

July 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

CONTENTS

Flashback

By Greg Smith



This month's featured flashback car is a remarkable vehicle that was part of our club for many years. If memory serves, it appeared in rallies from the late 1950s through to the late 1980s.

The car is an exceptionally original c.1911 SCAT that was never restored, retaining its beautiful original patina. At the time, this was quite unusual, as even vehicles found in such fine untouched condition, were often restored to create a more polished appearance.

Again, from memory, it passed through several owners during those years. The car has since disappeared and has not been seen for many years.

The photographs, kindly supplied by Chester McKaige, were probably taken in the late 1950s at an early Annual Rally. Unfortunately, neither Chester nor I can confirm which rally it was or where it took place.

If you have any information about who owned this SCAT during that period, where it was originally found, or who may have owned it later, we would love to hear from you. You may even know where the car is today. Please send any relevant information or material to the Editor.



President's Message.....	4
Editorial.....	4
Membership Renewals Are Now Overdue.....	4
If You Build It, They Will Come!.....	5
I.H.C. Motor Buggies and Noel Holbrook.....	6
The 2026 RACV 'Four and More'	
Rally in Camperdown.....	10
Isotta Fraschini Type FENC – Follow Up.....	13
Nurses in Vehicles During	
the Veteran Era.....	14
Wentworth – a Patriotic Town.....	16
Commercial Collage.....	17
Ford T Time.....	18
Findings, Feedback and Follow-ups.....	20
Flashback Response.....	23
Private Classifieds.....	29
What In The World!.....	30
Natter Night Meeting Minutes.....	31
Events.....	32



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

The RACV supports the:

- RACV 1&2 Cylinder Rally
- RACV Midwinter Rally
- RACV Veteran Car Club Annual Rally
- RACV Four & More Rally
- RACV Pre-1905 Pioneers Run

Coming Events

14 July 2026	July Natter Night Meeting from 8pm - in the Clubrooms or online
11 August 2026	August 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
20 - 22 November 2026	HCCA (SEA) Creepy Crawly Rally - Moss Vale, NSW Contact: Doug Fulford 0490 721 033
13 December 2026	VSCC Vic Two Wheel Brake Rally Contact: Callum Walsh

Major Events

17 - 19 July 2026	RACV Midwinter Rally - Bellarine Peninsula Contact: Callum Walsh
23 - 26 September 2026	RACV Pre-1905 Pioneers Run - Wentworth, NSW Contact: Doug Fulford
6 - 8 November 2026	RACV Annual Rally - Lancefield Contact: Ben Alcock

National Events

6 - 12 September 2026	National Veteran Vehicle Rally - Cowra, NSW https://www.vccansw.com/cowra
-----------------------	---

Front Cover Prelude

By Greg Smith

This month's front cover features a 1910 I.H.C., photographed in Springsure, Central Queensland. It is believed to have been the first car in the district.

The people shown are owner W.H. (Bill) Lane in the driver's seat, his daughter Florence, and, in the rear, the salesman from Rockhampton.

At the time, dealerships commonly supplied a representative for several days to help new owners learn how to drive and maintain their motor buggy. This vehicle served both as the local mail delivery car and as a taxi for Scott's Hotel.

For more on this 1910 I.H.C., see our comprehensive article on the remarkable restoration of the vehicle by the late Noel Holbrook. Refer to page 6.



Yesterday Once Again (Australia)

SCAN ME

- Repairs
- Restorations
- Sales

Of all model Gramophones and Phonographs

Visit us at:
yoaa.com.au

Anthony Sinclair
0459 408 046
Email: music@yoaa.com.au

President's Message

Well, the first of June came around, and Winter arrived with a vengeance. Not sure about your location, but we received nearly 2 inches of rain in the first five days of the month.

Other than the traditional Midwinter Rally, the season tends to be a bit of a deterrent for veteran motoring. What better excuse, therefore, than to spend a bit more time indoors and put pen to paper (or fingers on keyboard) to better record the history and known provenance of your vehicles.

Even today, the known details of some of our earlier club vehicles have already fallen into obscurity and will possibly never be recovered. Fortunately, *Brass Notes* is active in encouraging an exchange of information regarding many of these vehicles, through the Flashback and Editorial pieces as well as a focus on period photographs.

It's worth noting that the purposes of our Club include, "the exchange of information among Club members," "the preservation of records and all other items of historical interest" and "to obtain and maintain historical and statistical records in respect of vehicles."

Having collated several histories for other members of the club, I can attest that the result can be interesting (and occasionally surprising) but can be very satisfying.

Whilst we will usually acknowledge this as being important for the future, it is also one of those things that we regularly put off to another time. After all, there is always another day. Problem is - sometimes that day can come a little bit too late.

Historically speaking,

*Daryl Meek,
President VCCA (Victoria)*

Editorial

By Greg Smith

It was very encouraging to receive responses to last month's editorial. I had not realised how many people actually read it, so the level of interest was both enlightening and rewarding. The quality of the material submitted was an added bonus. My sincere thanks go to John Stanley, Doug Fulford, and Andrew Benoit for their efforts and support. Their contributions may also have helped to uncover another excellent article on a similar topic. I always enjoy seeing how one idea can lead to another and produce an even better outcome. From little things, big things grow!

I would also like to thank Sue Holbrook for her help and support in providing the front cover and accompanying article during an extremely sad and difficult time for her. In part, I felt a personal need to highlight and commemorate Noel through another contribution. He had such a strong influence on so many people in promoting the Veteran movement, and it seemed only fitting to celebrate that legacy. The article about his commitment to restoring their beautiful IHC motor-buggy is one way to honour a remarkable man. That restoration ultimately helped inspire the formation of a significant chapter of the Veteran Car Club, the High Wheeler Register.

We are fortunate to have so many talented and dedicated members who contribute in countless ways. Their efforts help make our club vibrant, well informed, and strongly connected.

I was reminded of this recently by two of our members, particularly when I was asked why we continue to produce a newsletter. The answer quickly became clear: *Brass Notes* is far more than a publication. It is an important part of the fabric of our club and a valued conduit that helps bring us together.

Membership Renewals Are Now Overdue

MEMBERSHIP SUBSCRIPTIONS WERE DUE BY 30th June.

Hard copy Renewal Notices have been distributed to members who had not renewed by 12th June.

While the preferred renewal option is using our ON-LINE system, those members who are more comfortable with a hard copy can complete the Membership Renewal Form and Declaration and pay as they have done in the past (EFT, Cheque or Money Order).

Please Note: If you have paid by EFT your renewal cannot be updated until we receive your signed Renewal Declaration form. (If you have completed the Online Renewal you do not need to return the form.)

Renewal Option 1 Remember if using the hard copy renewal option, and paying by EFT, it is still essential that you sign and return the Renewal Declaration to the Registrar. Details are on the form.

Renewal Option 2 Alternatively, you can use the On-Line system and pay by VISA/Mastercard, EFT, cheque or money order completing the declaration through the On-Line system.

Rob Anderson

Registrar

If You Build It, They Will Come!

by Pam Hill

I've always been fond of the 1989 Kevin Costner film, 'Field of Dreams'. The film centres around a disembodied voice from the Heavens extolling Costner with the phrase 'If you build it, they will come'. This leads to him building a full size baseball field in his corn paddock which is visited by the ghosts of numerous long since departed professional baseball players. The main theme is that none of the action could have happened if Costner had not built the baseball field.

It occurs to me that the same idea can apply to the Veteran Car Club Aust (Vic). When Deane and I joined the Club in the early 1980s the events and activities were focused around the Midwinter and the Annual Rally with vehicles suited to that type of event. I remember that at that time the club had many Rolls Royce cars, a large number of former Talbot collection cars, a few Ford Model T's, and other bigger 'Four and More' style cars. It took the enthusiasm and vision of a few individual Club members to expand the activities.

Firstly, Graeme Jarrett. Graeme had a love of smaller less powerful cars. Some might say the 'Feeble and Weak' were his obsession, particularly Cyclecars. Graeme saw the need for events more suited to the smaller, less powerful vehicles and decided it was time to arrange an event specifically designed for them. He chose Castlemaine as the venue, where he felt there was enough flatter roads, no large hills, and the infrastructure to accommodate the event. It was a huge success and has grown into our hugely popular 1 and 2 cylinder rallies held every year. An entire crop of single and twin cars has emerged from sheds and garages, been restored and led to a major increase in popularity and valuation of these vehicles.



Next, we had Noel and Sue Holbrook, Sadly, Noel is no longer with us, but without the enthusiasm and energy of this Warrnambool couple the highwheel buggy movement would still be very small indeed. Thanks to them organising a register listing as many buggies in Australia as they could, and then running a

buggy only National event every 2 years, the interest in buggies has blossomed. I'm told that over the years they have had about 60 separate buggies attend the event at least once. Hard to believe there are that many buggies in Australia. The interest in buggies has even spread across the Pacific to the USA, the homeland of the highwheel buggy. Following a few magazine articles shared from Australia to U.S. based clubs such as the Horseless Carriage Club it has been proven that these cars can do more than just sit in a static museum display or join a brief 4th of July parade. As a consequence, the desire to own one has increased and some cars have been auctioned in the USA and sold for about 5 times what they would have brought 25 years ago.



Finally, we come to Greg Smith. He freely admits to being a lover of the 'Weak and Feeble', the older the better. As a result, Greg felt the need to start an event designed to cater for the pre-05 vehicles. Again this has grown to be a highly popular event, attracting many regular interstate attendees. Attendance numbers are growing and it has had to spread and expand further afield to cater to the increase in numbers from both Victoria and interstate.

Maybe the correct motivational chant for us should be "If you organise it, they will come!"

I.H.C. Motor Buggies and Noel Holbrook

By the late Noel Holbrook

With the recent sad passing of Noel Holbrook, I thought it only fitting to honour his memory, by presenting the following article that outlines the passion of the Holbrook's in their story of how firstly they fell in love with highwheelers, and then, were able to source and restore their wonderful 1910 I.H.C. motor buggy. -Ed

In the 1950s, I was captivated by the veteran cars that took part in a procession in Warrnambool. Three in particular stood out: Henry Sylvester's Schacht (now owned by Greg Smith), a little brown De Dion with a conventional radiator, and a McIntyre motor buggy (now owned by Warwick Bayley). These motor buggies struck me as something quite different. They looked old - though not as old as they appear - and to me they represented exactly what a veteran car should be.

What fascinated me most were veteran cars with unusual mechanical features, especially chain drive. I could not afford a restored car, but some years later I acquired the remains of a 1917 Metz - a locally significant vehicle with friction drive and a single chain drive to the rear axle.

Later, when a friend bought the remains of a 1914 Metz, we visited the late Morrie Houin after hearing he had some Metz parts. After buying those, we asked what else he had and learned that he also had the remains of two Internationals. After a week of trying to justify the cost, I rang Morrie and agreed to take one. I knew very little about the marque at that stage, so I chose the most complete vehicle. I ended up with a trailer load of mechanical parts and still only a vague idea of exactly what I had bought.



Noel perusing the parts sourced from Morrie Houin

In early 1982, I saw a letter in an American magazine from Thomas Huestis proposing the formation of an International Harvester Highwheeler Register. I wrote to him with a list of the parts I had, and he proved to be an extraordinary source of information. He sent photocopied parts lists for most models, including many I had never known existed, and those documents became invaluable.

From this material, I learned that my first vehicle was the remains of a 1915 Model E. It was heavier than the highwheeler image I had in mind, so I decided to buy Morrie's second I.H.C. as well. That one turned out to be a mixture of an early leather-dash model and the first bonneted, air-cooled model. Unfortunately, I did not have enough of either vehicle to begin a serious restoration.

