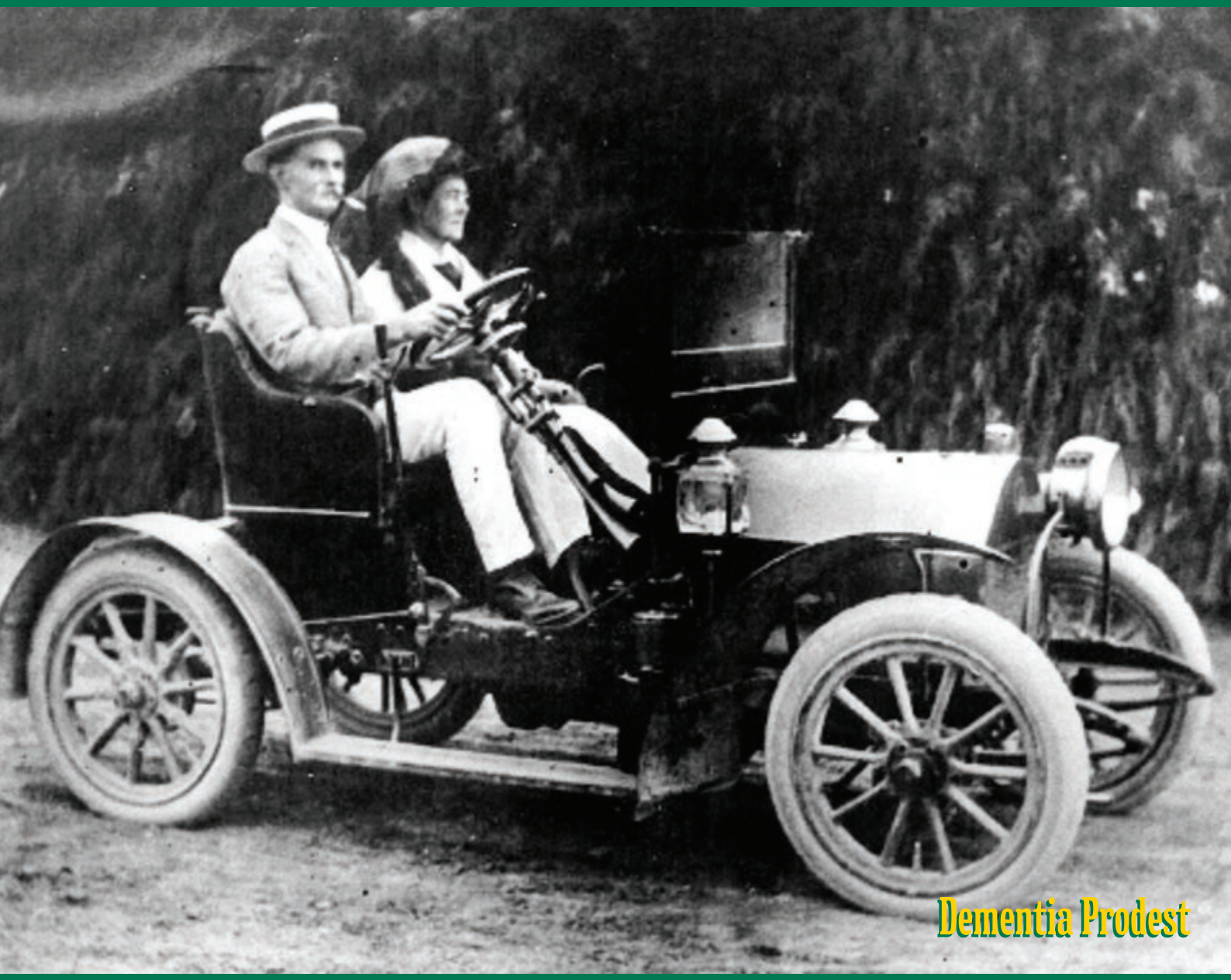
October 2026

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

President's Message 4
Editorial 4
Membership 4
Valē George Hetrel 5
Front Cover Story – Walter and Beatrice Bennett 6
What in the World! 9
Findings, Feedback and Follow-ups 9
Flashback Response From August 10
Cadillac – Bruce Nelson Car – Follow Up 11
Studebaker Ambulance 12
Commercial Collage 14
Motor Ambulances Leading to World War I - Part 2 16
Silver Ghost Chassis No 1972 - Part 2 20
Electric Illuminations 23
Dunlop Reliability Trial 1906 - Part 2 24
National Veteran Rally - Cowra 28
Private Classifieds 31
AGM Meeting Minutes 34
Natter Night Meeting Minutes 35
Events 36





Flashback

By Greg Smith

For this month's flashback, I have returned to a reliable theme: a photograph from the Club's early years. Last month, I experimented with a more recent image - if 2018 can be considered recent - but the response was somewhat disappointing.

Only Peter Hammett took the time to reply.

He identified another 2018 rally attended by the featured Th. Schneider and supplied the owners' names. Thank you, Peter, for providing this useful information.

This month's image features a Brush Liberty. It comes courtesy of Chester McKaige, who has once again supplied a high-quality photograph from his extensive collection.

The exact date and location are unknown; however, the cars visible in the background suggest that the photograph may have been taken in the late 1950s.

As I am far from an authority on Brush motorcars, I invite our experts to explain the differences between a Brush and a Brush Liberty.

I would also welcome information from Brush enthusiasts about:

- The vehicle's history
- Any known restoration work
- Its former owner
- Its current whereabouts

Given the marque's popularity, I am confident that our readers can provide details that will assist our research. Please forward any relevant information to the Editor.

The following is Peter Hammett's response to the Th. Schneider featured last month.

Hi Greg,

The 1913 Th. Schneider veteran vehicle participated in the Four & More Rally at St. Arnaud 27-30 April 2018. Ownership John Paas and Janet Barlow – they lived in Daylesford.

Cheers, Peter Hammet.

It is never too late to share information about vehicles featured in earlier issues. Every contribution helps us build a more complete history for everyone to enjoy.

I also found a Facebook post about another Th. Schneider, a vehicle I mentioned in last month's column. At the time, I noted that four Th. Schneiders were known to be in Victoria and that one had since gone to the United Kingdom. The car featured in this post belongs to Edie Frantz of Cohuna and was reportedly purchased new by the family in 1912.

Here is the link to the Kerang Historical Society and Museum. https://fb.watch/v/6gESF5lxX/?fs=e

Coming Events

13 October 2026	**October Natter Night & Annual General Meeting** Meeting from 8pm - in the Clubrooms or online
25 October 2026	**Combined Clubs Petanque Competition - Clubrooms** Contact: Andrew McDougall
10 November 2026	**November Natter Night** Meeting from 8pm - in the Clubrooms or online
14 - 15 November 2026	**Bendigo National Swap Meet** Benidgo Showgrounds
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

6 - 8 November 2026	**RACV Annual Rally - Lancefield** Contact: Ben Alcock
12 - 14 March 2027	**RACV 1 & 2 Cylinder Rally - Ballarat** Contact: TBC

National Events

17 - 21 March 2027	**National Brush Rally - Rochester, VIC** Contact: Tess Anderson tess_a_77@hotmail.com
30 April - 4 May 2027	**Highwheeler Rally - Cobar, NSW** Contact: Sue Holbrook 0427 392 555 or Ken Dunn 0429 400 505

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President's Message

When I wrote my president's report last month, Fiona and I were preparing the 1914 Delage for the National Rally in Cowra. I shan't make too much comment as you will find Fiona's report elsewhere in this edition. Nonetheless, it was a great event, great company and a great week all round.

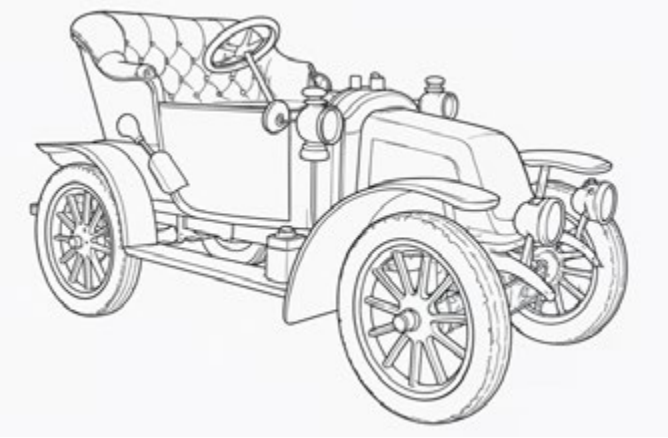
Speaking of rallies, we arrived in Wentworth this afternoon for the Pre-05 Pioneer event. It's going to be a warm to hot week ahead for the 28 pre-05 vehicles that are entered. You will have to wait until next month for a full report.

Coming up in October is our Annual General Meeting and I hope to see as many of you as possible in person or online for the meeting. This year we have a bit of changing of the guard with some members taking a break from the committee and a bit of reshuffling of responsibilities. At this stage, we still need to fill the position of Club Secretary. I know it sounds imposing, but over the last few years our past Secretary's have set up proformas and processes in order to simplify the task. For the last year or so, we have also been recording meetings and using AI to assist in the creation of minutes and the like.

So, here's the appeal. Do you think you might have what it takes to fill the position of Secretary within the Club. Or do you know someone who might be interested. If you are, or if you do, please feel free to get in contact with myself or any other member of the committee for more detail. The ongoing success of the Club depends entirely on the input from its members.

See you at the AGM.

Daryl Meek
President VCCA (Victoria)



MEMBERSHIP

WELCOME TO NEW MEMBERS

- Drew & Anne-Marie Park, Lara, no vehicle yet

Editorial

By Greg Smith

I'm writing this editorial earlier than usual while preparing vehicles for the upcoming RACV Pre-1905 Pioneers Run. By the time this issue reaches you, the event will have taken place. Full details and photographs will appear in the November issue - something to look forward to - however, below is a teaser of yours truly with the 1900 Victoria Combination on the first morning.

In this month's issue, we conclude several major articles that were published in two parts, while one series still has another instalment to come. These fascinating pieces are by David Neely, Ian Irwin and Jason Palmer. Once again, I thank them for their outstanding contributions.

Last month, we tried something different by featuring a comparatively recent photograph - from 2018 - in the Flashback column. As mentioned earlier, we hoped it would prompt readers to share more information about the Th. Schneider pictured. Despite my optimism, limited responses were received. We may try this approach again in a future issue and see what emerges.

I was deeply saddened to learn that a tragic fire destroyed the beloved Baker Electric owned by our valued contributor Bob Ausburn, author of the Electric Illuminations series we ran last year. The fire occurred while the vehicle was being charged. See the article on page 23 for the full story.

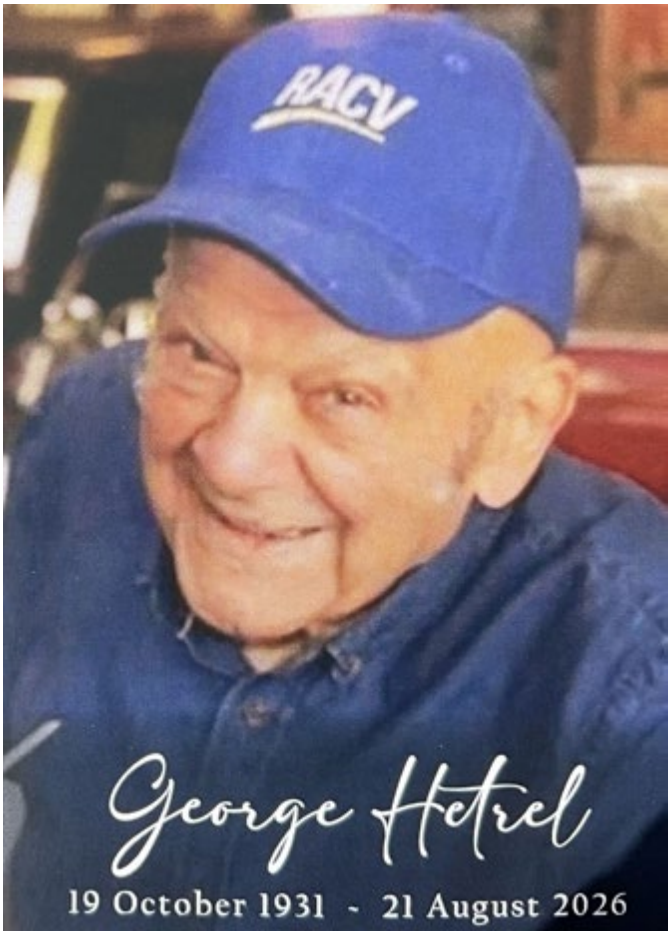
On a happier note, it is wonderful to welcome Graeme Jarrett back to the magazine. This month, he has contributed two articles. Be sure to read Graeme's Flashback response about the Cadillac. His excellent research has uncovered remarkable early photographs documenting the car's discovery. See the article on page 11 for the full story.

