid tyred Albion truck. I had previously owned another Albion truck, a 1926 LC24 model and still had a contact at the Albion factory in Scotland. I wrote to him and received a great letter back, complete with a copy of both the driver's handbook and the body builder's blueprints. They were amazed that the Albion was still around and he could not have been more help. Later during a visit to the Scottish town of Biggar where the Albion Museum and Albion archives store are found, I was fortunate to obtain a copy of the original build sheet for my Albion showing that chassis no. 361A was laid down on the 6th December 1915 for completion mid-February 1916.

Armed with copies of the information from the Albion works, I went and paid a visit to Bert Smith, the owner of the chassis. It was about 7.30pm and Bert was a bit abrupt and told me to stay away from the chassis as no-one was allowed near it. I explained that I had been in and taken some photos and had written to Albion in Scotland. As the truck was his, I suggested that the paper work that I had with me, should actually be his. Bert invited me in to his home and I spread the blueprints out on his kitchen table. A couple of hours later Bert asked me if I thought that the truck could be restored. I answered, "Yes, anything could be restored these days". He then asked me if I thought that I could restore it and said that if I thought that I could, I could have it. I didn't jump straight in but I asked if I could get my father to come over to have a look at it and I would give him an answer in a couple of weeks. Dad came over and said that "If you can get it, then take it". So, I became the owner of a veteran vehicle.

I needed somewhere to keep it as I had no actual fixed place of abode for I was being moved around by the bank at that time. Eric Haw from Leongatha South offered to keep it at his farm for a while. Eric had a large Nuffield tractor, and with his help, we removed the big ships winch off the back of the chassis and attempted to tow it towards his farm. The chassis would roll forward for about 2/3 of a wheel and then lock up. We had to tow backwards all the way to Eric's farm. The steering wheel rim had been burnt off but I found a steering wheel from a Model A Ford mixed up in the surrounding scrap pile. I wired it to the spokes of the Albion's steering wheel and I sat on the remains of the petrol tank facing the rear of the chassis and back of the tractor for the 6 miles or so trip to the farm.



The chassis lay out at Eric's farm until 1976 when I brought it home on a tandem trailer behind my FJ Holden. (My Holden FJ's registration number was FJ-225 but that is another story.) The chassis weighed over 3 tons and the trailer about half a ton so the FJ was pretty loaded up. I had a small dolly wheel set between the FJ and the trailer to take the weight off the rear of the car. Petrol was 64 cents a gallon (or 14.22 cents a litre) in Rosedale that day.

I started the restoration and found that the engine was seized solid. I placed a jack under one of the clutch/flywheel bolts and jacked the weight of the truck up on the jack. I filled each cylinder with as much diesel as it would take and left it jacked up like that for months. One day I arrived home from work and saw that the truck was sitting back down level on all four wheels. I went inside and asked Bev if anyone had been near the Albion. Bev said no, so I went out for a look and found that the engine had become free and I was able to crank it over. Later when I stripped the engine, I found that it had locked up near bottom dead centre on No.3 and that the bores were not rusted. I found out later that Clarrie Smith, Bert's brother, had often, over the years, gone and cranked the engine over just to keep it free.

Clarrie was the Albion's last driver and drove it to Leongatha after A W Smith & Sons purchased Sampson's Mill at Mirboo North. (Sampson's Road is north of Mirboo North on the road to Morwell.)

The No.2 cast iron piston was in 3 pieces so I welded it back together and hand filed it to fit. The Albion has a dry sump and the oil is forced into the big end bearings by centrifugal action by a collector/thrower ring. One thrower ring was broken and fortunately for me the missing bit was in the sump and I was able to bronze it back together again. New piston rings, bearings and a lot more went into the engine.

Sampson's Mill at Mirboo North had used the chain drive system on the Albion, first to move the truck around, then when in place, the drive chains were disconnected from the rear wheels and connected to the large ships winch used to haul the logs. Then with

the weight of the winch and having been burnt at some stage, the chassis had more than a 3-inch sag in it. I took the two stripped sagged chassis rails to William Adams Caterpillar Co. in Bairnsdale and put them through the track breaking press to straighten them. I thought that the rear axle was also bowed from over loading and I took it to a foundry in Sale to be heated and straightened. I was soon put right by the elderly factory owner who pointed out that the bow was meant to be there so the axle would straighten under load and the wheels would remain properly vertical. Today you would not get that sort of advice as all the old blokes have passed on, taking their knowledge with them.