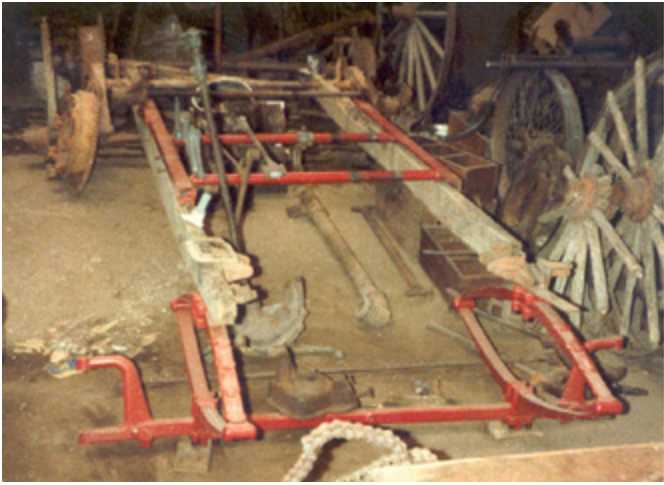
In March 1982, I attended the first National 1 & 2 cylinder rally in Albury with Colin Drake's 1903 curved-dash Oldsmobile, which I had sympathetically restored. There I saw my first two I.H.C. motor buggies in the flesh, owned by George Edwards and Michael Sheehan.

I remember asking Michael whether his buggy was difficult to start. He replied with a definite "no" and immediately showed me. One turn of the engine was enough to draw the fuel mixture into the cylinder; then, with the ignition switched on and one pull upward, it settled into the now familiar "chonk chonk chonk chonk." This was also the rally that Sue and I met.

Later in 1982, Sue and I travelled to Queensland to visit my brother. While speaking with veteran car club members there, I heard that Cyril Horton of Toowoomba had a 1910 I.H.C. stored on shelves in a lean-to beside a fence. The parts had been oiled every two years to prevent rust.

Cyril had found the parts 20 to 30 years earlier while holidaying in Springsure, in central Queensland. The vehicle had once been the local mail buggy, but it had been dismantled: most of the woodwork was gone, the mechanical parts were in a heap, the engine had been taken to the local garage, and other parts had been scattered around the town. As Cyril tracked them down, he was also given a photograph of the buggy as it had appeared in 1910. *(This is the photograph on the front cover. -Ed)*

Later, I found myself looking at that photograph while examining the parts. On top sat a slightly rusty bonnet, still carrying its brass I.H.C. badge, and further investigation revealed many other hard-to-find pieces. The photograph also showed a beautifully curved wooden body unlike anything I had previously seen on an Australian car, although a similar design appeared in American literature on the marque.



The car as found at Cyril Horton's, being pieced together.

Our visit came at just the right time. Cyril, then 70, was beginning to think he might never restore the vehicle himself, and he agreed to sell it to me. The next few days were exhilarating as we moved the parts back to my brother's home in Brisbane. It took two trips in a Mazda 626, each one packed to the limit.

After cleaning off the oil, I loaded as much as I could into the car for the trip home. The back seat had to come out so the engine - minus the flywheel - could ride on the floor with barely an inch to spare. The boot was full, and the chassis rails, chassis, and wheels travelled on a roof rack we had been given. We drove carefully, watching every bump in the road, while the remaining parts were sent down separately by transport.



I.H.C. engine snugly fitted into the rear seat area of the Mazda, with just inches to spare

Meanwhile, at the auction of the late Arthur Parker's collection in Colac, four I.H.C.s came up for sale. For a moment I was almost carried away and bid beyond my limit on the last buggy, but common sense returned just in time, and I was the underbidder.

Then, in 1985, while on holiday in South Australia to look at other I.H.C.s, we heard of another buggy with a similar body. It was being held in trust for the late owner's grandson, who was still in his early teens. With the seats removed, we were able to study the construction in detail and spent six hours photographing, tracing curves, and taking measurements until we could absorb no more.

Back in Adelaide, we ordered spotted gum for the spokes from Otto Timbers and arranged for Hammersmiths Woodturners to turn them, leaving our best original spoke as a pattern. We also bought a piece of kauri pine measuring 9 feet by 18 inches by 2 1/4 inches, and the machinery side of the business charged only \$5 to saw it into three sheets half an inch thick. With the timber strapped to the roof rack, we headed home.

I began drawing up body plans and decided it was best to start building the body while the details were still fresh in my mind. Before travelling to Adelaide, I had already made the wooden chassis and completed some mechanical restoration. From that point on, I set everything else aside and concentrated on the body. As a motor mechanic by trade, coach building was unfamiliar work and took time to learn.

The frame was made first.

The half-inch kauri sides were then glued and screwed on, with the holes plugged using the same timber.

The body was coated with linseed oil, primed, and hung from the roof while the mechanical components were overhauled.



Body without seats beautifully constructed with that lovely, curved rear.

The engine, transmission, and differential required relatively little work. All were sandblasted, painted, and reassembled. Small parts were sandblasted and then coated with cold galvanising, automotive primer, and three coats of Dulux enamel, applied either by brush or spray.

The seats presented a bigger challenge. Originally, they had been made from half-inch timber steam-pressed into shape - something I could not reproduce. In the end, I built them from large pieces of meranti, glued together and carved to match the originals. The result worked very well and brought the body construction close to completion.



Body now nearing completion, with seats in place and painted.

Once the axles and springs were finished and assembled, my attention turned to the wheels. I had thought about them for some time before deciding to make them myself. We already had the spokes roughed out and the fellies bent, and without wheels there could be no motion.

During the restoration we entered two rallies, but despite late nights and early mornings I still had to rely on Colin Drake's 1903 Oldsmobile. The National 1 & 2 cylinder rally in Tasmania, however, looked achievable. I allowed myself one month to build all four wheels; after four weeks I had completed only one, and it still needed a tyre.

By the end of three months, all four wheels were finally finished. Along the way I learned how to index the hub boxes for 16 spokes, fit the bearings, finger-joint the spokes (after Sue had sanded them), fit and tang the spokes, drill the fellies, and assemble the complete wheel. I had rims rolled and cut from two-inch channel, then ground them to shape - burning large holes in the legs of two pairs of trousers in the process. After welding the rims, I shrank them onto the wheels. The amount of shrinkage involved a good deal of trial and error, but in the end it all came together in four sound, proven wheels, which were then treated with linseed oil, primed, and painted.



The wheel being constructed and all completed by Noel.

During those long, slow sessions on the wheels, I kept myself encouraged by doing other painting and assembly work. Once the wheels were painted and fitted with tyres, I finally had a rolling chassis - a wonderful milestone. Yet the greatest moment of the restoration was hearing the engine start for the first time. Without a muffler it belched flames nearly a foot long and sounded magnificent. A muffler was fitted soon afterwards to reduce the fire risk and no doubt to the relief of the neighbours.



Front view of rolling chassis.



Rear view of rolling chassis, noting that the muffler has been fitted.

The remaining tasks included wiring, fitting chains and oilers, making adjustments, and checking that nothing had been overlooked. The chain was modern International Harvester chain of the correct pitch but slightly narrower, which meant grinding the sprockets

to suit, a difficult job. Seven days before departure for Tasmania, the buggy finally moved under its own power.

After final checks and the addition of seat cushions, we boarded the Abel Tasman with about an hour to spare. At last, we could relax though not entirely. On the way to join the loading queue, we ran out of petrol, and while we were dealing with that, the ticket collector took everyone else's tickets and left before we came into view. Fortunately, we still sailed and enjoyed eight days of sunshine in Tasmania, covering 300 miles and learning more about the buggy all the time.

The only mechanical troubles were a broken mudguard stay and the muffler through-bolt. It was a marvelous climax to at least eight years and countless hours of work and frustration. On the journey home, with the buggy on the ferry, we discovered that our berth had been cancelled because our tickets had not been collected on the outward trip; the computer assumed we had never sailed at all. Luckily there was a "no show" and we did not have to unload. Even that did not spoil the rally. This rally, the first in the buggy, will always hold a very special memory for us, as it cemented our love affair with Highwheelers.

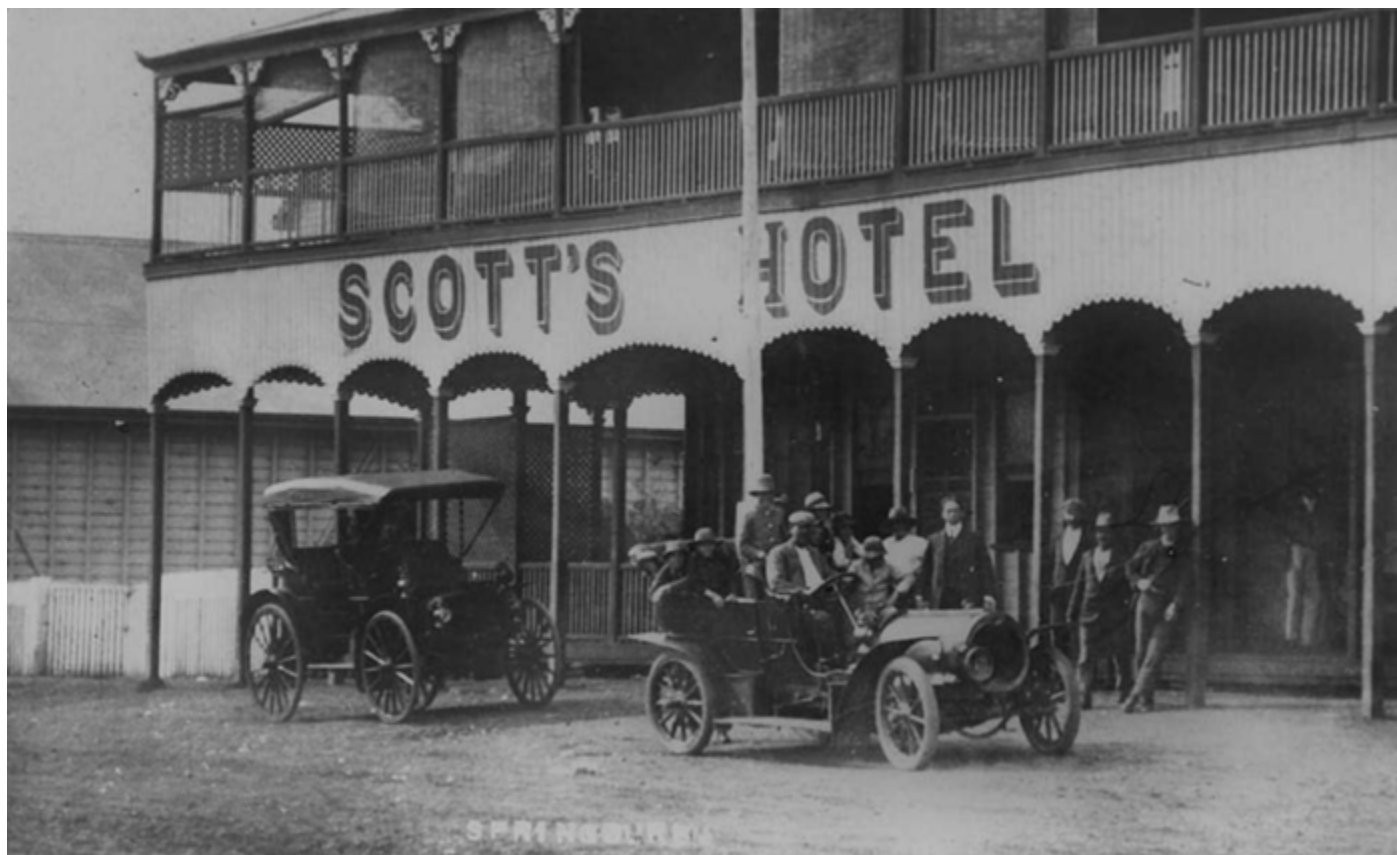
For anyone still in the middle of a restoration, I can say with confidence that the effort is worthwhile and deeply rewarding.

Since that rally, the upholstery sourced from a similar vehicle in the U.S.A. has been fitted, and many other details have been completed. Very little now remains to be done except the hood, which will seldom be used anyway, as we prefer to rally a veteran car in the open. I suspect it may still be a few years before the hood is finally made.

Since the article was written, a hood has been made and fitted, and rarely erected. And interestingly the 1914 Metz remains, mentioned early in the article, also ended up in Noel's stable years later. (photo of Metz in Brass Notes May 2026 page 8) – Ed



A brilliant restoration and looking resplendent at the Highwheeler rally at Kyneton in 1997



A wonderful image of the I.H.C. at Springsure, Queensland with a Georges Roy taken in 1912 at Scott's Hotel, where it was used as a taxi service for the Hotel. The I.H.C. was also used as a vehicle to deliver mail throughout the region. Photo courtesy of the Alex Gow collection.