We are fortunate to have such dedicated contributors, whose work makes *Brass Notes* so enjoyable to read. For now, I will put down my pen and return to preparing the vehicles for Wentworth. I hope you enjoy this issue.



Valē George Hetrel

By Graeme Jarrett, Photographs largely by Pam and Deane Hill



Club member George Hetrel passed away on Wednesday August 26th, 2026, at the age of 95 years.

George grew up in rural NSW where his father operated a restaurant; in Bourke, I believe.

He ventured to Sydney where he carried on in his father's footsteps in the food industry, however, making chocolate confectionery. At that time, as well as manufacturing it, he was also selling it directly, in a retail sense, to the passing public.



George in his beloved 1903 Peugeot – George Cowie as passenger. This car was imported from England in the early 1990s with the help of Mike Manning (dec).

George moved to Melbourne and undertook confectionery manufacturing on a larger scale with his wife Pat and expanded the business in a major way.

His association with veteran vehicles began in earnest when he joined the VCCA Vic in 1984. His appetite for early cars was evident from an early time, and he was an active user of all his cars.

The cars that he owned were always raised to a higher standard of presentation and refinement, a great credit to his affection for them. This attention to detail was rewarded with winning the very coveted McKaige Trophy (1987) and the Montagu Trophy (1988).

Other veteran cars in their garage included Benz and Curved Dash Oldsmobile marques.

Veteran cars were prominent, however, George and Pat had a collection of later vehicles that included Bugatti, Mercedes, Vauxhall and Riley, to name but a few.

Their home and lavish gardens, "Como Gardens", The Basin were opened for fundraising to worthy charitable causes on a regular basis thanks to both their social commitment.

Our club and its members benefitted from the generous support of George and Pat with donations to events that included confectionery from their enterprise. A much-appreciated gesture.

A generous benefactor, affable and a great friend to us all; he will not be forgotten.

He is survived by his wife Pat.



George and Pat made a superb job of detailing their 1914 FIAT to a fine standard of presentation. At the 1988 International Bicentennial Rally to Canberra this car and its owners won the Concours Award

Front Cover Story – Walter and Beatrice Bennett

By The Merbein Historical Society

Our front cover photograph comes courtesy of our new friends at the Merbein Historical Society, who have once again generously shared an image with us. It features an early Darracq owned by Walter and Beatrice Bennett.

After consulting several Darracq experts, the car is believed to date from around 1908–09 and may be a twin-cylinder model, similar to the example owned by John Handley in Queensland. See the photograph below.



John Handley's Darracq.

The Society has also provided the accompanying article, which explores the Bennetts' role in the community, their home, and another car they owned—presumably after the Darracq—a twin-cylinder Maxwell.

We are once again grateful to the Merbein Historical Society for sharing this valuable information.

—Ed.

BENNETT - Walter & Beatrice



'STONNINGTON' Third Street Merbein - Lot 3.

'Stonnington' was built circa 1913-1914 on Lot 3, Third Street Merbein, by Walter 'Wattie' John Bennett. It is believed that he also drew up the plans for this substantial house which had thick walls constructed using lime concrete. This construction was well suited to minimising the high summer temperatures experienced in Merbein.

Concrete pillars also supported the front and side verandahs which were partially enclosed at ground level with low concrete walls. The roof was corrugated iron and the windows of the sash type with a large bay window, a feature, at the front of the house.

Wattie's parents, George and Emma Bennett (née Russell) had twelve children, all born in the registration district of Wentworth. In 1902, George sent his sons, William and Wattie, the latter born at Cuthero Station in 1881, to Mildura to secure an irrigation property.

The whole family then shifted to the Mildura properties in Ontario and Walnut Avenues. It is also believed that George, who died in a tragic wagon accident in Mildura in 1911, cultivated a cereal crop on the bed of Lake Ranfurly.

Three of George's sons, William, Wattie and Albert all acquired properties in Merbein. Wattie's property of Allotment 23 faced Third Street, Merbein and adjoined William's property (Allotment 16 Parish of Yelta) on the corner of Second Street and Cemetery Road. The Parish maps show that although their allotments were vacant in 1912, water rates were paid on them in 1913.

It is said that Wattie built the house himself which took him four years, though it is likely this referred to the construction of the walls.

Waiting for the house to be finished, the family occupied a building that was later to become one of the farm buildings.

It is believed that Wattie's brother-in-law, Mr. Vin. Treadwell, a master builder, would also have been involved in building the upper structure.



The walls were built of lime concrete made from river sand and local small stones. Barbed wire was laid around the structure for reinforcing.

Cement mix was used over the doors and windows for strength. The exterior walls were believed to be ten inches thick and the internal walls were six inches thick. To build the walls, boxing was put up to about six inches at a time and then the lime concrete was poured and the barbed wire laid. When it was all dry, this process was repeated until the walls reached the planned 12 feet in height.

About the same time, early Merbein residents, William H. and Rhoda Bennett, with the same surname, but unrelated, built 'The Gables' using a similar method of construction.

In 1914, Wattie married Beatrice 'Beaty' May Miller, considered by many of the district's young men as a local 'belle'.



Both Wattie and William had experience and access to private capital and planted their properties to citrus and vines.

Wattie was said to be a very meticulous man with his property, especially with the trellising. Wattie also planted cotton palms as an avenue to his stylish house which had a garden of fruit trees and vines.

A windmill on the property was designed by Wattie Bennett and erected in the early 1930s. He cut all the angle iron himself using a hand saw.

For leisure, Wattie was a keen member of the Merbein Gun Club, competing successfully in many local competitions.

Beaty (b.1896) and Wattie had two daughters, Irene 'Neen' and Joyce. Both girls had musical talents as had their mother. Neen was a violinist and pianist and Joyce was a talented singer. The Methodist Church and the wider community benefited from their musical talents as they played at various local functions.

Neen worked as a telephonist in Merbein and later in Melbourne during the Second World War where she was on the staff of General Macarthur who set up headquarters in a big hotel there. Both girls moved away when they married. Neen married an ex-member of the RAAF named Collier, and moved to Sydney. Joyce was a nurse and became Mrs. Soderberg, living in Tweed Heads, before moving to Brisbane.

Wattie owned a 1912 model Maxwell car, which caused him some trouble. He parked it under the verandah of his house for years and years, eventually selling it to a veteran car enthusiast in Sydney in the 1950s.

The Mildura Telegraph and Darling and Lower Murray Advocate reported in 1917, that Mrs. Wattie Bennett kindly provided accommodation at 'Stonnington' for Nurse Hunter, the Melbourne nurse, who had been recently employed by the Merbein Bush Nursing Association.



The twin-cylinder Maxwell that may still survive.

It is also noted with interest that Wattie's brother, William, known as 'Cupy' or 'Pilly' or 'Little Pilly Bennett' by a local early character, Charlie de Wison (a Finn), built a weatherboard house and a stone stable with a loft on his vineyard next door.

Unfortunately that house burnt down in the 1960s, but the former stable has since been converted into a home.



Beaty and Wattie Bennett in later times

Wattie Bennett and his wife, Beaty, lived in 'Stonnington' for fifty years. On 20 July, 1965, Wattie, aged 83, died and his wife, Beatrice, died on 8 August, 1977, aged 81.

In 2010, Chalmers Wines established a vineyard at the property and the name of 'Stonnington' was retained. The early 'Stonnington' house has been renovated and restored and an office built in a similar style is sited near the original house.

The palm trees flanking the entrance are now over 100 years old and lead up the drive to the house past vines and beautifully manicured lawns and gardens.



In their vineyard the Chalmers family specialize in producing many different wine grapes including French, Spanish and Italian varieties. The family now have their own wine label, Chalmers Wines.







SOURCES:

Adams, Lyn, 'Bennett – Miller', Let the wedding bells ring 1909-1939, 2007,vol. 1, p. 13, Merbein District Historical Society.

Bennett, Bill (2020).

Chalmers, Jenni (2021)

Curtis, Bert (BVC). 'Pioneer Profile George & Emma Bennett & Family', Merbein historian, 2003, no. 12, pp. 5-7, Merbein District Historical Society.

'Early Merbein Houses Stonnington', Merbein historian, 2003, no. 12, p. 8, Merbein District Historical Society.

Hooker, L. J. (2003) – Advertisement flyer - photograph.
https://www.chalmers.com.au/chalmers-merbein-vineyard

3 https://www.chalmers.com.au/chalmers-merbein-vineyard

RACV

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

What in the World!

By Jason Palmer

Let's leave the old U S of A and head over to the mother country, with an Australian twist?



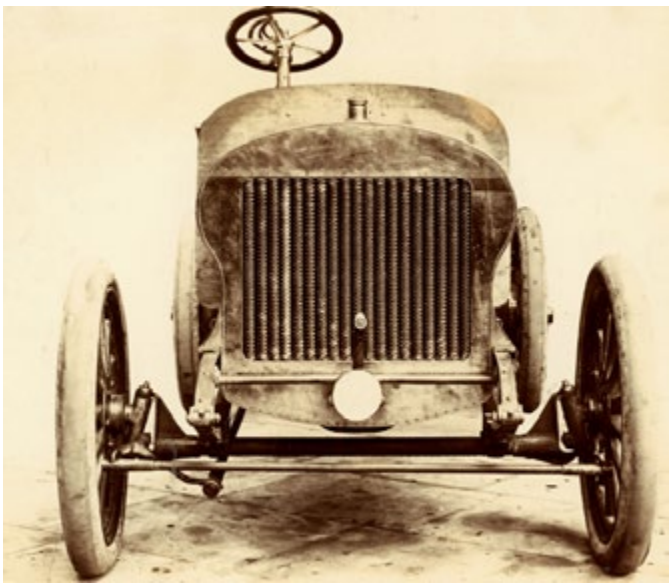
(c1908 Lotis Touring)

Yes, that is Lotis, not Lotus. Another incarnation of motoring companies started by Henry Sturmey and like most of his other companies a short existence (1908-1911). Sturmey most recognised for founding *The Autocar* magazine in 1895 and the Sturmey–Archer Hub famous on bicycles in the early part of the century and onwards. Not an unattractive car, it seems Lotis offered a multiple of models in its short time including touring, taxis and commercial vehicles.

Lotis Taxis were imported into New Zealand. I was able to purchase a factory archive of photos from Western Australia. Apparently at the time of their collapse, Lotis was designing a Colonial model. Could these photos have been a representation by the factory to a prospective Australian dealer/client?

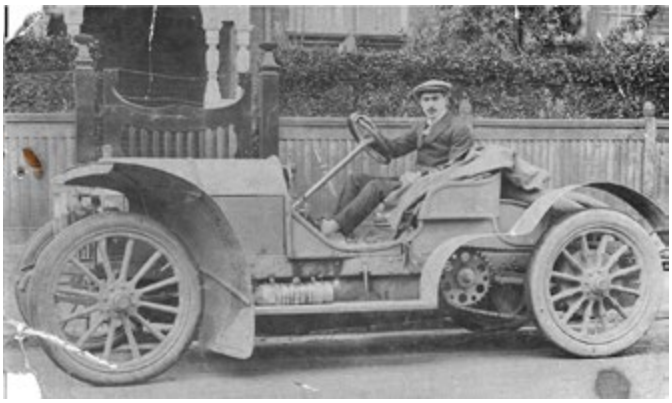
Maybe their non-uniformity in design was their downfall with commercials and vehicles all appearing with different designs including the 1909 model with a 'Renault' style coal scuttle bonnet.

As a side note; even though the immense popularity of *The Autocar and Sturmey-Archer Hub*, Henry did not get any royalties at all and was bankrupt. Henry died in 1930 in Coventry.



Findings, Feedback and Follow-ups

By Jason Palmer



Hi Greg,

Graeme Jarrett, David Zeunert and I have exchanged a considerable amount of information about the early Grand Prix Mercedes cars, particularly those connected with the Richmond races involving Doug Campbell and Rupert Jeffkins.

I have reason to believe that the car in Terry Parker's photograph is the 90 hp Mercedes Grand Prix car known as the "Grey Ghost," which was owned by Percy Cornwell. The car was reportedly raced at Brooklands, where it set a track record in 1908, before being brought to Australia. However, I am still working to confirm the identity of this particular Grand Prix Mercedes.