I was in need of a full set of solid rubber tyres and Dunlop said that they could supply. The \$6,500.00 cost, which in 1978 was the price of a couple of new cars, put new tyres out of the question. In Cabbage Tree Creek, up past Orbost, on Jim Swans farm, I had spotted a large maize drying blower, on a trailer, fitted with a pair of really good solid rubber tyres. These were the wrong size for the Albion, so I didn't worry about them, but I didn't forget about them either.

In 1983, I was asked if I would put the Albion into a TV series, "The Anzacs". This was to be the most extravagant TV series ever made in Australia. I agreed that I would let them have her for the duration of the filming.

I still needed tyres and had heard from Alan Lethborg, that there were a pair of brand-new old stock tyres in Belmont, Geelong. After I rang and confirmed that they were for sale, I went to see the chap who had them, but when I got there, he did not want to sell them. He had paid Alan Lethborg just \$50.00 for the pair and when I enquired about the possibility of them being available, if he decided that he did not want to use them on his vehicle, he replied that he would want at least \$750.00 each for them, so that didn't go anywhere. With the TV series hanging in the balance, I raced up to Cabbage Tree Creek to check out the maize blower again, only to find that the maize blower with the solid tyres had been sold to a farmer in Bombala NSW at a recent clearing sale. I was able to contact that farmer and he informed me that the maize blower had been on-sold to a group of farmers at Newmerella Vic. I went to see them and offered to provide them with a pneumatically tyred car trailer axle, which I would put under the maize blower so it could be towed from farm to farm at 100km/h instead of at 10km/h. behind a tractor. They agreed and I then had two 30" id tyres when I really needed two 28 1/2" tyres to fit my rear wheels. Also, I had seen another single 30" id tyre in Leongatha so I went and obtained that one from the tyre service in Leongatha. That left one tyre to find and I could not find one anywhere. I loaded all the solid tyres and the wheels off my Albion and headed to Melbourne to find an engineering firm who could help me fit the new second hand solids to my wheels. I spent a week going all over Melbourne to no avail and gave up and headed home. I stopped at my Mum's place in Newborough and had a brain wave. Why not try the SEC (State Electricity Commission).

I was fortunate to contact a bloke named Geoff Fullard who happened to be the SEC Workshop boss at

Yallourn. I explained what I was trying to do and to my surprise Geoff agreed that the SEC workshops could do the job on an hourly rate. Instead of doing them at the Yallourn Workshops, Geoff suggested I take them to the Morwell Workshops and that the night shift would do the job. In the end I had to use the best one of the two original front tyres as well as them cutting and re-rolling the single from Leongatha. To fit the oversize rear tyres to my rims, the SEC blokes machined 4 rings out of 2" plate with a 30" od and a 28 1/2" id and pressed the rings onto my wheels and the tyres onto the rings. This was very successful. The account for a full week's night shift for 4 blokes, to machine the rings and to fit them and the tyres onto my wheels came to \$158.00, I didn't ask any questions but paid up quickly.

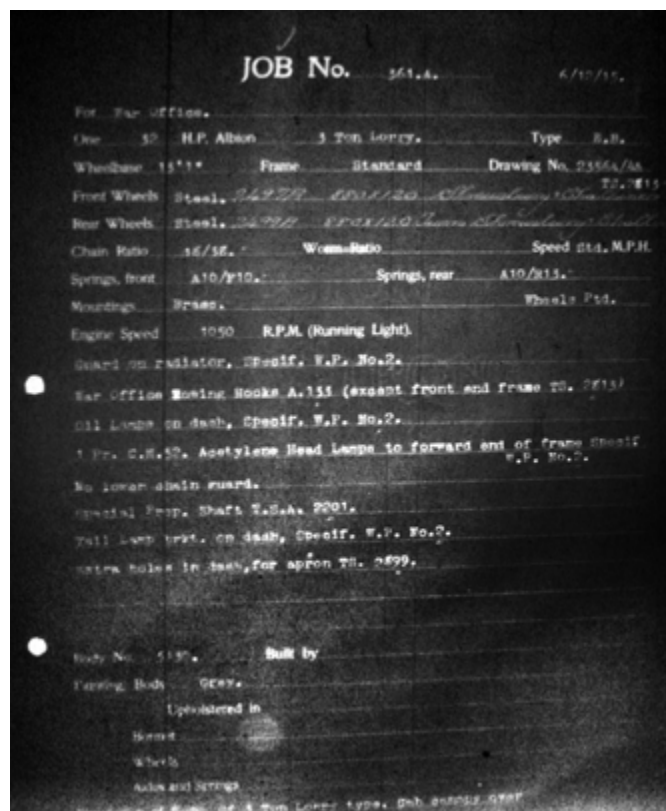
The body was built by the TV company from the blueprints sent out by Albion Motors in Scotland, mentioned at the start of this story. The TV company started filming in 1985 and had the Albion for about 9 months and I was well recompensed. The cast included: Jon Blake, Andrew Clarke, Paul Hogan, Christopher Cummins, Jonathon Sweet, Megan Williams, Bill Kerr, Tony Bonner, Elaine Lee and many more.