The 2026 RACV 'Four and More' Rally in Camperdown

by Mick Turner

I had never attended a 'Four and More' rally before, and it had been some years since the 1914 Twombly had been out of the shed. And the rally looked interesting with the roads and routes incredibly well considered and suitable for our veterans. So, off we went. Trailered down on the Thursday, arriving at 6pm, just in time for the evening meal. Twombly left on the trailer outside the motel and a quick unload into the motel room and off to dinner. Not being a regular rallyist and never a 'Four and More' entrant, the Thursday meal was a great way to meet people and get ready for the weekend's rallying. A lovely ease into the rally. Fantastic venue, lovely food and superb service. Arriving late Thursday, I missed the Thursday run. A report on the day has been provided by the Rally Director: "The Four and More Rally in Camperdown got off to an early start on Thursday 14th May with an optional 17km Shakedown Run through the lakes and craters area in lovely weather. We passed between two picturesque lakes, Gnotuk and Bullen Merri, which strangely, while being just 1 km apart, one is brackish and the other fresh water! There has been an oft-repeated story that decades ago, one of the abutting properties had a stripped-down early Rolls Royce 'Silver Ghost' used as a paddock hack and one night, during a 21st birthday, some local lads thought it would be a 'hoot' to roll it down into the very deep Gnotuk crater lake, where it sadly remains. On the Thursday evening there was a quirky introduction to the historical and social fabric of Camperdown experienced through a re-run of the ABC 'Backroads' program, (I-View Series 11, episode 2) with cameos from local identities and views on the aboriginal history and Scottish influences, with a strong focus on the town's magnificent clock tower built in 1897".



The landmark clocktower in Camperdown with some more "modern" cars parked in front.

The focus on the community strength of Camperdown was evident in every interaction in the town - friendly, helpful, welcoming and easy.

Friday 15th May saw cars and people assembled at the clock tower for our morning briefing and readying for the 9am "full chimes experience" of the clock tower bells, coupled with a wonderful and informative talk and the opportunity to take the 95 steps to the top to view the 2 tonnes of 1890's clock mechanism. As encouragement for our folk to make the climb, Mars Bars were handed out to those who made it to the top!

A rolling start for the drive to lunch at the Lake Edge Cafe at Lake Purrumbete, with a morning tea stop en route, complete with coffee van on the shores of Lake Bullen Merri. Fantastic venues and lovely quiet undulating roads. The Twombly amazed me, pulling up out of Lake Bullen Merri, with two of us on board! Following lunch, a short drive back to Camperdown and a "Not to be Missed" viewing of the Lawrie Vautier vehicle collection. A magnificent collection of veteran trucks, tractors, cars, motorcycles, horsedrawn vehicles and steam traction engines. Incredibly rare and interesting vehicles with a challenging drive through Lawries scrap metal heaps to get there! Entry fees for any Clubs visiting his collection are donated to the Camperdown Hospital. Friday night was pizza night at a local hotel, again, fantastic people, service and food. A lovely, relaxed night of conversation, storytelling and camaraderie.

Saturday 16th began with a briefing at the clock tower and a rolling start. A glorious and easy drive to the Mount Elephant Visitor Centre for morning tea and wonderful guest speakers on the history of Mt Elephant. Possibly the only community owned mountain anywhere, the mountain was in danger of being decimated by quarrying, resulting in community action to save it! Our visit included a presentation of the history and types of stone walls of the district - many of which we drove past.



The historic stables at the Jamieson property

A short drive to a magnificent lunch and great hospitality at the 1875 'Stony Point' homestead at Darlington, currently home to the 5th generation of Jamieson families and built of bluestone quarried on the property. Clive Jamieson gave a wonderful introduction to its history and a tour of the historic stables and woodshed.

Our veterans were parked on the spacious front lawns and David Rentsch, Club member (and neighbouring property to 'Stony Point') created quite a bit of interest with his ex-David Holden 1913, 16H.P. Napier restored running chassis.



David Rentsch is doing a wonderful restoration on the 1913 Napier.



Our group parked on the front lawn of the historic "Stony Point"

Plus - great fun and games with a table of mystery objects to guess, nuts and bolts to undo and do and games of skill and luck. I was lucky enough to "Throw a Rod" (a con rod with attached piston) and win a chocolate bar! Another challenge was to roll a tyre into a hoop, labelled 'Find the Pothole'! Loved it all! A look at the Jamieson family car collection and library was included on the way home.



Find the Pothole game of rolling a tyre into a hoop.



Heather Esmore looks like she has thrown a rod or two before.

In the evening, a formal, Scottish influenced dinner at the Commercial Hotel with the (not quite) traditional 'haggis' piped in by a talented, 20-year-old local piper and bagpipe tutor, Stacey Riches, who answered many questions and educated us all on pipes and piping. She played 'Scotland the Brave' entering the dining room and 'Auld Lang Syne' (Times Long Past) on exiting. Special moments! Again, a great meal, great service and great company.



Stacey Riches was the amazing young lady who piped the "haggis" in.

Sunday 17th, with a morning briefing again at the clock tower and short drive to Cobden for morning tea at the Pioneer Park with lunch at the Cobden Golf Club. Pioneer Park has an amazing collection of all things old, plus an extensive horse drawn vehicle collection. Today was a little wet, slightly damp, nothing major and the only wet day after three days of lovely weather. I loaded the Twombly on the trailer and headed for home after lunch. A great four days of 'Four and More' rallying.



The Twombly parked at the RACV Camperdown 4 and more rally

Footnote from Murray Murfett, Rally Director:

"It has been many, many years since a rally has been conducted in the Camperdown area (if ever?) and with plenty to see and do in the district, it seemed a good choice! Perhaps it could be repeated down the track. I would sincerely like to thank Michael and Claudia Holding for their extensive 'behind the scenes' work in receiving rally registrations, collating data, paying invoices, preparing the route and instructions for the daily runs and assisting with welcomed advice to ensure that everything ran smoothly. And thanks also to Paul Daley and his team for the very professional printing of the Rally Booklets, Brendan and Callum Walsh for their assistance and to the other helpers who put out and retrieved the Club's corflute signs to make sure we didn't get lost! And to the 45 participants - thanks for joining us!"

And from this participant, many thanks to Murray and his team for a well-planned, thoughtful and considered event that brought much joy and many fun surprises.

Thankyou.

Mick Turner

Entry List

Surname	First Name	Driver	Vehicle
Bone	Stan	Stan Bone	1910 FN
Brown	Geoff	Geoff Brown	
Clarke	Tom	Tom Clarke	
Donaldson	Darryl	Darryl Donaldson	1916 Ford Model T
Dunshea	James	James Dunshea	1911 Hotchkiss Type Z
Esmore	Alan Thomas	Alan Esmore	1913 Buick
Fulford	Doug	Doug Fulford	1915 Studebaker
Hammet	Peter	Peter Hammet	1914 De Dion Bouton EK Tourer
Harris	Tim	Tim Harris	1911 Empire C
Holding	Michael	Michael Holding	1910 Buick Model 10
Hussey	Brian	Brian Hussey	1913 Ford Model T
Lynch	Robert	Robert Lynch	1913 Buick Model 24
Mansbridge	Terry	Terry Mansbridge	1912 Sunbeam Tourer
Meek	Daryl	Daryl Meek	1914 Delage R4 Roadster
Provan	David	David Provan	1912 Talbot 4CT
Ruge	Phil	Phil Ruge	1915 Ford Model T
Smith	Barry	Barry Smith	
Turner	Michael	Michael Turner	1914 Twombly Model A
Walsh	Brendan	Brendan Walsh	
Williams	Paul	Paul Williams	1911 Wolseley Tourer
Wright	Murray	Murray Wright	1912 Enfield Roadster

Isotta Fraschini Type FENC – Follow Up

by Graeme Jarrett

Further to my article in the June issue of Brass Notes on the second surviving car in Australia, the type FENC Isotta Fraschini, the Creswell car.

I neglected to mention the agent for these cars was the Kellow Motor Co., Melbourne. Two cars were photographed at their premises and presumed to be the two surviving cars, both had grand prix style bodies.



The Creswell car as it appeared (2012) in restored condition. I have not been able to accurately establish the identity of the current owners (or owner) of the car. This photograph was taken in 2012 at a Bugatti gathering in Victoria. It seems to have appeared there perhaps pretending to be a Bugatti.

THE FAMOUS 12 TALBOT.—Inspection Invited.
THE FAMOUS 12 TALBOT.—Inspection Invited.

The Best Light Moderate-priced Car in the World.

Owing to the great demand we are experiencing for this Model, and the limited supply obtainable, it is

ADVISABLE TO ORDER EARLY,

To ensure your order being filled.

—

We can give IMMEDIATE DELIVERY of the Following World-renowned Cars:—

15 and 25 H.P. TALBOTS,
 9, 10-14, and 14-20 H.P. RENAULTS,
 14-20 H.P. SIDDELEYS,
 10 and 30 H.P. NAPIERS,
 10 and 15-20 H.P. ISOTTAS,
 18-H.P. GERMAINS,
 8-H.P. HUMBERS,
 14-H.P. GREGOIRES,

Fitted with single seat, side entry, landaulette, and limousine bodies of latest design.

—

Inspection is cordially invited of the largest and most representative stock of Modern Cars to be seen in Australia.

—Sole Agents:—

KELLOW MOTOR CO., Estd. 1881,
KELLOW MOTOR CO., 206 Russell-street,
KELLOW MOTOR CO., MELBOURNE.

The agent for these cars was the Kellow Motor Co – advertisement dates from Saturday 26th June 1909 (The Argus)

Factory 10
Veteran Restorations

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

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

INSTRUMENT REPAIRS

Veteran Vintage Classic

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

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

 **VVC INSTRUMENTS**

CLOCK'IT
 PRECISION MADE, SUPERIOR QUALITY CABINETS

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

Makers of Custom Cabinets
 Domestic, Commercial, Industrial

All Cabinets Designed and made to your Specifications

Please visit our web site **www.clockit.com.au**

Nurses in Vehicles During the Veteran Era

by Greg Smith

With my request to supply material on nurses and vehicles in the Veteran era the following information was taken from the Museums of History New South Wales web site. It is a summary of what occurred during January and September 1919. How similar it was to what we experienced just a few years ago with COVID-19.

The site also contained a number of fabulous images. Well with this information I contacted Andrew Benoit for some clarification on whether the car featured in a number of the photographs, was indeed a Regal Underslung. Not only did he confirm my thoughts but was able to supply high resolutions of the photographs that he had paid for from the NSW State Archives. These photographs were taken by officers of the Government Printing Office in April 1919. We are very much indebted to Andrew for helping us by supplying these incredible photographs. I was also able to identify some of the motorcycles with the help of Murray Wright and Howard Burrows. Thanks to all who have helped out. -Ed

Impact of the 1919 Influenza Pandemic

Between January and September 1919, pneumonic influenza - commonly known as the "Spanish Flu" - killed 6,387 people in New South Wales and infected up to 290,000 in metropolitan Sydney alone.

The pandemic prompted a statewide response, rivalled only by the recent war, as communities and government worked to limit its spread and impact.

In February 1919, New South Wales imposed restrictions, including closing racecourses and hotels and banning public meetings. Medical practitioners could also restrict the movement of exposed people, with fines of £20 or more for breaches.

These measures caused hardship and increased demand for relief. In response, the Metropolitan Citizen's Influenza Administrative Committee set up 80 to 100 Influenza Relief Depots in town halls and public schools across Sydney and its suburbs.

The depots were staffed mainly by volunteers, along with nearly 1,200 teachers, nurses, doctors, and senior medical students helping overstretched medical staff.

Relief reached 79,313 applicants - many unemployed because of the restrictions - and included food, blankets, clothing, rent assistance, and board and lodging.