The body shown in the photograph appears to date from after the Grand Prix and gives the car the appearance of a "wolf in sheep's clothing." It also seems to have been modified again for the Richmond race, where the car carried number 8, as shown in Terry Parker's book *Australian Motoring Events 1903–1930*.

Several points remain unclear:

- It is not known whether the body was modified before Campbell attempted to break the Sydney–Brisbane record and crashed near Newcastle.
- Newspaper reports also state that Percy drove the Mercedes to Queensland to watch his brother race his boat, while his brother and party travelled there by steamer.

There is also some disagreement about how many Mercedes cars Cornwell owned, including assertions that he also owned the Semmering Mercedes. In my view, those assertions are incorrect. My research indicates that Cornwell owned two Mercedes:

- the chassis later donated to the AIF Armoured Car Squadron; and
- the 90 hp Grand Prix car known as the "Grey Ghost."

Sadly, the ultimate fate of the "Grey Ghost" remains unknown.

After comparing the driver's face with Percy Cornwell's AIF photograph, I do not believe Percy is the person at the wheel. The driver may instead be his brother, although this remains unconfirmed.

Flashback Response From August

By Doug Hamilton

We received this response from Doug Hamilton, the current owner of the Cadillac featured in the August edition of Brass Notes. Although it arrived after last month's deadline, Doug's update adds valuable detail to the car's history.
Now based in New Zealand, the Cadillac remains in excellent hands and lovely condition. Doug has built a beautifully made, detachable rear-entrance tonneau for the car.
We sincerely thank Doug for responding and for helping us expand the recorded history of this Cadillac. - Ed

1904 Cadillac (Doug Hamilton)

Aime and I were lucky enough to go as spectators on the London to Brighton run a couple of years ago and enjoyed every minute of it. The entire 75-mile journey was like a gigantic carnival and the wonderful atmosphere affected everyone. Later, I decided that if ever there was a "next time" I would be driving in it, not just following along.

This formulated as a distinct possibility at the beginning of 2015 and I mentioned the idea to Leon & Brendda, asking if they would be interested in joining us, if I could pull it all together. It took less than 24 hours for them to hold their hand up, so I started looking for a suitable vehicle.

April 2015 found me talking to Greg Smith in Bendigo about brass lights for the 1911 Cadillac and a chance remark asking if he happened to know of anything suitable - he put me in touch with Bruce Nelson, in Melbourne, who happened to have a 1904 Cadillac for sale.

Three days later we were in Melbourne, talking to Bruce, inspecting the little car, and purchasing our lamps from Greg. Success on both counts, although purchase of the car was conditional on it being confirmed as a genuine 1904 model. Long story short, the car eventually arrived in New Zealand mid-June in pristine condition, and it took very little effort a few days later, to get her up and running.

Barry Birchall kindly came round for the day to check her out, help get her fired up, then teach me how to drive it. Very scary the first few times and since then I have done a bit of work to improve the steering and started building a back seat, to accommodate two more passengers, so it is a work in progress at the moment. Bruce kept extensive records of the car's history, and it makes for interesting reading. 1905 George Tye (Founder of the Tye Furniture Stores) drove it from Sydney to Melbourne in the Dunlop Reliability Motor Contest. Unfortunately, it was quite badly damaged on the 2nd day, but temporary repairs were made allowing George to complete the run.

1911 It was purchased by William Cowper and used until his death in 1916, when the car was then stored.

1950 Jim Irwin purchased and restored the vehicle.

1973 The Turner family bought the car and competed in many rallies, including the 1986 and 1988 Bay to Birdwood runs in South Australia.

1996 Bruce Nelson took over ownership and rallied extensively throughout Victoria, New South Wales and Tasmania.

1998 winner of the RACV Great Race against "Puffing Billy" over a fun route from Emerald to Gembrook.

Overall winner of the 2005 Veteran Reliability Motor Contest - Sydney to Melbourne on 21st to 25th February commemorating the 100th anniversary of the 1905 Dunlop Reliability Motor Contest.







Technical; 1904 Cadillac, Model B runabout. Engine; Single cylinder (5" x 5", 98.2 cubic inches)

Horsepower rated at 8.25 HP

Maximum engine speed 1200 RPM Transmission; Planetary 2 speed forward and reverse. Drive by sprocket and chain to differential.

Speed: 25 to 30 miles per hour.



The Cadillac in excellent condition complete with rear entrance tonneau. You can still see the VCCA (Vic) badges on the front.

Cadillac – Bruce Nelson Car – Follow Up

By Graeme Jarrett

In the most recent issues of *Brass Notes* the matter of the Bruce Nelson owned Cadillac was raised – being described as a 1904 model.

Several years ago, Bruce Nelson asked me to assist in researching the history of his car. I examined the early registration records and found that, in 1912, the registered owner was William Cowper of Lake Rowan, Victoria, 35km north of Benalla. The car was assigned Victorian registration number 1542. The records show that in 1915 William Cowper still owned a car carrying that number. He died in 1916 and it is presumed the car remained locally with the family.

I learnt also at that time that William Cowper was not the first owner of the car. It had been alleged that the first owner was a woman who lived in Prahran. I have not found records to confirm that.

The third owner, so far as I can determine, was Jim Irwin who recovered the car in circa 1947 not far from Lake Rowan in nearby Wilby. Jim had been a member of our club in the early years, having first joined in 1966 and later again in 1973. He described the car then as a 1905 model (apparently incorrectly).



The Cadillac was photographed, apparently in as found condition circa 1947 near Lake Rowan in the Wilby area. I have been unable to identify the occupants – perhaps Jim Irwin is one of those present.



I understand this is the car as restored by Jim Irwin – apparently painted green at that time.

After Jim's ownership the car passed to Claude and Cyril Turner, probably in the 1970s. It was still green at the time and apart from "Cadillac" painted on the front "1903" was added (incorrectly).



The Cadillac in the ownership of Cyril and Claude Turner circa 1986.

I have now come to learn that this Cadillac was made in late 1904 (December) and left the factory on 12th January 1905. For it to have taken part in the Sydney Melbourne Trial which began on 21st February (1905) there needed to be a very swift passage form Detroit, Michigan to Sydney, Australia. Although it is possible to have achieved this at that time it seems unlikely. The speculation that surrounds the participation in that trial is yet to be tested, for someone at another time.

Agent for the Cadillac around that time was Tye and Co. This company was predominantly a furniture manufacturer and retailer. The owners were clearly very interested in motor vehicles and owned some truly memorable cars later.



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Factory,
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CREDIT CAN BE ARRANGED IF DESIRED.
Tel. 1726, 1449, 665.

An advertisement by Tye and Co 7th January 1905, agent for Cadillac, at that time, from The Argus newspaper.

Accreditation: - Emmerson family archives, Peter Ratcliff and Doug Hamilton.

Studebaker Ambulance

By Gavin Mutton

Another ambulance is being restored within our club- this time by Gavin Mutton, who lives in Queensland. Past editions of Brass Notes *have featured similar projects: Doug Fulford's Studebaker, Bruce Nelsen's Overland, and Bob Gardiner's Talbot. Gavin's project continues a theme introduced by me several months ago. Thank you to Gavin for contributing to our discussion about ambulances and nurses in transport. I hope he continues restoring the Studebaker, as it appears to be the only surviving example of its type in Australia. -Ed*

Hi Greg

As I have had to delve into Red Cross History in connection with the vehicle I am restoring, I am forwarding on my findings to you.

The two articles I have attached are a good read to the development of The Red Cross Volunteer Motor Corp's rapid expansion and success leading to 350,000 volunteers across many countries and even to their smart Oxford Grey uniforms and matching grey vehicles.

If you were wounded in the early period of WW1, you could be strapped to a flat platform on a camel and transported two at a time to medical help which could be nearly as bad as being wounded. The French introduced mobile field hospitals to quickly receive the wounded for X-ray, blood transfusions, treating wound infections and trench foot. Hospital motor ambulances further moved patients to additional treatment or convalescence. The French word for 'Triage' we use in our language to this day continues to be used in ambulance service. America followed and achieved the highest success rate in saving the wounded in WW1.

The hospital motor ambulances needed to carry walking wounded and patients on stretchers in larger numbers required a longer vehicle than one built on a car chassis. G.M.C. built a large number on a 1 Ton build for mobile field hospital support transport.

Studebaker produced a 1 ton in 1916 that sold to the public but stopped production in 1916 as they halved their car production to support the war effort.

A book titled *The Studebaker Century* details their horse drawn ambulance production supplying allied forces a variety of these vehicles through WW1.

On the US joining the war in 1917, it states that equipage ambulances on the 1 ton chassis were supplied. It also states that Studebaker built all kinds of vehicles "and seemed particularly adept at beautifully wrought military ambulances."

Smithsonian Library documents also describe the Studebaker equipage motor ambulances for the US war effort.

I have included a photo of the iron work clamped together on my vehicle. As the vehicle was left in the open for over 50 years, the lighter poplar timbers have





almost completely rotted away. The red oak bearers are still there. The iron work has been sand blasted (and primed) and it shows the express type of flat bed body, widened out to a military style, including the iron work for the folding seat down one side and the loops for the bows for the canvas covered troop style top.

The hinges for the glass windscreen and posts for the hard top cab are clamped also. This was an all weather cab for driver protection in winter conditions with roll down side curtains as the vehicle on pneumatic tyres was faster than a lorry of that time. The wheels are off the vehicle as the demountable rims were rusted out from leaving the tyres on them.

The wheels are heavy Kelsey brand which posed a problem, but the timber survived. This has been overcome and the wheels now restored.

The Studebaker has operated in dry sandy type country by the dirt built up on it. All the electrics are missing so it may have ended up a farm vehicle for a long time. Nearly everything externally is seized.

It is a series 18, 4-cylinder Studebaker 1917 with a serial number showing it was produced about mid 1917 as a right hand drive.

It only showed weather affected grey paint, but under the flat washers on the rear wheel spokes shows paint sealed from light and it looks to be 'American Medical Grey'. This has been colour matched to be the restored vehicle colour. It has 1916 guards and valences and plates covering the holes to adapt 1917 headlights. To me that suggests they were using up left over 1916 stock as there is also no engine number stamped, so war production?

I have contacted the American Studebaker Club historian who is not aware of any surviving Studebaker 1 ton trucks. The National Studebaker Museum also has neither information nor knowledge of any survivors. There are only 2 buses and a fire engine built on the 1916 1 ton chassis that exist.

The excellent iron work is made by Studebaker as it is all hot stamped by a large works. Studebaker dropped profits on war production in 1917 and both charities and private volunteers supplied vehicles for the Red Cross. I have not been able to verify further history but to me it matches the Studebaker equipage ambulance.

I have yet to find a Studebaker Red Cross 1 ton photo, but I am still looking. The Studebaker came from John Ryder's property in Coonabarabran and an early photo of it would be great, but he did not seem to let many photos be taken.

I am making steady progress on this restoration though there is a considerable way to go, but I feel it may be important to history and it is amazing to be restoring it over 100 years later.

Regards Gavin Mutton

References:

The Studebaker Century book a National Heritage (Page 43)

Smithsonian Libraries: Studebaker 1914-1918 war production

Studebaker (a 30 Page –1916 Commercial Vehicle Album).

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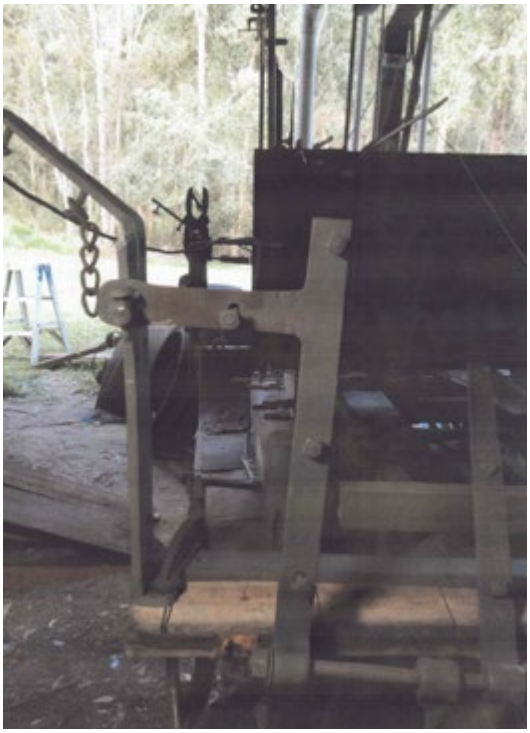
Women of the Red Cross Motor Corps in WWI | National +Women's History Museum

https://www.womenshistory.org/articles/women-red-cross-motor-corps-wwi







Commercial Collage

By Russell Holden

Eureka Motor Buggy Co - St Louis Missouri



EUREKA LIGHT DELIVERY WAGON

Price, $850.00.