If it hadn't been for Alan Lethborg, I would not have been able to have been part of 'The Anzacs'. Thank you Alan for looking after it 'On Set' as well

I currently keep her, on loan, at the Bandiana Military Museum. My Albion was on display in the Australian War Memorial's Anzac Hall for 4 1/2 years prior to it going to Bandiana.

In 2006 Jill and I took part in the VCCA Wangarally in the Albion around Wangaratta Vic. which is when we became members of the VCCA (Vic) once again.

Recently my Albion has been in another TV series, The Anzac Girls on the ABC.



Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting On Tuesday, 14th April 2026 @8.00pm

Opening

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

Attendance

There were 38 members in our Clubrooms and 13 members online.

Apologies:

Jennifer Atherton, Barry Gomm, Claudia Holding, Fiona Lane, Stan Bone.

Welcome to Visitors

Glynis Gibbons, President - Austin Seven Club.
Simon Smith, Datsun Sports Roadster Club.

Welcome to our Guest Speaker – member Alan Maden

Alan provided members with a very engaging account of his successful completion of the 9th - 2025 Peking to Paris event in his 1917 American La France. An oftentimes grueling journey of 14,000km, alongside his son Leigh, and later Alan's brother, as navigators.

Fascinating and very impressive, thank you Alan.

Member News

Congratulations to Tess Anderson for her participation in the "World's Greatest Shave" at the 1 and 2 Rally which has so far raised more than \$11,000 to help families facing blood cancer.

Noel Holbrook is very unwell.

Rick Thege is in hospital and not well.

New Members

Peter and Jill Hawkins, Turners Beach Tasmania, 1907 Darracq, 1910 Brush, 1908 REO, 1913 Model T Ford.

Chester and Sally McKaige - Carrick Tasmania - 1905 Darracq, 1907 Napier.

Peter Brack – Bridgewater SA – 1902 Elmore.

Raffle

Lamb Roast, Vegies, Desert, etc. Thanks Deb.

Financial Reports –

no report this month. All is under control.

Past Events:

RACV 1&2 Cylinder Rally –Ballarat 12-15th March 2026. DM reported that there were 57 entries (more than expected) with 48-one-&-two-cylinder vehicles and 117 people. A great event. Ron Hobbs trophy very deservedly won by Peter and Jill Hawkins from Tasmania. Full details in *Brass Notes*.

Hot Cross Bun Rally (Good Friday) was cancelled due to late venue booking but will be on next year.

Flinders Car Show – Easter Sunday – Andrew McDougall reported that this event very well attended including 2 Veterans from our club. The event is in its 10th year, with funds supporting local charities.

Future Events:

National 1&2 Cylinder Rally – Temora - VCCA (ACT) – 19-25th April 2026 –this event is proceeding despite the fuel issues. It has the support of the local council, and a number of our members are attending.

RACV 4 and More Rally 2026 – Camperdown – 14-17 May – Murray Murfett joined the meeting by Zoom and encouraged members to attend what will be a very interesting event. 10 entries so far, closing on 30th April.

Daryl Meek advised members that the club policy is that notwithstanding world events and the related fuel issues, VCCA events will continue as scheduled unless fuel restrictions or authorities decree otherwise.

49th Historic Winton - 30-31 May 2026 – Glynis Gibbons, President

of Austin Seven Club, invited members to attend. No Motorcycles this year due to track restrictions, therefore more opportunity for cars. Volunteers wanted for a few hours – free ticket and lunch provided. See website <https://www.historicwinton.org/partners/volunteers>.

RACV Mid-Winter 2026 – Bellarine Peninsula - 17-19th July. CW reported that accommodation details will be advised in May.