During the 1918-1919 pandemic, health organisations and the Red Cross used "motor corps" volunteers and private vehicles to take nurses, doctors, and supplies to patients isolated at home. With hospitals overwhelmed, this mobile care model was essential.

Before the pandemic, many district nurses travelled on foot or by bicycle. Rising caseloads forced a shift to motorised transport, including emergency driving lessons and private vehicles. In Sydney, authorities

used ninety-five hired motorcycles with sidecars and volunteer cars to move nurses and doctors quickly and answer thousands of calls each week. Patients confined at home were often given "SOS" cards to display in their windows so nurses travelling by vehicle could identify households needing urgent help.



FIAT c1914/15 2B (Calum Walsh identification) with staff distributing food to invalids from Balmain area.



Harley Davidson outfit leaving Camperdown Depot to visit a case



SOS Motorcycle outfits and cars at the Education Building. There were apparently 95 hired motorcycle outfits to help cope with the moving of doctors and nurses during this outbreak



Nurses leaving Blackfriars Depot. A Royal Enfield motorcycle and a 1913/14 Regal Underslung shown here



A Ford Model T and motorcycle outfit along with a couple of bicycles and a horse drawn cart at the Randwick Depot



Riley Street Depot, Surry Hills, featuring medical staff and workers with a Harley Davidson Motorcycle outfit and a Regal Underslung. Unable to identify the third vehicle.



Completely masked up are these nurses leaving the Riley Street Depot



Staff outside the Kensington Influenza Depot. An Overland can be seen here outside the school of arts.



Camperdown Depot with the Regal Underslung, Motorcycle outfit and horse drawn cart

Wentworth – a Patriotic Town

by Doug Fulford

While visiting Wentworth in his capacity as Rally Director for the forthcoming RACV Pre-1905 Pioneers Run, Doug Fulford discovered a superb photograph of three ambulances donated to the Department of Defence for service at the front during the First World War. In response to my request in last month's editorial, Doug followed up with the Wentworth Historical Society to learn more about the ambulances and the story behind the photograph.

I sincerely thank Doug for his dedication and commitment in sourcing this material. It is a great outcome for us, and I am hopeful that next month we may also be able to publish a second article about another ambulance donated to the war effort from the same area, subject to clearance from the author.

The following information is what Doug was able to obtain from the helpful research team at the Wentworth Historical Society. Thanks again to Doug for making this possible. -Ed



Three Ambulances donated to the Australian Army Medical Corps WW1. Ben Chaffey pictured in front of the Ambulances. I believe the three Ambulances to be Model 69 Overlands. (I am sure the Overland experts will help out if I have the model incorrectly captioned!)

Hi Doug

Have attached the photos requested by you, also an article from Express and Telegraph (Adelaide, SA: 1867 – 1922), Thursday 12 August 1915, page 1

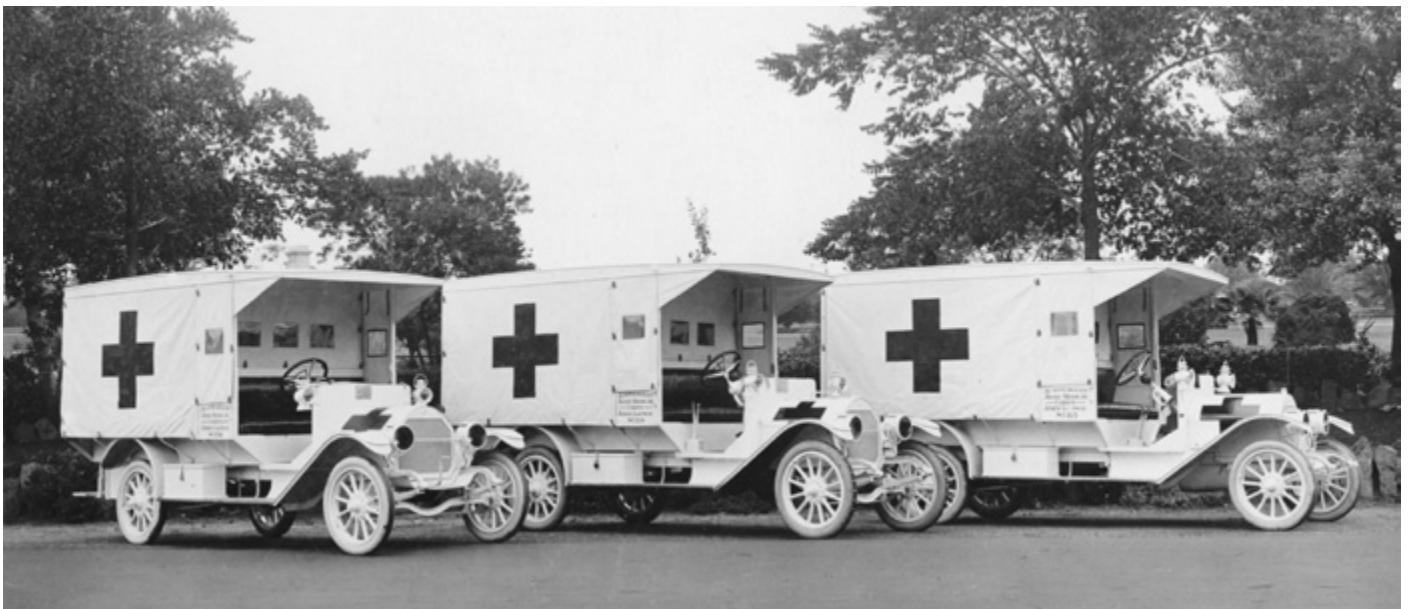
A PATRIOTIC TOWN – Wentworth, August 11

On August 30 or thereabouts the district of Wentworth will present to the Defence Department four motor ambulances for service at the front. These include one given through Mr. B. Chaffey, and another raised entirely at Cal Lal, a small centre on the Murray River, 50 miles west of Wentworth. The Minister of Defence has written to the local committee accepting this gift and congratulating the district on its generosity.

The ambulance fund is now 2,000 pounds, and it is intended to equip more ambulances for presentation later. As an example of the generosity of the residents in this respect a station hand at Para, Mr. H. Thompson, gave 50 pounds – practically a year's wages – to the fund. Money is now being raised by a scheme of subsidising on a pound for pound basis all subscriptions given by employees in every department of labor. All the employers have fallen in with the proposal. The local committee has been informed that the Defence Department will take advantage of the offer of accommodation in the Wentworth Hospital, and at the Avoca Homestead, lent by Mr. Chaffey, for the treatment of returned wounded soldiers, but that the first batch will not be sent up until October. This dry climate is considered eminently suitable for certain cases, particularly rheumatism, among the returned men.

Hopefully this will help your article.

Sherry Lewis/Jenny McLeod
Research Team
Wentworth Historical Society
Wentworth Shire Council



Commercial Collage

by John Stanley

Following my request in last month's editorial for articles, information and photographs on nurses in transport during the Veteran era, John Stanley kindly responded with this fascinating piece on his beloved Stoewer marque. Although it is not strictly focused on nurses, it sits comfortably within the broader medical transport theme. Thank you, John, for your valued contribution. -Ed

Dear Greg,

Your editorials always provoke some "action". I can contribute some information about what I believe were the first Ambulances in Germany. I cannot comment on whether ambulances were built in other countries any earlier. Maybe another reader will have such information.

In April 1913, Stoewer released their personal vehicle, the model C2. It had a four-cylinder, 2.4 litre engine fitted in a chassis of wheelbase 3,000 mm. A little later in 1913, they fitted this engine to a chassis with an extended wheelbase of 3,100 mm. This model was identified as the C2K where the "K" stood for Krankenwagen, German for Ambulance.

The ambulance body was designed to seat four people and accommodate up to two stretchers with access from the right-hand side or from the rear. The stretcher padding was described as "aseptic" and the interior was all painted in white as required by the regulations of the city of Stettin. (*Der Motorfahrer*, No 44, p 1512, October 1913.)



A C2K ambulance in the service of the city of Stettin, 1913.



A C2K ambulance in the service of the Queen of Bulgaria, 1913.



A C2K ambulance with two seats on the left-hand side, opposite the stretcher.

After the commencement of WWI, ambulances were required to support the war effort. The same vehicle with a slightly different body was also required to transport medical supplies to the Front. This was now identified as the model C6. A number of these were procured for the Freiwillig SanitätsDienst (FSD). This translates as the Volunteer Medical Corps. This was the predecessor of the "Red Cross" in Germany.

The Stoewer company received many endorsements from FSD staff during WWI, stating that they would not take any other vehicle make into the war zone because they depended so much on the reliability of Stoewer vehicles in this situation.



A C6 in use with the Volunteer Medical Corps in Aachen, 1916.



Another C6 light truck in use during the war in 1916.

Ford T Time

In the Ford T Time column in last month's Brass Notes, there was a wonderful photograph showing a line up of horse drawn wagons transporting crates of Ford Model Ts to Carey Motors of Ballarat. The following is some background to this successful Ford business. -Ed

Carey Motors

Robert Graham Carey was born in Melbourne in 1874 and at the age of 10 was carrying wood and coal in a wheelbarrow and selling newspapers, an early start to a remarkable life, one which makes one wonder why he hasn't had a movie or at least a high-level documentary made of his life. He became interested early in his life in transport due to his father's occupation as a carriage driver for several coach companies including Cobb and Co. This led to him establishing a carrying firm in Heath Street, Port Melbourne. He altered his signature name to Graham Carey and his business increased so fast he had to pull down his store and increase its size and then had to purchase extra land and eventually moved to even larger premises in Heath Street.

His business included storage for coal, coke and wood as well as carriage spaces for horse drawn vans he owned which were driven by 5 employees

By 1900 his business had expanded so much he had registered a livery stable where he had high class decorated carriages with reliable horses which he hired to supply transport for picnic parties and parades. His horse drawn "Drags" as the local name describes them were praised for their high-end harness equipment and carriage decoration.

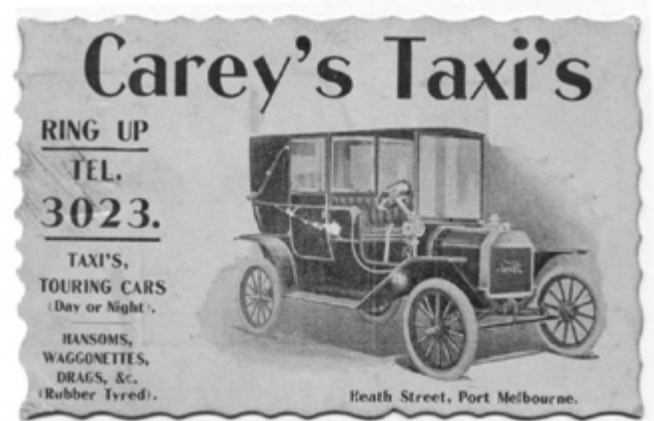


Graham Carey's horse drawn drags heading for a picnic.

In 1910 Carey expanded further by entering the new era of transport by purchasing motor vehicles becoming the first Taxi company in Melbourne. It seems Carey was attracted to the upcoming technology of the motor car and became well versed in its mechanical operation. When his business grew even further, he moved the taxi garage to 95 Queensbridge Street, South Melbourne.

His choice was Henry Ford's Model T laundrettes and tourers which he used for the Taxi business.

As the new industry of owning and driving a motor car expanded the Ford sat in the ideal position for those involved in it, the transport of people. Where before a Hansom Cab would have been the form of transport it had some expensive extra costs. The horses needed to be fed and housed and their maintenance time and cost was considerable. The Ford Taxi solved most of those problems and as it was a simple machine to learn to drive changing over to a Ford Taxi was a sensible upgrade.



The business card for Carey's Taxi's



Carey's Taxi and motor garage at Queensbridge Street, South Melbourne in 1910

In 1912 Graham Carey sold his Melbourne Taxi business to the Globe Taxi Company and moved his businesses to Ballarat where he established a large garage on the corner of Armstrong and Dana streets. Ballarat was a prosperous town which had many people able to purchase a motor car. Besides the Ford franchise other makes which Tarrant Motors also sold were added to the dealership. The Singer light car, BSA, FN, Fiat, Sunbeam, Mercedes, and Rover and later Buick and Maxwell.