Model "F" Chassis, Type XXXX; 14 to 16 H. P., air cooled. Substantial and roomy delivery body, as shown in cut. Capacity 1000 lbs. MAGNETO and batteries. SHAFT DRIVE. WESTON-MOTT rear live axle. 90 in. wheel base. UNIT ENGINE AND TRANSMISSION. THREE-POINT SUSPENSION. TWIN MUFFLERS. 1¼ in. best side wire solid rubber tires.
EQUIPMENT: Pair elegant brass side oil lamps; tail lamp; standard horn; kit of tools.
PERFECT INTERNAL CIRCULATING OIL SYSTEM.
Size of body: 7 feet, 4 inches from front dash-board to end of body; inside width, 34 inches; standard height.

Extract from the 1909 Sales booklet showing the delivery van offering, which our vehicle had from new when delivered to Mr & Mrs Husky, Gaty Ave, St. Louis, Missouri - Mrs Husky ran a grocery store from their home and the Eureka replaced both bicycle and horse in making deliveries to customers.

High Wheelers were prominent in the US Mid-West and other markets (Australia largely amongst them) from 1904 through 1914-15 and were designed to overcome the muddy roads and deeply rutted wagon tracks, which they were very successful at doing, often carrying commercial loads for farm and industrial use.

The advent of better roads followed after the AAA used the Glidden Tours from 1905 onwards as both marketing and lobbying tools to governments for the creation of better roads. This lobbying and support of other organisations resulted in the creation of improved local roads and the official dedication of the Lincoln Highway in 1912. Conceived by Carl Fisher - creator of the Indianapolis's Speedway and part of the famous Fisher Body Corp that supplied bodies to GM and other vehicle manufacturers, this was America's first dedicated road for motor vehicles.

High Wheelers were widely manufactured, throughout the Mid-West - Zimmerman, Anderson, IHC, Black, McIntyre, Schacht, Holsman to name a few. Most offered some kind of commercial body with many IHC's sporting a utility or van style body. Some even were produced with attached rear seats for taking the family to church on Sundays.

There are over 10 manufacturers recorded in various States of the USA that used the Eureka name between 1899 – 1910. Charles Zimmerman was the designer of the St Louis, Missouri based company, not to be confused with the Zimmerman's of the Zimmerman Buggy Co in Auburn, Indiana. He named the car "Eureka", a term he found translating from "I found it" by the ancient Greek, Archimedes who coined it around 200BC.

Production started in 1907 in premises on J Street, St. Louis, starting with what was a pretty standard layout for buggies at the time - mid ship 2 cylinder of 8 - 12hp, air cooled with 2 speed planetary transmission and a runabout body style exclusively. Initially selling for $600, it soon progressed to $650. These continued to sell through 1908. In 1909 the company was renamed Eureka Motor Car Manufacturing Company and moved to larger premises at 3025-29 Olive Street, St. Louis, when both the size and design of the Eureka altered dramatically.

In what was a departure from the traditional layout of a High Wheeler Buggy, the motor capacity was enlarged, and it was moved forward and rotated to mount between the chassis rails at the front of the

chassis under a dummy hood/bonnet. The crankcase and transmission case were all one casting, with the 2-speed planetary transmission changed via a H pattern gate mounted alongside the right-hand drive steering column and wheel. Ignition was dual with low tension magneto and battery and coil. Final drive was no longer via the traditional dual chain drive and was instead transmitted via a shaft drive to a reduction unit mounted to a Weston-Mott differential with internal expanding brakes.

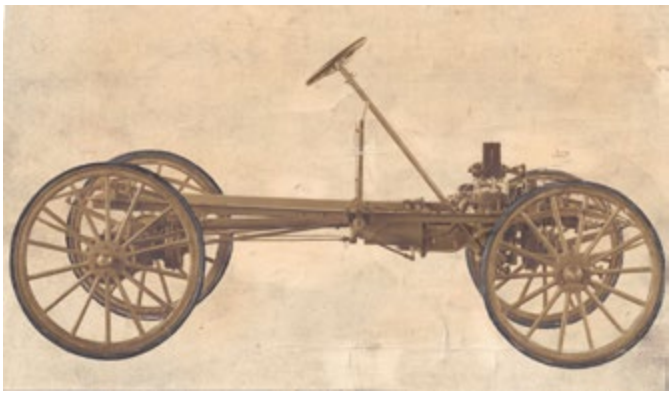


Photo of Chassis layout

Wheelbase was standardised at 90” and body styles were expanded with the High Wheeler riding on 36” wheels up front and 38” on the rear. Body styles included the Runabout, Touring car and the Model F Delivery Van, with a carrying capacity of 1000lb, their first foray into the commercial sector.

The only known surviving example of the shaft drive Eureka was indeed delivered new as a Commercial Delivery Van to Mr & Mrs Husky of Gaty Ave, St. Louis. Mrs Husky ran a grocery store from their home there and the Eureka replaced both bicycle and horse in making deliveries to customers. Thankfully the history of that automobile has been well documented, and it is currently under restoration.

Unfortunately, the St. Louis Eureka automobile did not make it far into 1910 and like so many other early automobile manufacturers went the way of the dodo.

The Eureka is currently undergoing restoration and the debate on whether it will have a commercial type body or a conventional tourer body is ongoing. Knowing Russell and Christine it could possibly have one of each. -Ed



Photo of Four-seater touring body



Photo of Eureka Advert



Photo of Eureka c1945



Photos taken circa 1945 of the Eureka with the Spoerleder family of Old Collinsville Rd Bellville Illinois who intended to “restore” the Eureka, unfortunately that did not happen.

Motor Ambulances Leading to World War I - Part 2

By David Neely

Part 2 (continued from September *Brass Notes*):

The introduction of the first petrol motor ambulance in the Canadian City of Vancouver ended in tragedy. On 6 October 1909 Charles Cockling and his assistant took Vancouver's new "auto ambulance" out for its first test drive and killed a pedestrian. They had only travelled one block when the 'Vancouver News-Advertiser' reported a wealthy American visitor, met death with tragic suddenness under the heels [sic] of the new City auto ambulance at the corner of Pender and Granville Streets.

Writing recently, John Mackie reporting in the 'Vancouver Sun' on 7 October 2016, drew on newspaper accounts from 1909. The ambulance had just arrived in Vancouver from Belfast, Ireland, where it had been built. The manufacturer's name isn't listed in either paper, but the vehicle was brought to town by Frank Darling & Co., a machinery dealer at 929 West Pender. Cockling worked for Darling & Co.

Further test drives fortunately did not result in more accidents but serious design and mechanical faults were uncovered. The ambulance had not been formally taken over by the City and the Police Commissioner refused to take delivery. The unfortunate episode ended with the jury reaching a verdict of death by misadventure. In July 1910, the City ordered an American ambulance similar to vehicles in use in Seattle and Portland. It is likely it was a Pope-Hartford.



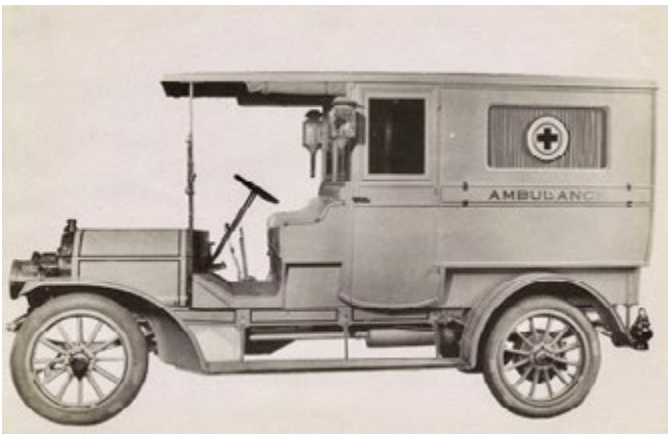
Probably Vancouver's second petrol ambulance a Pope-Hartford purchased in the

United States in 1910. [City of Vancouver Archives]



A Pope-Hartford ambulancein service with the City of Hartford.

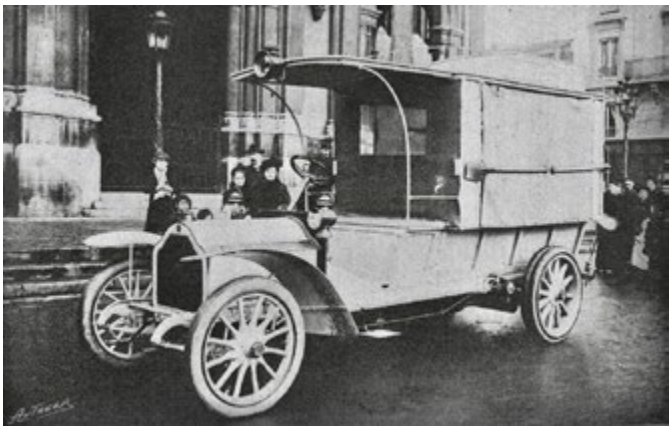
[Connecticut Museum of Culture and History]



Jas. Cunningham, Son & Co.,Rochester, New York advertised motor ambulances in May 1909. [Rochester Public Library]

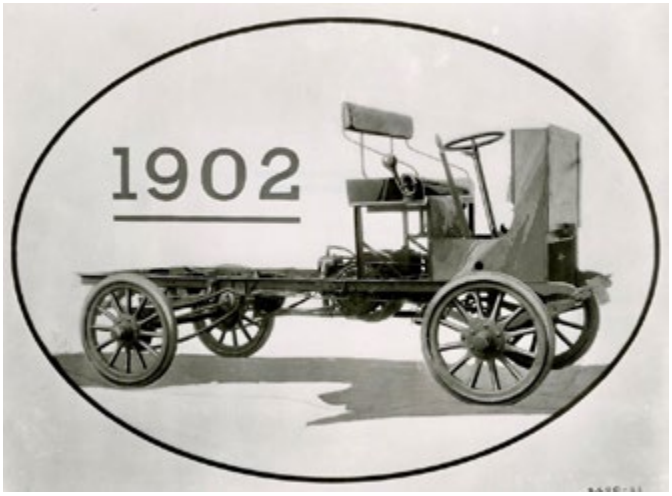


A Baker electric ambulance in service with Lakeside Hospital, Cleveland, in 1905. It was replaced by a petrol ambulance in 1912. [Case Western Reserve University]

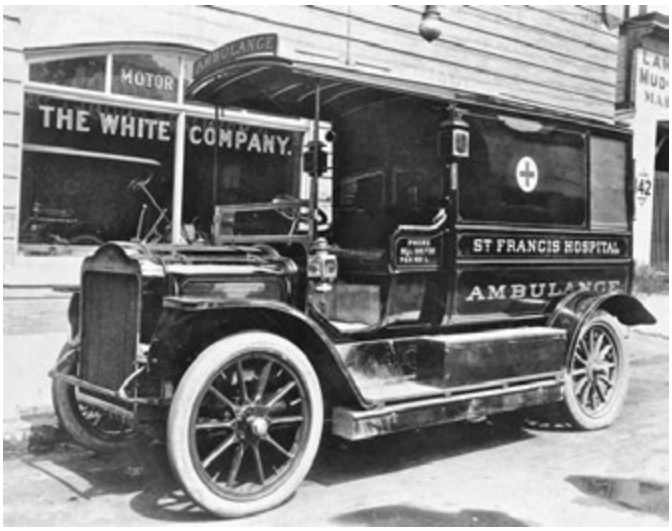


A De Dietrich ambulance photographed in Paris in 1907. ['The Automotor' 18 January 1908]