The Aussie B40 Rally - 21-23 August – Callum Walsh encouraged under 40-year-old members to participate in this unique event and for older members to similarly encourage or facilitate them.

National Veteran Vehicle Rally – NSW club. 6-12th September 2026 – Cowra – entries are open and numbers are limited.

RACV Pre-1905 Pioneers Run – Wed 23-Sat 26 September 2026 – Wentworth. Doug Fulford joined the meeting by zoom and highlighted this event.

RACV Annual rally – 6-8th November. Save the date - details to come when available.

Library and Archives Report – DM reported as follows:

The digitization of 35 VHS tapes from the 50's and 60's has started and should be completed within 1-2 months.

Deaccession of the following items – on display at the meeting and available for a small donation.

Old wooden box used for award nominations

Old portable film screen

Old portable pa system

Wanted, for Sale or Swap

Refer to *Brass Notes*. Daryl noted that presently there is an unusually high number of vehicles available.

Callum Walsh reported that a very rare 1913 Stoneleigh restoration project in pieces is available. It is a vehicle is similar to a BSA with a Daimler sleeve valve engine.

Items of General Business

Daryl spoke again of the new process at VicRoads in relation to issuing new permits for Veteran and Vintage vehicles. His permit has finally been issued after a wait of 118 days. Daryl's delay is not expected to be the norm going forward, however, members seeking new permits are advised to start their applications as soon as possible and to allow for delays.

Rob Anderson reported on a successful meeting with RACV Total care along with VDC, AOMC and CHACA, and as a guide, advised as follows:

Each TC membership can have up to 5 fully registered vehicles (additional cost from 2-5 vehicles) and 15 club permit vehicles. More than 5 fully registered vehicles require additional membership.

Can nominate up to 6 drivers.

Pre 1961 vehicles entered electronically will not have the year, make and model recorded correctly by reference to the third party "Motorweb" database. It is best to report these to TC individually.

Roadside service calls that require transfer of the vehicle will be to the nearest RACV service centre within 100km. Where the fault cannot be rectified there, the vehicle will be transported to your place of choice. The maximum \$2,500 cover for costs is to get you home, not to continue your rally. This is at RACV discretion and not your choice.

The above comments are a guide, and members are advised to contact RACV or refer to the full Terms and Conditions for clarification.

Congratulations to David Provan for his award the Cadillac at Rob Roy.

Next Meeting 8.00 pm on Tuesday 12th May 2026

Meeting Closed at 9.14pm

Private Classifieds

FOR SALE

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

Asking \$26000.00 Ono

Contact: Rob Couper
Ph: 0488 207 058

FOR SALE

Expressions Of Interest Invited

My Burrell Cyclecar is now offered for sale – expressions of interest are invited. Now, after thirty years of successful motoring it saddens me to declare this unique machine needs a new owner. Changed circumstances is the reason for its sale.



There may be those who underestimated its capabilities, however, these fears were dispelled after I drove it successfully from Sydney to Melbourne in 2005.

Above: The Burrell Cyclecar at an early rally – soon after the successful Sydney – Melbourne Trial success (2005).

Asking price \$29,000.

Further details can be provided upon request

Contact: - Graeme Jarrett
Ph: 0455 041 994
E: graemejarrett@gmail.com

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



WANTED

Friend Terry Parker is restoring a coil box but is missing just one points blade stamped CUENET, as per this photo.

If you happen to have one in your box of electrical bits then please let me know. Terry and I would be most grateful.

Contact: John Prentice
Ph: 0408 476 644
E: john.prentice33@gmail.com



Events

RACV 4 & MORE RALLY - CAMPERDOWN

14-17 May 2026

RALLY SNAPSHOT

THURSDAY, PM - arrival, shake down run to explore town and lakes & craters. Dinner & introduction to the town's heartbeat.

FRIDAY - explore the clocktower, district tour of lakes and craters, lunch by the lake, visit an extensive private car, truck & steam traction engine museum, pizza night and mystery objects.

SATURDAY - main touring day (90km), including the Mt Elephant Information Centre, dry stone walls, bluestone 1856 homestead, 'American Pickers' style unearthed car collection with lunch at a bluestone inn (built in 1842).

Dinner at the Commercial Hotel in Camperdown with a nod to the town's Scottish heritage.

SUNDAY - visit Cobden Pioneer Park, fun & games, lunch & departure.

Our day in Darlington

On the Saturday of the Rally, on the way up from Camperdown to Darlington, we will visit the Mt Elephant Information Centre where we will learn about the area's geographical formations, volcanoes and stone wall constructions. This will also be our morning tea stop.