Carey Motors in Ballarat. Note the various coloured Fords



This is the speedster centre of the Ballarat photo on page 18, it's interesting that along with other Fords it has been built at this time.



Graham Carey and passengers in the Ford at the finish of the 1913 Reliability Trial.



Carey Motor Company's stand at the 1913 Ballarat Industrial Exhibition, the vehicle in the foreground could possibly be a Sunbeam behind it is a Tarrant cut away Ford chassis.



Carey Motors garage in Armstrong Street, Ballarat c1915

The Ballarat business quickly grew, and several accounts appeared in newspapers mentioning the often-seen long lines of horse drawn carriages hauling boxed Ford Model Ts bound for the Carey Motor Company. His sales figures for the district received praise even internationally when Ford Canada mentioned his achievements in its monthly magazine *Canadian Ford Times*. "Knowing the value of good publicity, Carey stages several promotional events including being the first to climb local Mount Buninyong in a Ford with 4 passengers onboard and he also entered and won the 1913 reliability trial held from Sydney to Melbourne where the Model T he was driving obtained the best fuel economy at 31.6 miles per gallon without any breakdowns or tyre trouble."

What actual mechanical training or education Graham Carey received at the time he transferred his business interests to motor vehicles is unclear, but he was well versed in the mechanics and also the skills needed to drive and maintain a motor vehicle. His skills were obviously considerable and during his life he put them to good use. He understood what was needed to control and nurse a vehicle to keep it running and avoid punishing it to a point that it would fail. Because of this he was often hired or employed to drive other vehicles for people who needed his skills to help them promote and sell their products. One of those who sought Carey was Edwin Brown, a Victorian whose business dealings involved the importation of left-hand drive Fords from the USA which he converted to RHD. Carey not only drove his vehicles in trials but also helped Brown with advertising by using his next venture, that of flying his aircraft, to assist Brown in his advertising endeavours.

Carey Motors was put up for sale in July 1918 after Graham Carey decided to change his business interests to that of aircraft as he had obtained a pilot's licence and started a Flying School but that's another story.



Left: A shipment of Model T's arrives in Ballarat for Carey Motors in 1914

Findings, Feedback and Follow-ups

We have been very fortunate to have been contacted by Len Kelly of Bundaberg, Queensland, with more information and details on the B&B motorcycle we featured on last month's front cover and also on page 10 of Brass Notes. We now know that at least four of these wonderful B&B's have survived, and that Len's example is a superb restoration and with possible amazing provenance being used by the manufacturer, James Barkell, himself. Thank you Len, in also providing the before and after restoration photographs. -Ed

Hi Greg,

After seeing the B&B outfit on the front cover of the June issue of *Brass Notes* and reading the story on page 10, I wanted to let you know that I also own a B&B. I am also aware of another unrestored outfit held in a private collection.

Over the years, I have attended a number of National Rallies where B&Bs have been ridden regularly. Ken Hall's B&B has been ridden by both Ken and Frances, while Len Oakman also rode his B&B before his passing some time ago.

Both bikes have proved to be reliable and capable performers.

I restored my own bike in 2019 and have since completed several rallies with very few problems.

In December 2015, I received a call from a member of our historical motorcycle club. He had been contacted by a man named Phil from the Sunshine Coast, who was looking to sell a B&B 770cc V-twin motorcycle before moving to North Queensland.

Fortunately, I was put in touch with Phil, and by the following morning I had bought the bike.

Phil told me he had purchased it from Terry Gilltrap during the wash-up of the Gilltrap Museum auction in the 1990s.

According to Phil, Terry had said the bike was on consignment from the 83-year-old grandson of James Barkell, of Bennett and Barkell. The bike was said to have remained in the family since new and to have been used by James Barkell himself.

I have not yet been able to confirm this through my research, so I would be grateful for any information that may help verify the bike's history.

This bike has several unusual features. Most notably, it is fitted with a three-speed B&B-branded gearbox with an H-pattern gearshift. Two linkages run from the gearshift lever to the gearbox. I have not found any documentation showing that B&B used these gearboxes. The bike is also entirely chain-driven, which I have not seen documented as an option.

It also has B&B's patented frame shock absorber, which uses four springs under the seat and is attached to the rear of the footboards.

The footboards pivot from the front, creating a distinctive riding experience that is quite comfortable when adjusted correctly.

The bike also came with its original sidecar chassis, which I plan to restore at a later stage.

Regards Len Kelly



This is how Len Kelly discovered the B&B



What an excellent find this B&B in complete condition



Superb restoration of the B&B and note the unusual gate change



A wonderful example of a restored B&B. Note the springing from the seat to the footrest. Very unusual feature found on B&B's

Findings, Feedback and Follow-ups

Further Briton information

Among the extensive information Tim Harris provided on the Briton motor car were several remarkable period photographs of a c.1913 Briton Deluxe Model.

These photographs are especially distinctive because they show a differently shaped, pointed radiator that the deluxe model had. The car pictured may have been purchased from the Ballarat dealership Adam Wilson & Co. in Armstrong Street South, as it was owned by Dr Tom Wilson of Creswick and carried registration number 14123. It was a four-cylinder, 14–16 hp Deluxe model, identifiable by its rounded radiator.



Doctor Tom Wilson and family in the Briton taken in January 1914 at Creswick.



Photograph taken November 1915 at the property "Roseheath" Mt William Road near Lancefield.



Photograph taken December 1915. The Briton highly decorated at a fund-raising carnival for the War effort in the main street of Creswick. Apparently, it won the "John Bull and Sons" 1st prize.



At the same venue in Creswick from the rear. Note the young man in the soldier uniform on the running board with rifle. On the other side a young man in a sailor uniform.

Tim also provides information on what Briton cars still survive within Australia. They really are quite rare, with only four survivors:

1910 Roadster – owner Tim Harris

1912-14 restorable chassis – owner Tim Harris

1913 Tourer – owner Simon Langton (formally Allan Gray, Barry Rainbow, Eric Langton)

1914 Roadster – owner Alan Ironside (formally Phillip Ironside)

All the Australian cars are the 4-cylinder variety, and the three later cars are thermo syphon cooling whereas the earlier car owned by Tim has a water pump to assist cooling.

If you look up the Star, Starling, Stuart and Briton register in England, there are only 12 surviving Briton cars worldwide. We sincerely thank Tim for providing so much information, and should you want to talk Briton cars with him you can be assured of a good long chat.

The following images are extracted from Tim's literature that shows a Briton roadster and tourer Deluxe model and the specifications all from the factory brochure. Some very interesting reading.

American Underslung - Correction

I was wrong, and I sincerely apologise. In last month's Findings, Feedback and Follow-ups column, Tim Harris asked what had happened to the American Underslung from the Chamberlain cars auction held in 1993. I mistakenly suggested that it might be the car owned by Andrew Benoit.

Andrew does not own an American Underslung; he owns a Regal Underslung. That was a real "rookie" mistake on my part. - Ed.

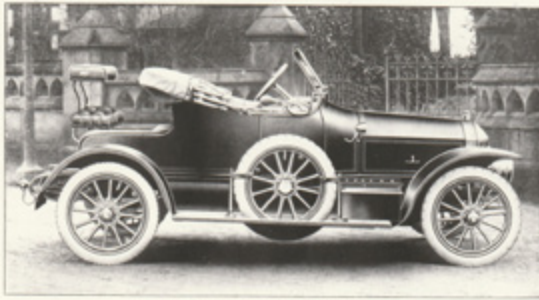


Andrew's Regal Underslung in chassis form.

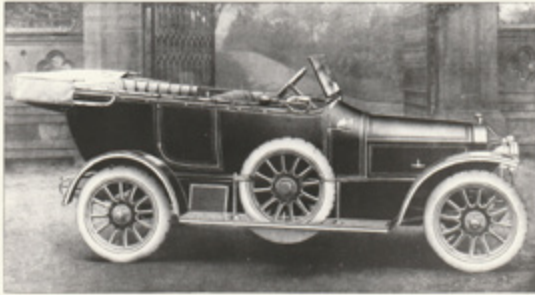


An example of a Regal Underslung. I am not sure what body Andrew is planning.

That still leaves Tim's original question unanswered. There is an American Underslung in the Sydney region owned by James Graham, though I am not familiar with the vehicle. Could this be the car sold at the 1993 Chamberlain auction? If any readers know more about this car, please get in touch.



BRITON 14-16 h.p.
4-Cylinder DE LUXE CARS.
Wide 2-Seater, **330** Guineas. Roomy 4-Seater, **370** Guineas.
(WITH DUCKY SEAT INCLUDED).
Complete with Electric Lighting and Electric Starting Set,
fitted up with 5 Detachable Steel Wheels and Tyres.
For Specification see opposite page.



14-16 h.p. De Luxe Chassis SPECIFICATION—

ENGINE—4-cyl., cast in pairs, 80 m.m. bore, 120 m.m. stroke, C.V., 2412, E.A.C. Rating 15.9, all valves on one side, interchangeable and reversed, adjustable tappets, lubrication pressure fed through drilled crank shaft with oil level tap and telltale. Nominal speed of engine 1,000 revs. per minute.

CLUTCH—Leather control cone type, improved design.

IGNITION—High tension Magneto.

CARBURETTOR—Zenith, with foot and hand control.

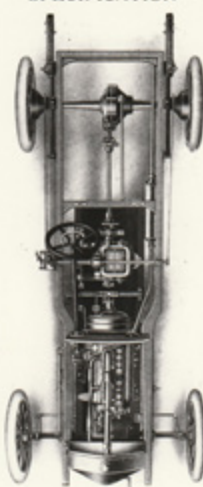
GEAR BOX—5 speed gate change, casted shafts running on self contained journal bearings, 1st speed 11 to 1, 2nd speed 6 to 1, top speed direct drive through internal toothed shafts, 3:1 to 1.

WATER CIRCULATION—Thermos syphon through pipes of large dimensions, in conjunction with large low shaped radiator.

FRAME—Inverted ground steel of deep action, with sub frame for Engine and Gear Box, specially strengthened by cross members where required.

SPRINGS—By 1-in. Elliptic springs at back and 1-in. Elliptic springs in front, all shackles provided with means of lubrication.

Complete with Dash, Bonnet, Mudguards, Stoplights, Petrol Tank and Pipes, Wheel and Tyre and Electric Bell/Starter (Both).



TRANSMISSION—By Cardan Shaft with accessible universal joints at each end, with provision for efficient lubrication. Final drive by crown wheel & bevel pinion.

BACK AXLE—Enclosed type, shafts casted at ends and running on self contained journal bearings, all load carried on shaves, outer differential cone aluminium, with inspection plate.

BRAKES—Both hand and foot with very simple and effective adjustment.

WHEELS—Stoney steel detachable with Briton Patent Attachment, 310 x 100.

TYRES—Four grooved and 1 steel studded 310 x 100.

DIMENSIONS—Two seater—Chassis—Wheelbase 5 ft. 4 in., Track 4 ft. 5 in., overall 12 ft. 10 in., width 5 ft. 5 in., length of frame behind dash 6 ft. 11 in., Length from dash to centre of back wheel 5 ft. 11 in.

Four seater chassis—Wheelbase 10 ft., Track 4 ft. 5 in., overall 13 ft. 4 in., frame from dash 7 ft. 6 in., dash to centre of back wheel 6 ft. 11 in., Height from ground lowest portion 9 in. Approximate weight 13 cwt. Fittings for and including 6th

Price - **250** Guineas.

CABLE CODE : "BRIT."

14-16 h.p. 4-Cyl. De Luxe Models

Complete as per Specification and as illustrated on opposite page.

Wide 2-seater with Ducky Seat included, complete with Electric Lighting and Electric Starting Set—

Price - **330** Guineas.

Roomy 4-seater, complete with Electric Lighting and Electric Starting Set—

Price - **370** Guineas.