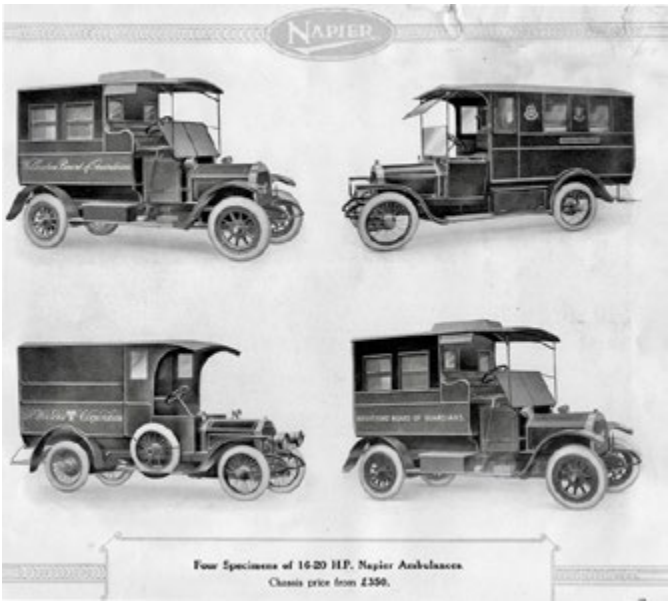




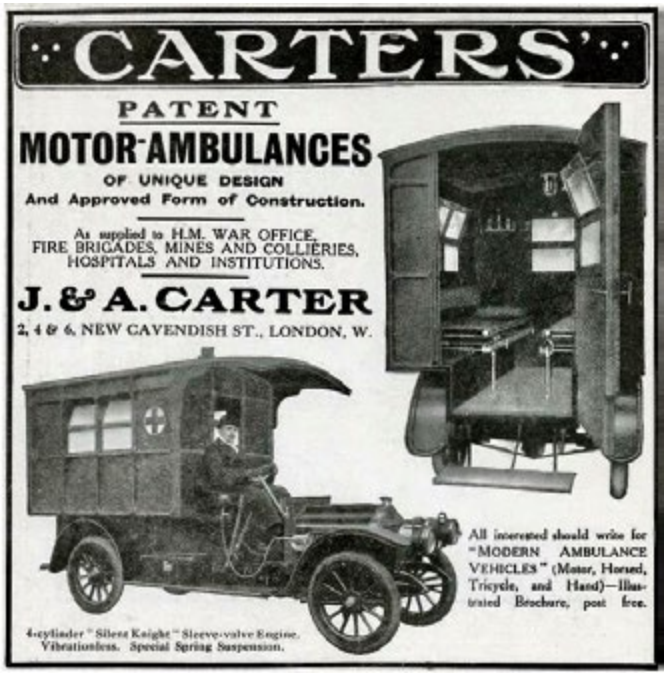
A Rapid petrol ambulance and the truck chassis on which it was built. Max and Morris Grabowsky started The Rapid Motor Vehicle Company in Pontiac, Michigan, in 1902. This ambulance was in service at the Indianapolis 500 racetrack in 1909-1910. They went on to build one-ton trucks and were the beginning of the GMC Truck division after they were acquired by General Motors in 1909 in Detroit, Michigan. [Friends of the Professional Car Society, Pascal Michels]



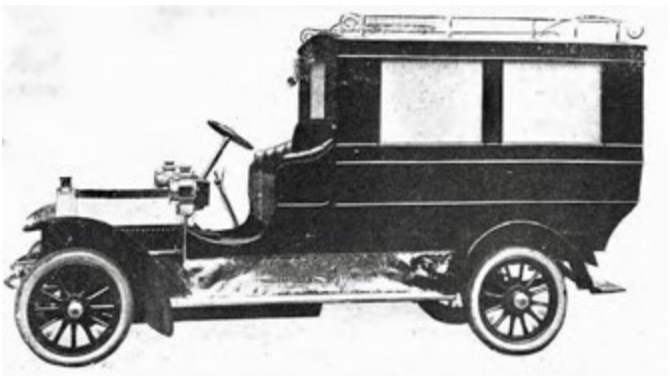
The description with this White Co. factory photograph states that the White steamer was used extensively for ambulances. This White is thought to date around 1907-1910 and is possibly a 30-40 h.p. model. [The Old Motor courtesy of Alan Ballard]



The Napier 1910 Business Vehicles catalogue. [Grace's Guide to British Industrial History]



A Carters' advertisement from 1912. [Internet]



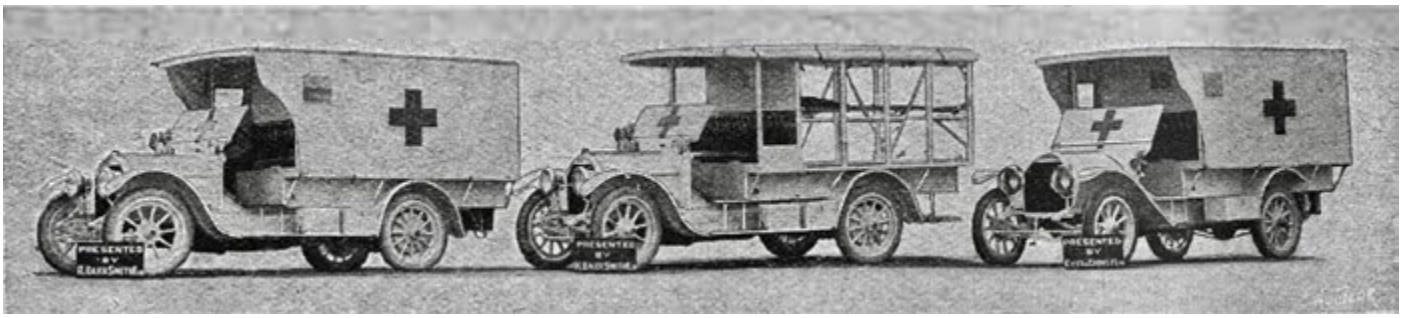
Petrol ambulance built by Humber, Ltd., Coventry, in 1908. This 10 h.p. Coventry-Humber was built to convey convalescent children to and from the Plaistow Fever Hospital. Six children could be accommodated each side in addition to the nurse. ['The Automotor' Journal 8 August 1908]



The caption reads, "Motor ambulances now on their way to France for the field hospital organized by the Scottish branch of the British Red Cross Society. This is the initial result of the special appeal made to Scottish automobilists." ['The Autocar' 24 October 1914]



The Motor Ambulance Convoy which was organized by Mr Arthur du Cros MP for service with the British Expeditionary Force in France. The convoy consisted of 41 ambulances, two travelling workshops, three stores lorries, three officers' cars and ten motor cycles. This photograph shows the convoy on Putney Heath ready for departure. ['The Autocar' 31 October 1914]



Ambulances built by Fred T Hack Ltd. The caption reads, "Three ambulances for the Red Cross Corps of the Australian Expeditionary Force, two having been presented by Mr. R. Barr Smith, of Adelaide, and the other by Messrs, Eyes and Crowle, Ltd., motor agents of that city. The chassis are Cadillacs, and the bodies were made in Adelaide." ['The Autocar' 13 February 1915]

By the start of World War 1 motor ambulances were well-established in civilian use in Britain and available from firms such as Napier and Carters' as shown above. Despite this, when the British Expeditionary Force landed in France in August 1914 they were provided with horse-drawn ambulances. Motor ambulances were not sanctioned, despite repeated appeals for them by Director-General of the Army Medical Services, Sir Alfred Keough, who would have been familiar with the Straker-Squire ambulances and no doubt with developments of motor ambulances generally.

While the British Army had been reluctant to deploy motor ambulances, there was little hesitation among the public and support was quickly mobilised. By October 1914, Scottish automobilists through the Scottish Branch of the British Red Cross Society sent six motor ambulances to France and Arthur du Cros MP organised a convoy which included 41 ambulances.

Similarly, motor ambulances had been successfully operating in Sydney and Adelaide from 1912 built by Angus & Son and Duncan & Fraser respectively. Yet, when the Australian Imperial Force was equipped in September 1914 there were no developed

plans for the deployment of motorised vehicles let alone motor ambulances. However, when it was realised the convoy was to sail without a motor ambulance, a public campaign was started to raise funds and two ambulances left Melbourne with the October 1914 departures. There was already a history of philanthropic and public subscriptions for civilian ambulances and this carried over to supporting the war effort. By the end of 1914 public subscriptions across Australia resulted in donations of at least 41 ambulances, built locally or purchased complete in England.

Among those built locally, the Adelaide firm of Fred T Hack Ltd built three ambulance bodies, two for businessman and philanthropist Robert Barr Smith and one for the motor agency Eyes & Crowle in November 1914.

They were described in *The Register* (Adelaide) on 20 November 1914, *The ambulances are really fine vehicles. They are mounted on 40-50 horsepower Cadillac chasses (sic) and have self-starting engines with electric head, side, and tail lamps, an engine tire pump, and other such conveniences. The bodied were built by F. T. Hack, Limited, King William Street, and each will accommodate four patients and one attendant inside, three attendants and driver outside. The stretchers are suspended on couplings attached to springs, so as to do away with shock and vibration as much as possible. The top berths can be folded up if necessary, and the ambulance will then afford accommodation for about 12 men. The Red Cross is painted very conspicuously not only on both sides and back and front but on top, too, as a warning mark to hostile aviators.*

Acknowledgement: Assistance from Tom Clarke. David Neely, Sydney, September 2023.

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Silver Ghost Chassis No 1972 - Part 2

By Ian Irwin

Previously Unseen Glimpses of Henry Ford's Silver Ghost Chassis No 1972 …… over a Hundred Years Ago Part 2 (continued from September *Brass Notes*)

1972 commences a Grand Tour of parts of England and Eire.

Needing a break from all the activity, the Ford party moved to Cheshire as guests at the grand home of Percival and Cath Perry, where time was taken to address vital Ford business developments.

Several visits to the Trafford Park site occurred, along with what was referred to as *'a secret visit to the Napier Factory'* at Acton in South-West London.

[For those interested in more broad detail, the internet has many sites that feature various aspects of Percival Perry's business life including as founder of the company in 1910, and from 1928 his 20 years as Chairman of the Ford Motor Company Limited of Great Britain, together with aspects of his private life and home. A 5-minute video depicts the sad state of this later abandoned home and estate. Perry was elevated to the peerage in 1938, and as Baron Perry, he passed away childless in 1956.]

Henry Ford's much awaited low-key private visit to Cork in Eire (Southern Ireland) was now high on the touring agenda. A stopover in Gloucester offered the opportunity to relax, driving through the quiet country lanes of Pembrokeshire and around the port of Fishguard, the departure point for their forthcoming overnight sea journey to south-western Ireland.

Henry Ford held fondly to his family ancestral roots in Ballinascarthy, in County Cork. It was there that his ancestors, Thomas Ford and his brothers arrived from Somerset in the early 1700s as tenant farmers. Their 40-acre farm grew to more than 200 acres over time.

Early in August 1912, the party arrived in Cork staying for several days at the luxurious Metropole Hotel in MacCurtain Street, built in 1897 to the highest standards of opulence. On 10 August 1912 the Ford family took a guided stroll with Perry around the City of Cork. The Ford family must have been captivated by what they saw, and that which they learned of their family's history.

The main attraction of Cork for Henry was the ancestral Ford family's farm, known now as *'Ford Farm'*. My good friend David Lang, of strong Irish heritage advises that the Ford family connection, according to a newsletter of the Irish Model T Ford Club, was that of a tenancy. In effect the original 25-acre property was leased by numerous tenants and as such there was no single allotment name for any of the separate tenancies.

The stone cottage where Henry Ford's grandfather, great-grandfather and 2x great-grandfather lived still stands and has become a significant tourist attraction in recent years. During the great famine of 1847, Henry's grandfather and father emigrated to Dearborn, Michigan where Henry was born in 1863. A full-scale stainless steel Model T Ford of c1916 welcomes visitors to the historic Irish site, a relatively recent monument to the Ford Family's heritage.

Ford's UK and Ireland 1912 adventure came to an end with Ford crossing into Europe, touring in Spain and France, presumably aboard Chassis 1972 where obscurity offered protection from the media, which doubtless comforted the family used to annoying media frenzies wherever they travelled in the USA.

Mysteriously, no period image of this car has ever been published to the writer's knowledge, in any Rolls-Royce Company publication, or any Rolls-Royce club journal in the United Kingdom, the United States, Australia or New Zealand nor in any period UK motoring journal. Please correct me if I'm wrong.

Indeed, when in 1994, John Fasal and Brian Goodman published their wonderful two-volume tome, *The Edwardian Rolls-Royce*, no photo had yet been found of the car when new. Until the photos seen in this article were located, its original UK Registration was also unknown.

It always seemed mysterious to me that a photograph of this highly significant Edwardian Rolls-Royce owned by the great Henry Ford had proven difficult to locate.

Curiously, too, the car has never been located, with no subsequent owner's identity documented in Rolls-Royce company archives. Nor, to my knowledge, is anything documented in factory archives of what eventually happened to the car so that we have no idea of the ultimate fate of Chassis 1972. Maybe it was broken up as so many early cars were.