From there we will continue to Darlington, to the Elephant Bridge Hotel. Established in 1842, this Georgian-style, colonial era inn, is one of Victorias oldest continuously licensed pubs, which was also used as a staging post for Cobb & Co coaches. Presumably named after the nearby Mt. Elephant, and to add to the connection, in the 1940's a travelling circus unloaded their 3 elephants for a 'selfie' out front. And further to the intrigue, there are numerous accounts of the ghost of a long-gone licensee haunting the inn. Established 185 years ago, this quaint, two-storied bluestone pub, nestled beside the Mt. Emu Creek will be our lunch venue.

The Western District is abundant with grand homesteads, and we are fortunate to have been invited to visit 'Stony Point', the home of Anna & Clive Jamieson, the fifth generation of the Jamieson clan to own the property. Settled in 1856, the original dwelling was extended in 1875 to its present form, using bluestone quarried on the property.

In 1912, Clive's great grandfather Robert Jamieson purchased a new, 15H.P. Austin Tourer from Dalgety & Co, which somehow finished up in Scotland as a restored vehicle. The family has retained an original photo as well as the original sales receipt from Dalgety's!

Clive's father Rob was a keen collector and avid racer of what are now classic cars, which have been dusted off for our visit.

#Entries for this Rally now available!

#I have volunteers for some tasks, but I would like to hear from a mechanically minded person/s, to assist with any 'failures to proceed', as Tail-end Charlie/s.

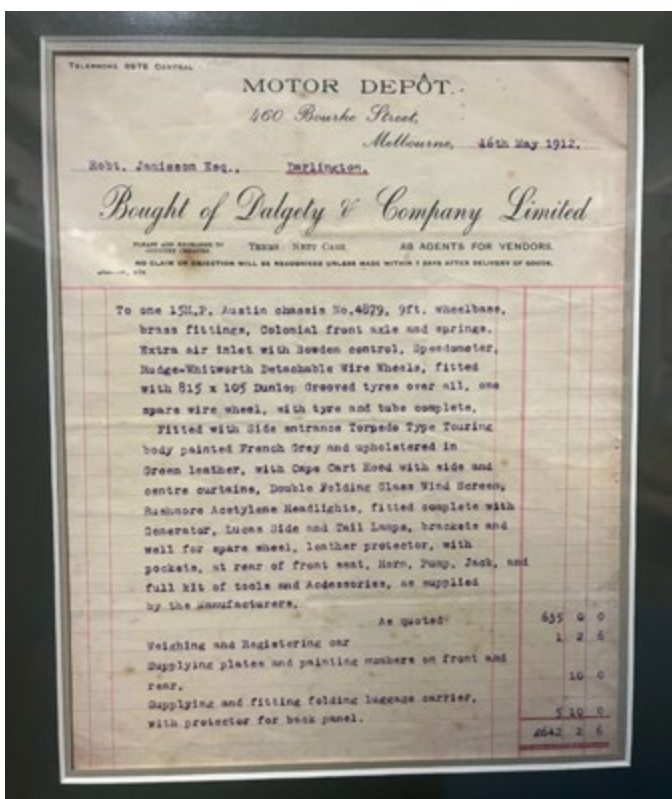
Thanks, in anticipation, Murray Murfett 0428 914 848

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



This should attract your attention, plus the circled window where the ghosts are supposed to be!!





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 the 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 (dougfulford97@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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e president@veterancarclub.org.au

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e secretary@veterancarclub.org.au

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FIVA REPRESENTATIVE (TAVCCA)
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.

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Ben Alcock and Jim McCaffrey

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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.

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VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

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

CLUB MEETINGS
Monthly meetings (Natter Nights) are held at 8:00pm on the 2nd Tuesday of the month (excl. January) in the Club Rooms:
Lynden Park Club Room, Wakefields Grove, Camberwell, off Through Rd.

Flinders Heritage Motoring Day

Photos from Frances McDougall

10th Anniversary of the Flinders Heritage Motoring Day held Easter Sunday. Two Veteran cars in attendance.



The 1913 Model T Ford of Brian Hussey



The 1911 Vauxhall Prince Henry of Peter Latreille

Rob Roy Revival and Gaze's Gully Classic

Photos by Callum Walsh



VCCA Vic members having a picnic



Bone FN and Provan Cadillac beautifully presented as always!