SPECIFICATION—Hood with Side Curtains and Bag for Road. Metal Wind Screen adjustable to any angle forward or back by single lever movement. Detachable Wheels and Tyres as per Chassis Specification 310 x 100. Horn, Fuel K.O., Tyre Pump, Jack, Foot Mats, and all necessary accessories. Beautifully finished in Nickel or Brass to order, any colour to choice. Luxuriously upholstered in best leather to match, with Bag pockets to the doors and plenty of leg room.

For Chassis Specification see above.

CABLE CODE : 2-seater, "BRITICAL."

CABLE CODE : 4-seater, "BRITORDA."

Flashback Response

by Jenny Fawbert

Little Motor Car

I had the opportunity to photograph Alan Carpenter's 1913 Little roadster at the CHMC Annual Rally at Temora in 2021, and talked with him then and in a couple of subsequent emails about the Little. Alan is from Buderim, Qld.

He told me it was a return to the Little's original home ground, Temora, and that he had found details of a few Littles that had been registered in Qld. and Victoria, and of another 6 or so that were in NSW in the veteran years. I've not been in touch with him for about 4 years, but note he's still in the 2025 TAVCCA Membership List with the Little.

In the attached piece, written by Alan (but I don't know if published anywhere – maybe VCCA Qld) he mentions another Little owned by a Jim Everett in Victoria, perhaps that's the one you have in June *Brass Notes*.

Findings, Feedback and Follow-ups - G.P. Innes

"After the article last month on the Vauxhall A Type"..... the Jenny that Terry mentions would be me. I provided Terry with my Innes research notes, Automotive Historians Australia Conference papers, and did some proof reading for him.

I then remembered you'd written in May *Brass Notes* that I might contribute a article on G.P. Innes. Apologies for not doing so sooner, I had intended to do so for you, but my commitment to representing our clubs in NSW to Transport for NSW often takes precedence and substantial time, over automotive history research and writing, and the advocacy tasks for our movement has been hugely demanding in the last few months.

However, it being a miserable wet day here, and my mind in much need of the peaceful pursuit of Australian automotive history, I took to abridging a presentation I did for the VCCA NSW and adding some new bits, on G.P. Innes, that you might wish to use in *Brass Notes*.

Regards Jenny

Editor's Note: we plan to publish this in next month's Brass Notes.

In search of a "Little", by Alan Carpenter

I can recall it was about 1966 when I lived in Wagga NSW that I became interested in veteran cars. I had a few friends that had veteran cars, one in particular was Ron Smith who had a 1910 Benz which he was restoring. Ron was a member of the vintage car club in Wagga and he suggested that I attend the next meeting. After that meeting I became even more enthusiastic to obtain a Veteran car.

I had offers of vintage cars from people that I knew over a period of time, but I really wanted a Veteran, especially after seeing Ron's Benz.

For a couple of years I searched for Veterans and the task appeared to be getting near impossible as I knew wool buyers by the name of "Greens" had scoured the

Wagga area for any Veteran cars, or desirable cars, and so the availability of Veteran cars was very scarce. Therefore my enthusiasm was somewhat depleted at times.

Then on one occasion Ron Smith and I were in Temora, country NSW, and he introduced me to a Bill Callaghan and he mentioned a car called a "Little" and owned by a Mr. Stow who lived in the back streets of Temora..... but Bill suggested that the likelihood of getting that car was very remote and it was certainly not complete.

Mr. Stow was very elderly and didn't really want to know anyone that was not a local, but in saying that a Mr. Shultz, a radiator repair man in Temora, had the motor and half a chassis from Mr. Stow's Little that he had aquired many years previously. Mr Shultz had collected numerous car motors and bits over the years. I never did find out who cut the chassis in half.

As I worked in Temora on a regular basis, about one day every fortnight, whilst working for a venetian blind company Luxaflex, I got to know a Pat Mannion who owned a carpet shop in Temora and was quite friendly with Mr. Stow. Mr. Stow used to leave his push bike out the front of Pat Mannion's shop whilst he did his shopping. Due to Mr. Stow's resistance of meeting someone "out of town" to discuss the acquiring of the old car parts, I asked Pat if he could discuss the purchase of the parts from Mr. Stow as though he was purchasing it for himself. However, the parts of the Little Mr. Schultz had, needed to be purchased simultaneously. In other words the only way that Pat Mannion could get any or all of the parts of the Little, both Mr. Stow and Mr. Schultz had to agree in order for the parts to go together.

So I was able to eventually attend Mr. Stow's house, along with Pat Mannion, to obtain the first group of parts of the Little. On this first visit with Mr. Stow, we were able to get a radiator in reasonable condition with badge, (we ran that radiator in the Little for many years) and 2 headlights.

At about the same time Pat Mannion and I were able to meet up with Mr. Schultz, who was much easier to deal with than Mr. Stow, and I was able to obtain the motor with half chassis attached of Mr. Stow's Little. This motor (which is the motor used in the Little today) and half chassis were found at the side of Mr Schultz's shed exposed to all the weather. I later found out that Mr. Stow had a clearance sale in 1924 at his house, which was about two streets away from the main street of Temora, and he couldn't sell the car, as they could not get it to go. He could not remember what happened to that car after that. Mr. Stow however must have disassembled the car at his house.

Over a period of months, whilst attending to work in Temora, I would regularly visit Mr. Stow along with Pat Mannion. I certainly couldn't see Mr. Stow without Pat Mannion. After some period, it did become evident that the parts of the Little were in fact for me and not Pat Mannion at all.

Another very good life time friend of mine Bryan Hall and I turned up at Mr. Stow's house on one occasion, and whilst there Bryan said "you keep him occupied and I'll look in his shed." This was in an attempt to find more parts of the Little as he had dismantled the car in his shed. Bryan's effort was fruitless as the shed being an old blacksmiths workshop he found it very difficult to see being so dark and with very little light. The next fortnight Mr Stow had told Pat Mannion that Bryan and I had stolen his spanners (we hadn't). Soon after Mr. Stow had found the "said" spanners and told Pat Mannion that Bryan and I were welcome back again.

In Mr Stow's yard was a lifetime of collecting old farm machinery (as he was a farm machinery repair man) and all this old material was leaning against large dead Pepper trees in his yard. He had told me on one occasion that he had used the Little to attend farms to do repairs. Mr. Stow eventually allowed Bryan and I to sort through all his "lifetime collection" (mainly rusty junk) in order to locate any more components of the Little. So Bryan and I actually took anything that looked like a car part as we really didn't know what the majority of the parts for the Little looked like. As a result we found the steering box, tie rod ends etc that are on the Little today.

On another occasion, Mr. Stow had found a timber storage box with a sloping lid that he gave me, but I later found that this was not an original item of the Little and may have been hand made possibly by Mr. Stow to suit his purposes.

I called into Mr. Stow's on yet another occasion and he was pleased that he had found the bonnet and the complete windscreen including glass. I was not convinced that this windscreen was off the Little as I couldn't work out how it fitted as it was a two piece windscreen and both parts appeared identical and I thought we had two of the same half. I still hadn't found any other major components like a complete chassis, diff or body.



Alan, holding mudguard with other items from Mr. Stow in backyard at Wagga

I later obtained the mudguards from Mr. Stow that I had noticed were upside down, sitting under the downpipe from the shed. So you can imagine what state they were in after years of water pouring all over them. They were very thin in places, almost like tissue paper. The

guards were not used on the Little in the restoration, but were good enough to make copies from. However there was still not enough parts to commence any sort of restoration of the Little. I used to visit Mr. Stow as regularly as I could just to keep up a rapport with him but I was never allowed in the shed without him.

Around the same time I spoke to Ray Shultz and he stated that he can recall the front axle from that car was to be used by his brother as an axle for a trailer which never eventuated. His brother lived in town, we went and saw him, and I was able to get the front axle, which is the axle in the car today. On another visit to Mr Stow's, I had noticed a car windscreen frame with glass intact, perched over his tomato plants. We negotiated for me to aquire these frames also. At this point I believed that I had exhausted everything from Mr. Stow, even though I still wasn't allowed in his shed. Mr. Stow was at this point a man in his late 80's, early 90's.

In the next couple of years, I had received a message that Mr. Stow had passed away and his family members became aware that I was attempting to assemble the Little and so I was told by the family that I was welcome to come to the auction of his property and that there may well be some parts of the Little at that sale. At the clearing sale (auction) of Mr. Stow's, there was a small pile of parts that had been sorted, and I still had to bid on these at auction. These items included the cover over the steering column, the advance and retard lever/rod, the hand throttle and other small items. Then as the auction progressed to these parts, surprise surprise, I happened to be the only bidder at the huge sum of \$2.00. I believe that the auctioneer had been given "the word" that I was to get this collection of parts and the minute I bid \$2.00 he immediately closed the bidding and the items were "sold". I was always under the pretence that Mr. Stow's family had pre-arranged this.

I had reached a stalemate with the progress of obtaining sufficient parts to commence any sort of restoration on the Little. Ron Smith and I started to go to Melbourne, Victoria, to observe another Little owned by a Jim Everett. This particular Little, as time would show, that although it was a complete car, it was by no means correct and authentic. This created quite a few "red herrings" for me as I began to then search for parts that were not correct. Everett's Little had brass headlights on it and he indicated to me that my Little would also look good with brass headlights, not knowing at that stage that brass lights were not correct. Everett suggested that if I gave him my headlights, which were in reasonable order, not perfect, he could get some brass headlights for my car. I never did get those brass headlights, nor did I ever see my "correct" headlights again.

On another occasion Everett said he had found a diff for me, being exactly the same as his Little and it also had two wheels attached. So along with Ron Smith I visited Melbourne again, brought the diff back to Wagga and after some investigations found that it belonged to a 1923 Overland, but as Everett said "it was exactly the same as mine". On yet another occasion, he said he knew where there was a rear half of a chassis and it was at a place called Druon in Victoria and we should

be able to secure it and thus join it to the front half of the chassis that I had already obtained from Mr. Schultz. On a very cold wet, foggy morning, it was winter at the time, Ron Smith, Everitt and I travelled to Druon in my car. Upon arrival we spoke with the owners, by the name of Formby's, of the said chassis who then informed me that one, the chassis was from a car called a Regal, and that it wasn't available. Yet another "goose chase".

I can recall on yet another occasion to go and see Everett, Ron Smith and I drove to Melbourne again, some 300 miles (480 kilometers) and after arranging a meeting over the phone, only to discover that he had gone "out" for the day. So Ron and I drove home.

By now I had written to the Horseless Carriage Club in America, who also produce a Bi-monthly magazine, to make inquiries about the Little and if they had any reference material so that I could then have at least photos, literature and some sort of idea of what I needed to look for. As a result, Dr Alfred Lewerenz who is the historian, wrote back to me and provided me with the Horseless Carriage references which related to material on the Little. These references were in the March-April 1969 and March-April 1970 editions and I then had a very good photo of a Little with reference material.



The car clubs in the Wagga district by now knew that I was trying to source parts to build the "Little" and I got a call from the Dubbo, NSW, club that they had found the remains of another Little at a place called Yarrabandy a town between Bogan Gate and Trundle in NSW. I spoke with Bryan Hall and he was keen to come for the trip and I recall we went in my work car at the time with James Hardy, a white 1970 Ford Falcon sedan. On the way, we called into Parkes NSW to get directions to the property at Yarrabandy from an Allan Payne, a local car club member from that area. Over a cup of coffee he had a visitor and we talked about the Little and the visitor said his Uncle had parts of a Little at Darbys Falls NSW near Cowra. At this time I was starting to be wary of people regarding information of these "Little's". This visitor then proceeded to produce a gear shift. As I already had a gear shift at home, I was able to immediately recognize this as a gear shift for the Little. So I was then able to believe the visitors story.

Bryan and I then drove to the "site" at Yarrabandy and could not find the property as per the directions we had been given. Bryan and I then decided to turn around and drive straight to Darbys Falls (some 160 kms). We

thought we might as well as we had already staged a couple of "sick days" already.