In various Ford publications it has been written, with some degree of understandable cynical pride, that an outspoken employee of the Manchester Ford plant allegedly commented to Henry Ford: *'Your visit would have been more welcome had you had come in one of your own machines.'*

Legend has it that Ford tactfully avoided the criticism, saying *'The first thing I did when I arrived at Plymouth, was to try to buy a Ford. But they were all sold several months in advance, so I decided to buy the next best car that was immediately available.'*

Searching for Chassis 1972 history

I began trying to find more about Chassis 1972 which it was anticipated would have been in America and not 'down under.'

To be frank, almost nothing had been documented during Henry's visit to England, and it seems as if the purchase of this car by the world's most eminent and prolific manufacturer of automobiles, the man revered for having put *'the world on wheels,'* was insignificant at that time. Admittedly the weekly motoring journals, *Autocar* and *The Motor* made passing references to the car, but in that era, Henry's fame and persona had yet

to achieve the widespread public recognition that was to soon emerge.

Frustrated as I was, I began my own search for an original photo of Chassis 1972 with its original coachwork - surely there had to be a photo? But time after time searches led up blind alleys with nothing to show for countless hours of personal endeavour.

On occasions, it was wise to accept defeat, at least temporarily, only to resume the campaign again at some later date, invariably with high expectations. But again and again, failure after failure ensued.

The first discovery of Chassis 1972 images. The Vagabonds.

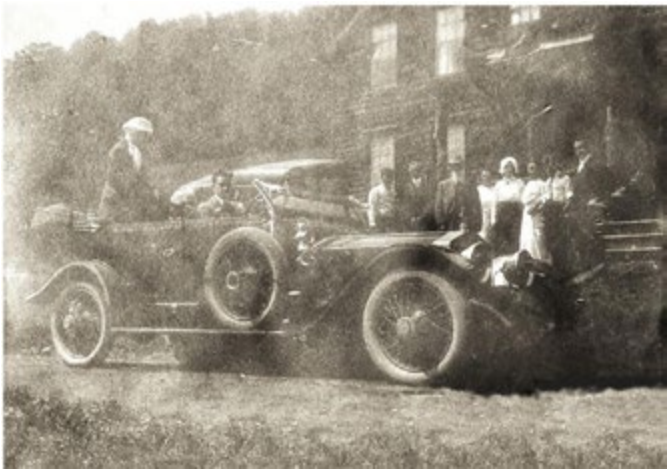
For my first sighting of images of 1972, I am most grateful for the wondrous years of the gaiety and pleasure that was sought by Henry Ford (aged in his 40s) and some of his closest and dearest friends.



For the sceptic 'Doubting Toms', Henry Ford appears with Chassis 1972. He is standing to the left of the rear seat in this frontal photo, with John Burroughs the amply-bearded American naturalist in the front seat partly obscured, wearing the hat. The Michigan Registration Plate 1321 fitted earlier has the 1918 clip fitted and obscures Henry's original UK plate beneath. The specific date of the occasion is unknown. [Photo: Henry Ford Museum. Dearborn. USA. Public Domain.]

For these highfliers from quite different worlds of commerce, technology and science, there were clearly many moments of feelings of 'missing out' on some aspects of 'the good life.' It was in 1914 that Henry Ford first gathered up his life-long friend, the eminent naturalist John Borroughs (aged 77), to pay a visit upon Thomas Alva Edison (68), celebrated inventor of a huge range of electronic devices. This was the inspiration for further camping tours, also embracing Harvey Firestone (51), inventor of rubber tyres for carriages, with the foursome soon to call themselves *The Vagabonds* during their continued camping tours through the Great War years. So, we learn from this, that Chassis 1972 was still in Henry's ownership until at least 1918.

The images, captured nearly 110 years ago and taken from two historic glass negatives, meant that the details had lost much of their brilliance and clarity. But we can be extremely thankful that with enhancement, we have been able to bring back much clearer images, to have the chance to see the car after so long, on American soil. Following upon this success, a little further probing revealed yet a second image of Chassis 1972. Maybe there are more from those adventures yet to be found?



Another image of 1972 at Woodchuck Lodge. Henry Ford was the guest at the lodge, and he is seen standing second from the left (between the windows) with John Burroughs at his left shoulder. The posed driver of the car is believed to be young Edsel Ford, in his early 20s. The very stylish lines of 1972 are clearly evident here. Same 1918 occasion as above photo. [Photo: Henry Ford Museum. Dearborn USA. Public Domain.]

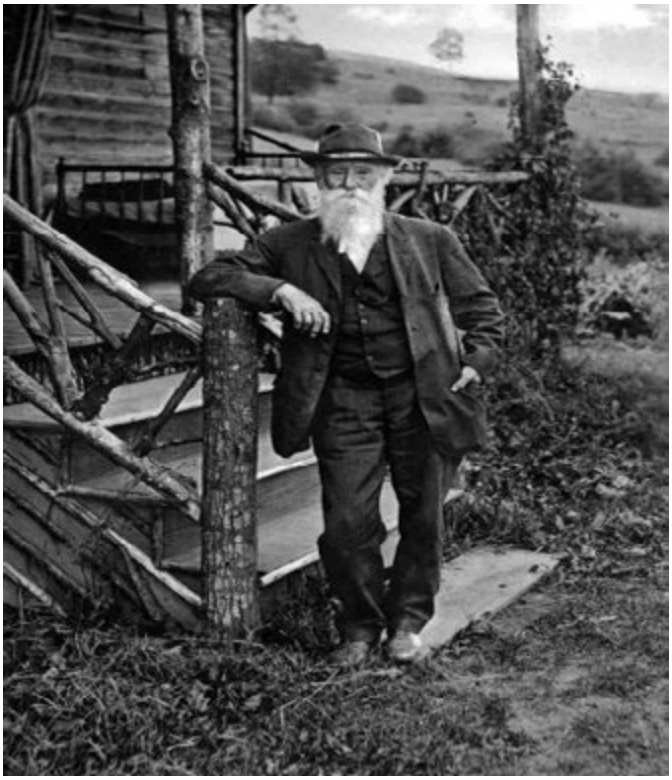
Research has revealed that these first two photo discoveries in 2022 of Rolls-Royce Chassis 1972 in America were taken at John Burroughs' beloved *Woodchuck Lodge* hideaway in the Catskills of New York State.

Both glass negative images of the car were seriously deteriorated from the ravages of time and required much skilled work to bring them back from the brink. This was particularly the case with the side-profile image. I am grateful for the assistance and skills of my Delage enthusiast colleague Rick McDonough, daughter Alison, and my high school friend of almost 75 years, Mal Bradley of Sydney, for their efforts. Between them the trio have revived these historic and significant photos of the car in the USA, bringing them back to life to share with us all.



A period postcard image of 'Woodchuck Lodge.' The hideaway of John Burroughs.

It is worthy of note that in 1917 Henry Ford was granted approval by the British wartime government to establish a factory to build tractors amidst rising concerns of food shortages and agricultural self-sufficiency of basic foods. But that is another story.



John Burroughs, brilliant naturalist, a casual, unassuming, gentle and courteous man, and at one with nature's vast offerings, poses nonchalantly at the front steps of Woodchuck House. [Photo: Henry Ford Museum. and Greenfield Village Archives. Public Domain.]



In the safety of remoteness, seclusion and privacy, the participants and their entourage could relax and enjoy the great outdoors. Here one of the group appears to be arriving in a Stutz Bearcat. Henry, a very tall man can usually be found under his banded straw hat. [Photo: Henry Ford Museum. Public Domain.]

ADDENDA:

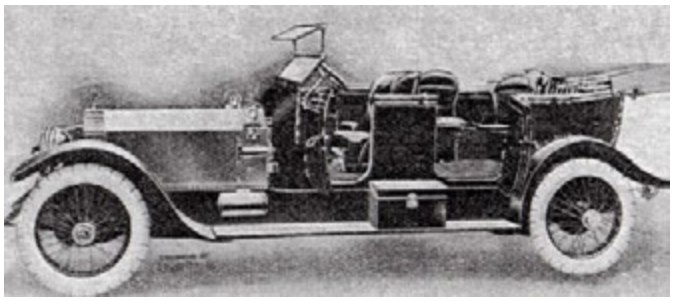
You can perhaps help further our story and maybe solve the remaining mystery…

Chassis 1972 may possibly have survived, which would be amazingly good news! But we assume that at some stage it was scrapped as were around 85% of the Edwardian Ghosts from Manchester and Derby. If present-day US Silver Ghost enthusiasts were able to cast an eye over any period spare parts they may possess, it is just possible some ex-factory '1972-stamped or cast' components may have survived. This might provide a clue to the fate of the car if it had been broken up, and if so, where.

Parts with chassis numbers stamped include:

- the aluminium crankcase beneath the carburettor location
- on the top of the gearbox casing
- on diagonal stays or radius rods
- flywheels with numbers sometimes fragmented at 120, 240 and 360 degree locations
- on the side-steering tube (or draglink)the cast aluminium foot pedal plates,
- and of course on the two chassis plates.

Numbers may be concealed by layers of paint or surface rust on steel items. Fraudulent or replica copies of chassis plates can be readily identified.



This image sourced by Tom Clarke provides us unencumbered access with an interior view of the seating format with a side-mounted auxiliary seat. A second spare wheel was an added accessory on this side of the car before it was shipped to Dearborn. [Photo: The Motor, 10 September 1912, p 243.]



This image of the infrastructure enables us to more fully appreciate the massive dimensions of the Manchester Canal at the Latchford Rail Viaduct. This iron rail bridge carried the LNWR trains on the Stockport-Warrington route over the Manchester Ship Canal which was operational from 1893 to 1995. [Photo: Thomas Birttles. Public Domain.]

Acknowledgements: Roderick Grant, The Great Canal, Gordon and Cremonesl, N.Y. 1978; Membership Register RROCA NSW Branch 1973; RROCA Federal Members' List and Motor Car Register. 1st Ed. June 1975. RROC USA Register of Members, 1972 & 1973; Henry Ford Archives, Lookers Ltd History, / www.lookers.co.uk/about-lookers; John Fasal, photo of 1972 received January 2026; Fasal, John and Goodman, Bryan, The Edwardian Rolls-Royce, 1994; The Chicago Tribune. 1916; Henry Dominguez, Edsel Ford and E.T. Gregoire, The Remarkable Design Team and their Classic Fords of the 1930s and 1940s; p.41; Malcolm Bradley, Alison Irwin and Rick McDonough

for independent photographic enhancements; and David Lang for historical facts on the ancestral Ford farm. Aspects of Motoring History #16. Snapshot 156. Ford Motor Company Trafford Park 1923. John Fasal Archives; Tom Clarke; Cy Caldwell, Henry Ford, Bodley Head, London. 1955; Paul Crichton, The Metropole Hotel; £50,000 Hospital Riddle, The Irish Examiner Sat 15 April 2015; websites of John Burroughs, Harvey Firestone and Thomas Edison; Grace Birtles; Bruce Gardner; The English Model T Ford; Neil Tuckett and Chris Barker joint authors of The English Ford. For their help and guidance; and the late Francis Ransley (Tasmania) and Rob Heyen (USA) for sharing their archives. RREC Archives for copy of the original Commission document for Chassis 1972.

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It would be helpful should you accept this article for circulation to club members, if you would please provide me with details of the scope or extent of your circulation.

CONTACT:

The author would welcome any additional information by way of feedback. Please address any correspondence to lanlirwinrr@gmail.com

Electric Illuminations

By Greg Smith

It has been some time since Electric Illuminations appeared in *Brass Notes*. Through Bob Ausburn's dedicated research, we were fortunate to compile a record of the known veteran-era electric cars in Australia and share details of each vehicle with readers.

Bob's strong affinity for these vehicles—and the research and effort he devoted to documenting them—was the inspiration for the Electric Illuminations column.

We recently received the deeply saddening news that the 1912 Baker Electric owned by Bob and Suzanne was severely damaged in a fire while its batteries were being charged.

We extend our sincere condolences to Bob and Suzanne. The Baker was their favourite vehicle in a substantial collection and was clearly cherished.

The car was also well known in Victoria. It was auctioned by Shannons as part of the Holmes à Court collection and purchased by the late John Olsen. It was later sold to George Eden of New South Wales before finding a caring home with Bob and Suzanne.