Rob Anderson's Brush



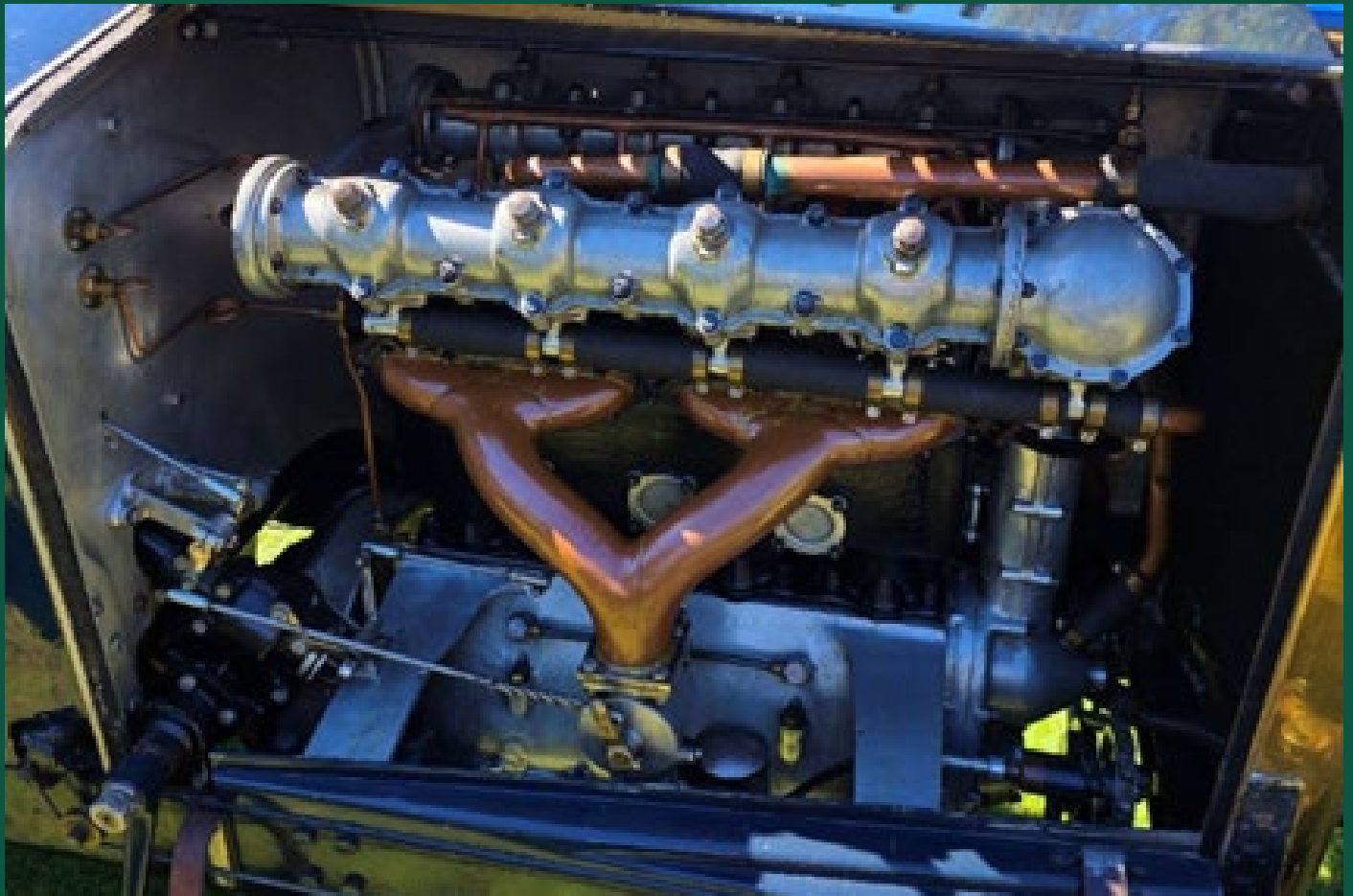
Brendan Pierce's Hotchkiss – great to see it out again!

Rob Roy Revival and Gaze's Gully Classic

Photos by Callum Walsh



Veteran Delages (L-R); Model G, two cylinder of the late Peter Peter McBeth (now cared for by his son Paul); Model U, single cylinder of Barry Smith; Type S Grand Prix of Stuart Murdoch; R4 4 cylinder of Daryl Meek. Rare sight to see all four with different engine configurations.



The ever impressive Delage Grand Prix engine