Arriving in Darbys Falls we found the house of Tom Markham's as directed by the visitor at Parkes, directly opposite the Post Office. Whilst Bryan spoke to the Post Master at the Post Office, I walked up the long driveway, as the house was at the back of the block. Tom Markham wasn't home, so I looked around anyway and found a number of chassis's covered in barbed wire and other rubbish. One of the chassis had mudguards attached. It was obvious to me that one of these chassis was from a Model T Ford and I was now disappointed again and I now thought we were looking at just Model T Ford parts. Being this disappointed, I then urinated all over this collection of chassis's. I then walked back towards the Post Office. Bryan Hall met me and he had actually viewed these chassis's and made the comment "How long have you been looking for a Little chassis?" My comment was something to the effect ".....four bloody years". Bryan said "Well you've just peed all over one". Bryan and I drove back to Young, NSW, which was quite close and we called into another friends place, Tom Pestell, as Bryan knew he could then get a ride back to Wagga from Young, as he had to get to work the next day.

The next day I borrowed a trailer from Tom, drove back to Darby's Falls and Tom Markham was then back home. During discussions with Mr. Markham, he gave me the chassis, which was in excellent condition, however the four mudguards attached were in very rough condition, but later became suitable for patterns. This chassis is the one being used on the Little today. Mr. Markham then continued on, stating that it was a shame that I wasn't there 4 years earlier, as the body off this particular chassis was there also. The body had been collected by a Mr. Elliott of Cowra. This particular Little had been disassembled in the shed many years prior and I arranged with Mr. Markham to come back at a later date to scour the area for any further parts.



This photo was taken around 1917 and came from Young, the car was owned by the Thompson family. It was regularly used for transport between Young and Cooma. The photo was taken on their property which was just out of Young. I never found any parts that belonged to this car.

Some months later we returned to Mr. Markham's to scour under the remains of the shed, the only remains being the posts and a few beams to create a skeleton framework of the once shed. As there was a Pepper tree adjacent to the shed, we had a task to sift through

the many years of debris from that tree, that might possibly have covered parts of the Little. This debris was up to about one foot (300 millimeters) thick. The sifting through all the debris with Raema and Tom and Margaret Pestell, payed off as we found the original accelerator and brake pedals. At this point I was not sure of what the accelerator pedal was, but this will come to light later.

There were whispers around the Veteran car club in Canberra that "that " car would be one that would never become complete or even get restored. Club members had been to Mr. Shultz's place in Temora and had sighted the Little motor some years earlier and had said between them that that would never get restored.

Not long after finding the chassis, I decided to again pursue the parts at Yarrabandy with Bryan Hall. We eventually found the property, the owners of which were 2 brothers that had to agree to any sale, and as such had to bring them together to agree to sell these Little parts to me. These brothers had not spoken to each other for some years. On bringing the brothers together, they agreed to part with the parts. This property is where I found a complete chassis, a motor and a diff, all in poor condition. This is the diff that is used in the car today. I also had a very poor condition petrol tank with brackets, but at least I had a shape to work from.



Bryan Hall (on left) and I with chassis, motor and petrol tank from Yarrabandy

I think it was then Tom Pestell from Young and I, then went on another trip back to Cowra as I had chased up the body that had been at Mr. Markham's for a pre-arranged meeting with Mr. Elliott, whom I was told was a "tough business man". I can recall arriving late one afternoon just before dinner and meeting Mr. Elliott he said "I think I'm going to disappoint you as I think the body I have is off a Brush". At that point I suggested to look at the photo of a Little I had in my car and on further observation I think Mr. Elliott "yes that's the body". He indicated that he would be available after dinner to go and look at the body which was about 25 mile away on a property. We collected Mr. Elliott after dinner and he took us to where the body was housed in a wool shed. The owner of that property then showed us the body, sitting on an old kitchen table complete with original upholstery (that I was later able to use as a pattern) and all the associated

brackets and also an original steering wheel in very good condition. That body and steering wheel are still on the car today. Over a period of time I had managed to save \$100 (considering my weekly wage at the time was ??????)). The dilemma in my mind now was, "How much did this bloke want for the body and these parts?" The \$100 in my pocket became very sweaty and I said "So how do I secure it?" His answer was "You would be the only bloke who would want this." At that point my heart jumped thinking that the price for these parts had just sky-rocketed. He then said "I think you better have it". I then said "Can we come back tonight and pick it up?" My thoughts with this was that he may have a chance to re-think the "generous" offer. I then returned to Cowra and picked up Lindsay Campbell's Falcon ute and by 10.30 that night we were back in Cowra with the body. Lindsay Campbell happen to be a friend of Tom Pestell's who was also into restoring old cars. I left the body at Lindsay Campbell's house as I had no way of getting it back to Wagga. Raema's cousin, Barry Kerin, a truck driver, picked up the body later for me and brought it back to Wagga.



The body back in Wagga after being retrieved from Mr. Elliott in Cowra

By this stage I had decided that the restoration of the Little was a viable project. I had the magneto re-built at the Forest Hill air force base near Wagga as I knew a club member that was able to get this type of work done.

Sometime around 1970-1971, Peter Murphy and I began to pull the motor down, engine number 3007, and after discovering the partly blanked off exhaust gasket, that would have prevented the car from running and possibly saved the car from being further disposed of.

It was further discovered that the tube on the clutch was bent against the housing which had to be repaired prior to being assembled with the flywheel and the crankshaft prior to balancing. Nixon engineering of North Wagga did the balancing. At this time big end bearings were made and fitted and a set of pistons in alloy were cast and rings made in Goulburn to suit. The conrods out of this motor were still suitable for use and are still in the car today. Replacement valves were also located and used. The original valve springs from this motor are still used today.

Once all these internal motor parts were machined, and manufactured, Peter Murphy and I assembled the motor and we secured it to the half chassis for ease.

Sometime after, I recall one day in the back shed of our house in Wagga, I had Peter Murphy come around and he said "We'll get this thing going....." I had made up a temporary water tank in place of a radiator, the motor was bolted into the half chassis and sitting on some saw stools. Peter had prepared the motor prior to this, we primed the carby with some petrol, had an old fuel tin sitting on top of the motor and I had a lot of reservations about this motor physically firing let alone starting. So Peter got to cranking the motor over by hand with the crank handle, then all of a sudden it came to life. (No muffler and a very short piece of pipe as the exhaust). I think we woke the whole neighbourhood that day. The noise was incredible, the flames that came out of the exhaust were about 2 foot long and lit up cobwebs that had accumulated in the corner of the shed. The cobwebs were now alight and then there was a mad panic because I had my shed alight and the motor was now running and we had not prepared to stop the motor. In all the confusion I can't even recall how we stopped it that day.



The Little partially assembled in the backyard of our house at 44 Kennedy Avenue, Wagga.

The front and rear springs were made in Wagga and I only had one rear spring to copy from. I had the front ones made to suit also. I had a lot of trouble locating spring shackles for the front and rear and I ended up making those by hand. Front axle bearings were located and fitted by Charlie Wolstencroft, who was the head machinist from an engine machining business, PJ Taylor in Wagga. I also had the entire upholstery for the Little, except for the hood, by Bill Jeffs of Wagga, who was a retired upholster. Bill constructed the timber

work and sourced the springs to suit and was able to exactly match the original pattern from the sample I gave him off the body from Mr. Elliott in Cowra.

This all occurred in about 1972 and it was then whilst working for James Hardie that I was retrenched. We had then decided to move to Canberra and so the restoration of the Little was put on hold. We had bought a brand new house in Canberra and with no shed to work on the Little and yard work to be done, the Little's restoration was delayed.

I eventually built a shed in the rear yard of our place in Canberra so I could work on the Little a bit easier.

I then found through members of the Veteran Car Club in Canberra that a panel beating and welding course was on offer at the Technical College and the head teacher, Les Robinson was also a veteran car enthusiast, which became a great advantage. By this time I had commenced work with John Lysaght (Steel manufacturers) as a technical representative and as Les wanted help to erect a steel shed on his property, we came to a deal to the effect that if I helped erect his shed, then he would fabricate the mudguards for the Little. So over the next year or so Les and I set about fabricating new mudguards. Les had previously manufactured T model Ford mudguards and as such, he thought that making the Little mudguards would be just as easy. However due to the detail in the Little mudguards, they were a lot more difficult.

It was during this time doing the panel beating course at the Tech College that I met an apprentice fitter and turner by the name of Ian Wise, who was doing the same course and Ian was also working at the Australian Mint in Canberra at the time. Here we formed a friendship and we discussed the problems encountered when restoring cars and producing obsolete parts. He was extremely keen to assist me in the Little's restoration and also very knowledgeable with his trade craft at the time, considering his age. I think he was about 21 when I first met him. I recall Ian would call around to our house on his Norton motorbike with his backpack and would regularly have another part made and keen to start on the next piece. Ian also made the brake pedal with only the clutch pedal to copy from.

After completing the fabrication of the mudguards with Les Robinson, I found that the Tech College also ran a spray painting course. So I thought what better way to get the Little painted. So over the next two years I set about preparing the Little for painting.

After all the components had been painted separately by the Tech College, I began to assemble the Little. All the mudguards, valences, the body etc. were all painted prior to assembly. Once assembly was fairly complete, I can recall being asked to bring the Little in to the Tech College so that all the apprentices could put a final polish on the paintwork on the car. This was actually done with cornflour.

During the restoration of the Little, I had acquired what was a windscreen frame, but somehow I couldn't for the life of me work out how it went together and in fact I thought I had two pieces exactly the same and I almost

discarded them, even though I knew the windscreen frame for the Little was two pieces and had come from Mr Stows house. Then one day when another veteran car enthusiast and a very good friend, Bob Higgison was at our house, had a look at the frames and immediately worked out that they did fit together. That windscreen frame is the one used on the Little today.

The wheels were located over a period of time and stripped down, rebuild and initially painted black as I thought this to be the correct colour. The correct size wheels for the Little are 30 x 3 inch, but as I never found any wheels of this size, I ended up using Model T Ford wheels. Therefore the wheels on the Little today are 30 x 3.5 inch.

Being a carpenter by trade, I also had manufactured all the timber work for the car, around the inside of the body, the firewall and also the skillyon below the windscreen.

By this time, I had my sights set on running the Little on its maiden Rally in the 1978 International Veteran car rally, which was to run from Sydney to Brisbane over a period of 14 days. This was to be a true test on the restoration of the Little and in fact a long way to drive any Veteran car. So the lead up to the rally saw many late nights to get the car completed and with a lot of help from club members and again from Ian Wise.



I can recall on the second day of the 1978 International Rally, north of Foster, the Little developed a very strange “grinding” noise. It sounded like it was coming from internally of the motor. It was then discovered by other club members that the noise may well be coming from the gearbox. After a lot of discussion with many mechanics on the Rally, it was decided to change the gearbox oil to see if there were any metal pieces floating in the oil. I recall one rally member who had bought a feast of prawns, feeding me whilst under the Little as we thought we might have a very late night to get “back on the road”. We had also developed a leak in the rear seal of the gearbox and so the suggestion was to in fact run “liquid grease” in the gearbox to alleviate some of our problems. This was quite often Andrew’s job to check the level and top up with more liquid grease. Needless to say, the car wasn’t going to rust with the volume of liquid grease that had sprayed underneath it.

Arriving into Newcastle for our first stop, Peter (no surname known or provided) found me and handed me a radiator badge for a Little. He said something to the effect “You could probably use this?”

After the Little had been restored, I had painted the original wooden wheels black as this is what I thought was original. I later found that this was incorrect and the car today now displays the correct “Little grey” colour as also found on the body.

We continue to run the Little on organised events, both on day trips and longer events. I am always looking at improving the Little’s reliability and during 2014 and 2015 I had a lot of trouble with the original wooden wheels getting punctures and becoming loose, so it was decided to purchase re-production wheels to avoid this problem.

Also in 2015, it was decided to fix an engine issue. Another good friend who lives at Maleny in Queensland, was a fitter and turner and in working on some mechanical components of the Little, it was found that the motor was low on compression. As a result, the motor was pulled down and it was found that the cylinder bores were slightly oval and so they were re-bored and new Holden 173 pistons and rings were fitted.



The Little as it is today. Wonderful restoration and story, thank you Alan.

Private Classifieds

PROJECT CARS FOR SALE

Dodge Brothers 1917 Buckboard

Mechanically 100% restored. Reconditioned engine. All steel body, new wheels & tyres. Body, paint and trim to finish.