Photo of the Baker



Photo of the Baker after the tragic fire

Dunlop Reliability Trial 1906 - Part 2

By Jason Palmer

This is part 2 of the article provided by Jason Palmer beginning in the September issue of Brass Notes*, regarding the 1906 Dunlop Reliability Trial. There are a number of quoted newspaper articles in the text; in these cases, we have elected not to edit their contents. -Ed*

When you consider today that the average drive time from Melbourne to Hamilton is between 3 and 3.5 hours on semi modern roads, 5.5 hours for the Napier on a non-direct rout(Opposite: Advert from Hamilton Spectator, 13 e and on unmade roads is very impressive for 1906.

Unfortunately, as yet, there is no available information about where the motorists and officials stayed overnight whilst in Hamilton but at the completion of arrivals all cars were taken to a safe storage area under supervision of the official observers to make sure no mechanical adjustments were made whilst refuelling and re-oiling. I am sure after 11 hours and 45 minutes of driving time for Sydney Day in Class B (De Dion) anything other than a good night sleep wasn't a consideration.

DAY 2, Tuesday, 13 November 1906

As reported in the Spectator, early Tuesday morning drivers lined up for the second leg of the trial; Hamilton to Melbourne via Dunkeld, Ballarat and Bacchus Marsh (187 miles), with their allocated observers on board. After 8.54am when the Talbot pulled away from the streets of Hamilton and crowds dispersed, life went back to normal in the town.

The Ballarat Star, Wednesday 14 November 1906;

The Dunlop reliability motor contest, so far as Ballarat was concerned comprised the run through the city and town enroute from Hamilton to Melbourne and a 30-minute stay at Craigs Hotel for refreshments, obtaining petrol etc. The arrangements were in the capable hands of Messers W.S. Claringbould and A. Wilson (Endean and Wilson), and they were carried out with the ease born of long experience. So far as the run from Hamilton to Melbourne was concerned, the roads from Hamilton were described as being fair, improving to Dunkeld; good and mostly undulating to Ballarat, then hilly to Bacchus Marsh and flat into Melbourne. The first car to arrive at Craigs Hotel was Mr F.B. Roche's 8hp De Dion which came to hand at 11.25am, having made the 110-mile run in 5 hours 25 minutes. Seven minutes later Mr Syd Day and Mr Weigall came in. They reported a great run and were enthusiastic over a clipping contest for 60 miles before Ballarat was reached with Mr Camphin

Only two of the cars, Mr W.B. Wilkinson's 15hp De Dion and Mr H.L. Stevens 20-32hp Darracq, broke down on the plains and did not arrive till long after the 1st car had left. The cars arrived in the following order at Craigs Hotel and were duly checked and each found to be running within the average time.

The trial went off without any hitch so far as Ballarat was concerned and the day being a good one for motoring, the conditions were very pleasant.





Roche or Day's De Dion Bouton on arrival in Hamilton, Day 1 – Gray Street – Tasmania Library Photo



(Some point losing maintenance being conducted, Tarrant's or Grimwade's Tarrant at rear – Gray Street – Tasmania Library)

Said to be plagued with strong head winds, the quickest to Melbourne was W.R Grimwade 6 hours 44.5 minutes, followed closely by O. Camphin 6 hours 47minutes. Adkin Foster – last to leave Hamilton didn't have a trouble-free run to Melbourne arriving after 9 hours 35.5 minutes with a loss of 134 points. Our speedy friend in the Napier, Mr Kellow had a slower trip to Melbourne arriving in 7 hours 10.5 minutes but did not lose any points.

Continuing from the Examiner, Launceston 1906:

On the following day I left Hamilton in Mr Lewis's car, with De Fraga driving. His engine, the day I was with him, was not running well up to Ballarat. From Gordon however it improved. De Fraga then drove at a reckless speed and by the time we got into Melbourne, we were about half an hour ahead of time. That was about the most uncomfortable ride I had. It was a non-stop run and no points were lost. To say the least, the trip was a most exciting one as De Fraga had a habit of taking the corners very fast, without knowing what was round them.

From another contemporary report: The second stage of the 1000 miles reliability contest organised by the Dunlop Rubber Company was begun at Hamilton yesterday morning. The weather conditions were not too promising at the start and throughout the run to Melbourne, a distance of 185 miles, the contestants had to face a strong head wind, which made motoring unpleasant. The majority of the contestants got away on time, one or two being delayed through car troubles, whilst W.H Wilkinson lost …. points through having to effect repairs to part of his car. J.W Moffat also lost about 20 minutes in time and 24 points at Hamilton, replacing a faulty coil. Between Glenthompson and …… H. Stevens dropped out through a pinion in the differential gear stripping, his car which had up to that point, been running splendidly. C.B Kellow and A.M Foster were thus left to fight out for the …. Baillieu trophy. W.R Wilkinson, of Stawell, who fractured the frame of his car on Monday, also retired from the contest between Hamilton and Melbourne, but finished up the run into Melbourne. H. W. Lee and Sydney Stott also dropped out on the completion of yesterday's run.

The first arrival at the Hay Market was F.R Roche on the 8hp De Dion, at 3 minutes past 3 o'clock followed seven minutes later by S. Day. W.R Grimwade arrived seven minutes after, establishing the fastest run for the section, his net riding time being 6h 44.5 min.

All points lost on yesterday's run were for slight mechanical adjustments and repairs. Excepting Holmes who arrived at the Hay Market 11 minutes late – thus losing 33 points, it can be seen above that only 4 contestants have so far lost no points but in the majority of cases the loss of points have been for trivial matters of no consequence to ordinary motoring tourists.

strong headwind. The result was:—

CLASS A.

F. E. Fay, 8h. 47min., total points lost nil.
A. E. Hampton, 9h. 4min., total points lost 22.
F. B. Roche, 7h. 47min., total points lost 24.

CLASS B.

Syd. Day, 5½min., total points lost 8.
J. W. Moffat, 9h. 0min., total points lost 40.
T. Hollason, 8h. 46½min., total points lost 28.
H. Tarrant, 8h. 37½min., total points lost 14.

CLASS C.

A. W. Allen, 7h. 58min., total points lost nil.
O. Camphin, 6h. 47min., total points lost 3.
R. Edois, 7h. 52min., total points lost 5.
W. R. Grimwade, 6h. 44½min., total points lost 39.
C. T. Holmes, 8h. 11min., total points lost 42.
W. H. Lewis, 7h. 50½min., total points lost nil.
G. Madden, 7h. 39min., total points lost 27.

CLASS D.

R. Kellow, 7h. 10½min., total points lost nil.
Adkin M. Foster, 9h. 35½min., total points lost 134.

THE FINISH, FRANK ROCHE FIRST HOME

The finishing part of the run on the first section of the contest was near the Haymarket, Melbourne. From half-past two on the crowd was gradually swelling and the greatest interest was displayed in the event. Mr Frank Roche on his De Dion (8hp) with Mr Percy Allen as his observer, shut off his power and applied the brakes at the finishing post, where the requisite entries were recorded in the presence of Mr P. Proctor, Mr Davis and Mr Dodds at three minutes past three o'clock. Roche had made a splendid journey, and his actual driving time was 7 hours 48 minutes. Seven minutes later Mr Syd Day and Mr Weigall came in. They reported a great run and were enthusiastic over a clipping contest for 60 miles before Ballarat was reached with Mr Camphin. The leading cars after finishing took their full half-hour and supply of petrol of which the Dunlop Company had a plentiful store ready in Bath Lane. Thereafter a steady stream of cars came along.

Examiner (Launceston), Wednesday 14 November 1906;

Our special correspondent wired last evening:- H.W. Lee (Tasmania) was delayed through broken cam on inlet valve cam shafting operating tappet rod when 18 miles from Ballarat thus depriving him of the chance of winning and had to drive his car into Ballarat on one cylinder. Repairs are now being affected. Mr Lee's motor was running well when the accident to its machinery occurred. It was impossible to complete repairs in time, consequently he has been forced to withdraw from the contest. The roads were in fair order and the weather fine. No serious accidents occurred.

"NOTES BY SPARK" – Owing to the meagre particulars to hand, motorists are almost in the dark as far as each day's racing is concerned. However full particulars will no doubt be available on receipt of interstate files. As far as Northern motorists are concerned, a good deal of interest in the contest will be lost through the unfortunate accident to the car of the Tasmanian Automobile Club's representative (Mr H.W Lee). Judging from the information to hand our representative was more than holding his own when the breakage occurred. It must therefore have been particularly vexatious to meet with such a mishap in the early stages of the contest, more so as the trifling breakage thus compels Mr lee to retire from the contest. No doubt had it happened after passing Bacchus Marsh it would have been possible to have driven right through to Melbourne within average time, but as a succession of hills have to be negotiated between Ballarat and Bacchus Marsh, it would be attempting the impossible to drive a 17cwt car with four up, over hilly country on a single cylinder.

Motorists will readily sympathise with our representative, more especially as misfortune met him so soon after the fine performance put up on Monday's run. So far nothing has been heard of the other Tasmanian (Mr A.E.J Steele) who, no doubt, is keeping to schedule time and saving his engine for the more strenuous task that is set out for Friday and Saturday.



Starting at the Haymarket, Melbourne, Sydney Mail & New South Wales Advertiser November 1906

DAY 3, Wednesday, 14 November 1906

Today's run is a light and short one, being from Melbourne to Tallarook and back, a distance of 108 miles over good but hilly roads. Cars are expected to venture to the Hay Market between half past 2 and 6 o'clock.

Class A—6h. 45min.—16 miles per hour.
Class B—5h. 25min.—20 miles per hour.
Class C—4h. 42min.—23 miles per hour.
Class D—4h. 19min.—25 miles per hour.

The Examiner (Tasmania) Friday 23 November 1906;

My third ride, however, could not have been more pleasant. Mr Guy Madden, with a Coventry Humber 10-12 hp, was the driver, the roads to Tallarook being in splendid order. This car also went through without losing points. I recollect on that day an 80hp racer of Kellow's, driven by Mr Harry James, secretary of the trials passing us both going and coming. It was a revelation to see the speed that he got out of the car. We could see at every curve where the wheels had skidded and marked the road. The racer took all hills as if they were not there. It covered one mile at the rate of 70 miles per hour.

The Daily Telegraph (Sydney), Thursday 15 November 1906;

To-day was a comparatively easy trial in the Dunlop Company's six-day motor test, the run being to Tallarook and back. Of the sixteen left in, two – J. Moffat, who had lost 40 points and A.M Foster who had lost 124 points – did not start. C.B Kellow driving the 40hp, six-cylinder Napier did 108 miles in the remarkably fast time of 2hr. 44.5 min. This gives an average of 39 miles per hour for the journey. Kellow's allotted time was 4hr. 19 min, or an average of 25 miles an hour. In making unnecessary pace he incurred a penalty. The officer emphasised that fact that it was not a race by fining him 10 points for furious driving. Of the 14 who started and finished, only one C.T Holmes being behind time. F.E Foy lost is first point today through the engine stopping. Others who lost points today were as follows; Rollason – 8 for repairing a water pipe, Tarrant – 12 for electric adjustment, A.W Allan -3 for adjustment of engine and Holmes & Kellow as stated.

The third stage of the 1,000 miles reliability contest, organised by Dunlop Rubber Company was accomplished yesterday where there was a run from Melbourne to Tallarook and back, a distance of 108 miles. Of the original 23 contestants, 14 left the Hay market at the allotted time yesterday and all finished. Four had not previously lost a point. Of these W.H Lewis whose car is being driven by C.de Fraga, is the only one who did not leave ground as the result of yesterday's run. C.T Holmes 3 points for being a minute late in finishing. A very consistent performance has been thus far recorded by O. Camphin, in his Darracq car, having averaged 27 or 28 miles an hour throughout. He has only lost 3 points for tightening a nut on the first day. F.B Roche, who finished first on Tuesday, was again the first to get back to the Hay market yesterday.

24 November 1906:

The third stage was from Melbourne to Tallarook and return. The two previous days' runs, together with the exacting conditions, found out the weak places of more than one car and as a consequence there were only

14 presented to the officials at the Haymarket for the Tallarook Trip. The road was in capital order, and some good runs were recorded, one in particular – that of Mr C.B Kellow being very fast – so fast in fact, that the officials imposed a 10 point penalty for furious driving through traffic. It seems that he covered the 108 miles in 2hrs 44.5 min, or at a pace of nearly 40 miles an hour.

Class "A": Fay (5hr 8½min), lost 1 point; Hampton (5hr 14min), non-stop; Roche (4hr 17min), non-stop.
Class "B": Day (3hr 48min), non-stop; Rollason (8hr 32min), non-stop; Tarrant (9hr 59min), lost 12 points.
Class "C": Allen (4hr 25min), lost.