\$18,000



Dodge Brothers 1917 Roadster

Mechanically 75% restored. All steel Budd Roadster body. 25" wheels. Complete car. Assembly required.

\$13,000



Contact: Deane Hill
Ph: 0412 390 603
E: dodgehil@bigpond.net.au

FOR SALE

1908 International Auto Buggy

Complete except for canopy. Not started since imported. Good solid original auto buggy. Includes a quantity of international auto buggy parts.

Asking \$55,000

Buggy location Braidwood, NSW

Contact: Neville Marsden 0428 422034 for further information



FOR SALE

Complete windscreen with brackets c.1910.

Oak & brass, 1m across, suit tapered cowl.

\$350.

Can send more images & measurements.

Contact: Murray Murfett

Ph: 0428 914 848



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/ rewind spare magneto and custom built single-axle open trailer with double reduction hand winch and ratchet jockey wheel.

It also includes numerous spares, including an engine, and 4 cylinder blocks.

New Price of \$67,000

Contact: David Inglis
Phone: (03) 9878 0496



What In The World!

by Jason Palmer



The c1904-5 Radia 18/22hp Voiture Coupe Limousine

This month we will stay in the 'nursery' of the automobile, that being France.

There wasn't much information available on last month's presentation, it is quite encyclopaedic compared to Radia. Manufactured by L'Automotrice (1902-1907), Bergerac, Dordogne, by 1904-5, Societe L' Automotrice were marketed under the alternate name of Radia. The early pre-1904 cars were almost identical to De Dion Boutons with 5hp Aster engines. In 1904 vehicles switched to large double chain drive 4-cylinder cars of 18/22hp and 40/45hp. My guess is the pictured example is the 18/22hp. Models were raced at Ostende & Targa Florio. In 1907, production ended.

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting

On Tuesday, 9th June 2026 @8.00pm

Opening

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

Attendance

There were 25 members in our Clubrooms and 15 members online.

Apologies:

Andrew and Frances McDougall, Michael and Claudia Holding, Jennifer Atherton

Member News

Passing of Rodney Provan last week. Private Celebration of Life to follow. Condolences from the Veteran Car Community.

Rick Thege is recovering well, now back home from hospital.

Warm wishes to Pam Hill who is celebrating her birthday today.

Membership Renewals

The Registrar Rob Anderson advised that this is progressing well and expressed thanks to the 130 members who have already renewed, with the great majority of those being online.

Raffle

The usual delights, Roast, Dessert, etc. - thanks Deb.

Financial Reports

The Secretary read a summary report prepared by the Treasurer, who is an apology tonight. All is well under control.

Past Events

4 and More Rally 2026 – Camperdown – Daryl reported that this was a great event very capably run by Murray Murfett with many memorable moments, particularly the standout performance by the Scottish piper on Saturday night. Thanks Murray.

Events Subcommittee Meeting 26th May 8pm by zoom – Callum Walsh reported that this was a productive meeting with all events for the current year now well in place. Next meeting will be in late September, and we are looking for new faces to join this group and start planning our events for 2027.

49th Historic Winton - Callum reported that this was very well attended by the car community with a good showing of VCCA (Vic) members, mostly in their newer-but-still-old toys. Next year will be the 50th Anniversary event with big things planned and we are looking forward to a large display of Veterans from our club.

Future Events

Midwinter 2026 – Bellarine Peninsula - 17-19 July. Callum reported that entries are open with all details in *Brass Notes* and on the website. A Friday shakedown run has been added to the activities.

The Aussie B40 Rally – 21-23 August – Torquay – reminder - as advertised in *Brass Notes*

National Veteran Vehicle Rally – Cowra - NSW club. 6-12 September 2026 – see the NSW club website.

RACV Pre-1905 Pioneers Run – 2026. Wentworth. Wed 23-Sat 26 September. Doug Fulford reported that this is shaping up to be quite a major event and that all is under control. Thanks to Doug for his many preparatory trips to Wentworth and back.

2026 RACV Veteran Car Club Annual rally – 6-8 November – Lancefield – Ben Alcock informed members that this will include an optional drive to the event starting from the northern suburbs of Melbourne for those wanting to do this.

Library and Archives Report

Daryl reported as follows:

The digitisation of 35 VHS tapes from the 50's and 60's has now been completed to our complete satisfaction. This includes digitising a previously unknown VHS video of the first 1&2 cylinder rally in Castlemaine in 1992 which will be shown tonight.

The digitisation of our many slides has now commenced, thanks to Julie.

Daryl showed 20 very interesting, digitised slides from the 1970 Australian Bi-Centenary International Veteran and Vintage Rally.

Wanted, for Sale or Swap

Nothing new reported.

Items of General Business

Doug Fulford reported that the relevant NSW authority has now issued a guideline for the fitting of seat belts and restraints to pre-ADR vehicles, which if complied with, does not require certification. This does not apply to Victorian permitted vehicles but may be of interest to members.

Rally from Wilsons Promontory (Vic) to Cooktown (QLD) has been delayed to April 2028, to be confirmed. Contact Andrew Winter 0447 534 078

Next Meeting 8.00 pm on Tuesday 14th July 2026

Meeting Closed at 8.50pm followed by the video of the 1992 1&2 cylinder rally.

Events

2026 RACV MIDWINTER RALLY – BELLARINE PENINSULA

Date: 17 to 19 July 2026

Accommodation:

Rally Headquarters and primary accommodation is at Riverside Ocean Grove Motel, 64 - 78 Wallington Road, Ocean Grove. Ph: 03 5256 2555 – and make sure you say you're with the Veteran Rally!

There are 17 rooms on hold for rally entrants. Visit their website for more information - <https://www.riversideoceangrove.com.au/>

The Ocean Grove Holiday Park (oceangroveholidaypark.com.au) is next door as an alternative, and being a holiday town, many other options are available with a quick online search.

Itinerary:

Friday 17th July;

For those arriving on Friday afternoon, there will be an optional, short (~25km) shakedown route followed by a "happy hour" in the courtyard of the Riverside Motel to welcome you to the event.

Saturday 18th July;

Saturday morning will be a drive around the Bellarine Peninsula of approximately 70km, to lunch at a winery overlooking the bay. The return journey, of about 35km, has an optional stop at a competitive activity (pay as you go on the day) that may earn you a prize!

The Rally dinner will be held that evening at the Ocean Grove RSL.

Sunday 19th July;

Sunday morning will see the annual Cold Start Competition, followed by a leisurely, scenic drive to have coffee/morning tea along Hesse St, Queenscliff.

Trailer Parking:

Riverside has limited parking available and therefore no trailers will be permitted to remain onsite. A nearby Club Member has generously offered to accommodate up to 15 trailers on his property. Additional trailer parking will be available, however is a short drive away.

Contact:

If you have any concerns, please contact Callum Walsh on 0447 766 724.

2026 RACV PRE-1905 PIONEERS RUN

When: Wednesday 23 to Saturday 26 September

Where: Wentworth NSW

Rally Directors: Vivian and Doug Fulford

Contact: 0491 721 033,
dougfulford97@gmail.com

The 2026 RACV Pioneers' Pre-05 Rally is being held in Wentworth, NSW, where the Darling meets the Murray. It starts with a shakedown run on the afternoon of Wednesday 23 September and finishes with the rally dinner in the evening of Saturday 26 September. We are suggesting that many of you might like to stay for the Sunday as well and join a proposed bus trip to and guided tour of Mungo National Park. We are also working with Wentworth Council to organise a night time trip to the Fibre Optic Symphony Orchestra. We have been receiving great support from the locals, especially members of the Mildura Vintage Vehicles Club who will provide us with a barbeque one evening and watch over our vehicles on the "display morning" so you are free to enjoy the Old Wentworth Gaol and the Pioneer Museum. Speaking of which I am looking for a car (and driver) happy to drive behind a person carrying a red flag for a few hundred metres at a walking pace (6 kph max) for a few hundred metres. Let's make a grand entrance!

There is a country music festival being organised in the area at the same time so we suggest you book your accommodation now just in case the town gets booked out. Runs are short (less than 60 km round trip) and we will work with any steam car owners to ensure adequate water supplies are available. There are other attractions in the area that you may wish to stay on to experience – possibly even country music! Accommodation at the well appointed Wentworth Grande Resort is well priced.

Vivian and I are excited to be organising this rally and are doing our best to make sure that everyone is informed. If you haven't received newsletter 1 but would like to be kept informed about this rally please let me, Doug Fulford, know on 0491 721 033 or dougfulford97@gmail.com.

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

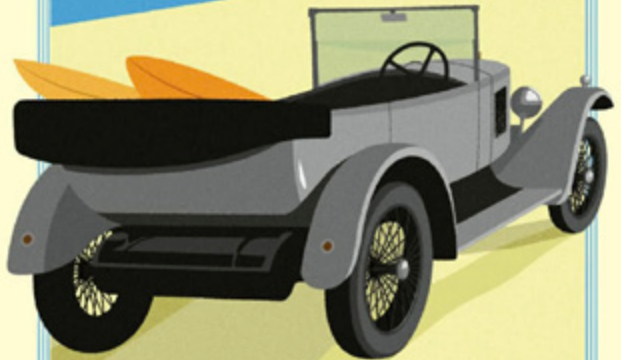
To receive more information about the rally, local points of interest and additional accommodation options please complete an Expression of Interest. A link to this form is on the VCCA (Vic) website. Navigate to the Upcoming Events Page and select the RACV Pre-1905 Pioneers Run. Alternatively email (dougfulford97@gmail.com) or phone (0491 721 033) Doug.

Vivian and Doug Fulford



B40 RALLY

TORQUAY 21ST-23RD AUGUST



**FOR THOSE UNDER
40 YEARS OF AGE,
DRIVING PRE-1940
VEHICLES**

CONTACTS:
CALLUM WALSH
0447 756 724
BRANDON PRICE
0473 646 536



RSVP NOW

CLASSIC, VINTAGE & VETERAN NOW AVAILABLE



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



STUCKEY TYRE SERVICE

828 Sydney Rd, Brunswick VIC, 3056
1300 854 324 www.stuckey.com.au

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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

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

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

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

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

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Jeff Alcock
t 0425 519 959

Simon Anderson (Tess)
t 0414 482 241

Peter Hammet (Joan)
t 0428 282 631

Rob Anderson (Leonie)
t 0414 446 953

Michael Holding (Claudia)
t 0407 008 895

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

EVENTS SUBCOMMITTEE

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

SUBCOMMITTEE:
CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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

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

EDITOR
Greg Smith
e editor@veterancarclub.org.au

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

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek
Andrew McDougall

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

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

Download the application form at
veterancarclub.org.au.

BRASS NOTES

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

EDITORIAL POLICY

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

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

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

PRINT POST APPROVED
PP 100018064

VICROADS PERMITS AND SAFETY CHECKS FOR MEMBERS VETERAN CARS AND MOTORCYCLES

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

JP SERVICES AT NATTER NIGHTS

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

CLUB MEETINGS

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

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



Find us on
Facebook

RACV 4 And More Rally – Camperdown

Photos by Brendan Walsh



1916 Ford Model T of Darryl Donaldson at the Clocktower in the Main Street Camperdown



1914 Delage of Daryl Meek with lovely backdrop of old building in Camperdown Main Street



1915 Ford Model T of Phil Ruge ready to leave



1913 Buick of Robert Lynch parked in the Main Street in Autumn



1911 Hotchkiss of James Dunshea in Main Street of Camperdown



At stop at Lake for lunch. The Wright's 1913 Enfield in the foreground

RACV 4 And More Rally – Camperdown

Photos by Murray Murfett



1915 Studebaker of Doug Fulford. I believe he was just getting a price for scrap value!



Drone shot of rally cars at homestead.



Line up of vehicles at Mount Elephant.



1914 Twombly of Mick Turner taking off from Mt Elephant.



1911 Empire of Tim and Marie Harris getting set for take off with nice weather protection!



(Left to right) three 1914 cars, Twombly, Delage, De Dion Bouton. Which one would you purchase? Were the French somewhat more advanced than the U.S.?