Day 4, Thursday, 15 November 1906

The Argus, Friday 16 November 1906; -

Melbourne to Stawell (178 miles) was the fourth stage of the 1000 miles reliability contest for motor cars. It was run yesterday and 13 out of the original 23 competitors took part. The weather conditions were perfect. W.H Lewis still retained his place as the only competitor who had not lost a single point. Fay lost 15 points on account of breaking the front spring of his car. He endeavoured to obtain one in Ballarat. Four points were debited against Day for electrical adjustments and 10 against Tarrant for adjustments. Kellow lost 8 for engine stops. The contestants will be entertained at luncheon by Mr Lang at Titanga Station near Lismore today.

The fourth stage will be run to-day from Melbourne to Stawell, a distance of 178 miles, and the times of starting will be:—

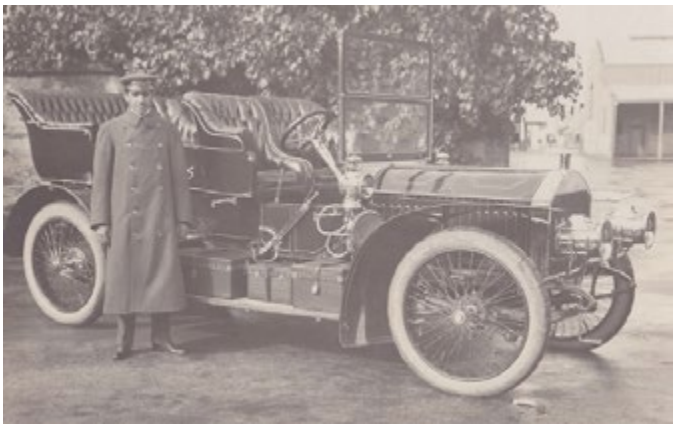
Contestant.	Starting Time.	Observer.
E. Fay	6.45	S. Spurling
A. G. Hampton	6.48	J. J. Watson
F. B. Roche	6.51	C. Keil
T. Rollason	7.0	J. Moffat
H. Tarrant	7.3	E. Cox
S. Day	7.6	J. Coleman
C. T. Holmes	7.30	Dr. Drew
A. W. Allen	7.33	B. James
W. H. Lewis	7.36	J. Dillon
R. Edols	7.39	S. Bolger
G. Madden	7.42	E. L. Holmes
C. Camphin	7.45	R. Young
W. R. Grimwade	7.48	E. Beauchamp
C. B. Kellow	8.0	G. Moffat

Examiner (Launceston), Friday 16 November 1906: Wiring from Stawell last evening, our special representative reported: -

The motoring trials were continued today, when the journey was from Melbourne to Stawell via Woodend, Malmsbury, Daylesford, Ballarat and Ararat. Mr A.E.J Steele, of the Launceston Motor Bus Co, who is driving Mr Edol's 12-16hp Talbot, was responsible for another good day's work. He was the first in his class to reach Stawell and made the fastest time. He has lost four points only to date. Ten out of 23 competitors in the trial have retired, including H.W Lee of Tasmania.

INCIDENTS OF THE ROAD, Stawell, Thursday – The motor race caused great excitement here. There was a large gathering to witness the finish. Kellow was first to reach Ararat, ... through at 1.00 o'clock. Eight miles from Stawell he received a puncture which delayed him and close to the finish the back tyre was punctured by a nail. His actual driving time 5hrs. 36.5mins but as he repaired his tyre before signing on, the driving time was recorded as 6hrs. 40 mins. The first car to arrive was R Edols at 2.30.5 o'clock, he having accomplished the journey in 6hrs. 21.5mins, the fastest time recorded. On arrival at the railway gates, Stawell, W.H Lewis's car was delayed 9 minutes, but was well within time. Several others were delayed for shorter periods at these gates. Fay who was eleventh to arrive, broke a spring 40 miles from Stawell. A.W Allen's was the only car that did not finish to time, arriving at 6.38.5 o'clock.

Class A.—Fay (8hr 48½min) lost 15 points. Hampton (9hr 1½min), non-stop. Roche (8hr 25½min), non-stop.
Class B.—Day (7hr 12½min), lost 4 points. Rollason (8hr 5min), non-stop. Tarrant (8hr 18min), lost 10 points.
Class C.—Allen (10hr 29½min), lost 486 points. Camphin (6hr 59½min), non-stop. Edols (6hr 21½min), non-stop. Grimwade (6hr 36½min), non-stop. Lewis (7hr 9min), non-stop. Madden (7hr 13½min).
Class D.—Kellow (6hr 40min), lost 8 points.



Example of 1906 40hp Napier as driven furiously by Mr. D. Kellow. Photo courtesy of Sports Car Club South Australia)

The Examiner (Tasmania) Friday 23 November 1906;

The next run I made on a little 6 hp De Dion, belonging to Mr Fay. On it we did 178 miles to Stawell. We went via Kyneton and were the first car to arrive at Ballarat. The time taken for the journey, - 120 miles – was 4hr 35 mins which was a wonderful performance for so small a car. When we reached Briangor we got on a road which compared very well with the Derby-Scottsdale run. You don't need to be told what that is like. It was here that the front springs of the car broke and we finished the last 18 miles with the axel lashed up with ropes. A good many points were lost in consequence.

Part 3 will be Featured in November's issue of Brass Notes.

National Veteran Rally - Cowra

By Fiona Lane

Daryl and I have just returned from the National Veteran Rally in Cowra, after having thoroughly enjoyed our week away. It always helps when the car performs well, and it did, although having said that, I did find myself exiting said vehicle and watching it climb the hill away from me. More on that later.



Daryl and Fiona cruising merrily along in the Delage

We made the trip from Ballarat to Cowra a two-day affair. I worked a night shift, arriving home around 7am. After loading the car, dropping Hunter and Holly off (they're cats, not kids) and grabbing a bite to eat we headed north. I was soon asleep in the passenger seat, snoring most of the way to Benalla – apparently. Overnight was in Holbrook where we dined at the recently renovated Holbrook Hotel. An enterprise of a local farming family that offers a "paddock to plate" experience; we found the meals and atmosphere amazing. We also discovered that they have accommodation onsite, so we'll definitely be staying there on future trips up the Hume.

On arriving in Cowra on Sunday afternoon, we joined everyone else at the Old Railway Station, home to the Cowra Antique Motor Club, for check in and registration. After unloading and unpacking at our accommodation, we made our way to the welcome function that evening at the Cowra Services Club. It was a well organised evening, with more plates of finger food being delivered to the tables than we could consume. Along with the mandatory welcome speeches and discussion of the week's itinerary, we also heard from a quite entertaining representative from the local council.

Monday morning was a little overcast and cool. Vehicles assembled in town prior to departure to the charming town of Carcoar. Morning tea was had enroute in Woodstock before we arrived at our lunch venue. We were a little disappointed to find that the Toy Museum, housed in an old bank in the centre of town, wasn't open so we visited the Military Museum instead. We skipped lunch at the Hotel, enjoying toasties under the verandah opposite instead. A couple of the local stores that did open on the day did a roaring trade. I purchased a bangle made from repurposed copper and have been wearing it ever since. The 120km round trip was done and dusted in time to join Sherryn and James Dunshea and John Wards and friend at the caravan park for drinks and nibbles before wandering up the main street for late dinner.



The Dunshea Hotchkiss and the Hussey Ford Model T at Woodstock for morning tea.

Tuesday morning was a rolling start from your accommodation to Greenethorpe for morning tea and then onto the town of Grenfell. Morning tea was at the local hall where students from the local public school (all four of them) wandered down to check out the oldies, as well as the cars! Daryl discovered that four primary school kids will fit in the front seat of the Delage. They found the horn and enjoyed "tooting it" – they always do! It was then onto Grenfell where after lunch Daryl checked the small local Chrysler Museum while I got lost in the Christmas Store. Housed in an old pub, it contained room after room filled with wonderful decorations, displays and other extravagances.



LtoR: John Brumby's 1917 Model 25, David McCredies 1912 Model ACV and Richard Payne's 1911 Model EA

We were almost last to leave Grenfell for the return to Cowra - it saved everyone else from passing us! Unfortunately, I left our petrol container, still full, on the running board where it managed to hang on for a kilometre or two before falling off. We didn't realise this until we were well out of town. A call to tail end Charlie was to no avail.

Our one mishap for the week happened about 5km from Cowra, when a rather metallic clunk was heard from the rear. The mounting bolts for the tail light bracket had sheared and left the whole kit and caboodle sitting in the middle of the road. We weren't quick enough before a non-veteran vehicle cleaned it up completely. Not to worry, Greg Smith is onto it for us already.

Dinner that night was at the local Indian restaurant. Just let me say, I would go back to Cowra to dine here again; great meal!

Wednesday was a "rest day". Resting from what, I'm not quite sure. Daryl had commitments during the morning with the annual meeting of TAVCCA, so I pottered around the motel doing some laundry and got the laptop out and completed the rally routes within the Ride With GPS app. The Club have been trialling this navigation app since the 1&2 in March and feedback has been very positive. Routes will be available through the app for the Annual Rally in November. If you are interested and haven't yet tried it, please reach out and let me know.

During the day, some participants had taken a guided tour of Cowra that included the Japanese Garden and Cultural Centre. While Daryl was engaged on fiddling with the car, I took the opportunity to visit the Gardens and get to know the details of why it was developed after WW2 along with the story of the Cowra Breakout.

That evening was a semi-organised happy hour where most of the group got together at the caravan park for a few hours out under the stars.

Thursday, or Driving Day 3, was destination Canowindra. Again, we headed off with no official start for a run to morning tea at the impressive Gooloogong "Log Cabin" Hall, so named because the exterior is completely clad with locally felled timber logs. Constructed privately in 1937, the hall has been a social hub ever since, particularly during the war. Flooded by the Lachlan River many times, the most recent in 2022, it has withstood and emerged each time to continue to serve the community. The art deco features are incredible, particularly in the toilets. I almost took a photo, now I am wishing that I had!

Arriving in Canowindra, and completely lining the main street with veteran vehicles, we headed straight for the Age of Fishes Museum. Well worth a look. I was more excited about the local veteran car that was parked opposite and had been brought out for our visit – a 1909 FL. Perfect for me, I think. After all, who wouldn't want a car bearing their initials? The local historical museum had opened especially for us, so we dropped in and then walked the length of the impressive main street before eating at a café at the other end of town.



The 1916 Overland of Graham and Kerry Sawyer in front of the impressive "log cabin" hall.



Fiona Lane pictured next to the 1909 F.L. car. Daryl said he regrets not buying it for her when it was for sale.

After a very pleasant drive back we dined that evening with Lang and Bev Kidby in a wonderful restaurant in town, which I would also return to Cowra to eat at again. Lang and Bev had recently re-acquired the Overland delivery vehicle that Lang had built quite a while back to promote Men's Health. The Overland will be back on the market shortly – a perfect promotional vehicle.

The final day was Friday when we were treated to morning tea prior to our departure to Wyangala Dam, a 1217 gigalitre capacity structure more than twice the size of Sydney Harbour. Have I mentioned the hills yet? The trip there involved quite a few of them, both up and down. Upon arrival we assembled in readiness to drive across the dam wall.

While a great experience, at this point in the morning, many a rally participant was in need of bathroom facilities, of which there appeared to be none. Grumbling while I watched a lot of blokes wander off into the bushes, I was getting more irritated by the moment. Finally, a toilet door was unlocked and many a rally entrant was relieved! But only after the first to use the facility came running out of the door because of the "huge" frog on the toilet seat. Try as we might, we could not convince her that it was really quite small and harmless. On the return journey across the dam wall, a drone took footage of the single file convoy. The video can be viewed on the VCCA (Victoria) Facebook page at https://www.facebook.com/reel/1864422047872610



Cars crossing the Wyangala Dam wall.

Following lunch, which I am not allowed to write about, because I hardly got any; I was able to engage in some unplanned exercise, when to my annoyance, the first hill we encountered was too much for our little Delage. Upon realising that we were already in first gear, yet not going forwards, I exited the vehicle and watched as it then slowly pulled away and climbed the slope without me in it. Kindly waiting for me at the top of the hill, I rejoined Daryl in the car for the return run back to Cowra.

The mandatory farewell function was held that evening at the Services Club. A very pleasant evening was had by all, with the Montagu Trophy being awarded to South Australian member Hamish McDonald. Future rallies were advertised and farewells were exchanged.

It was a great week. Well organised, great weather and even better company. We thoroughly enjoyed ourselves and are already looking forward to the next opportunity to do it all again.



John Burke presenting the Montagu Trophy to worthy winner, Hamish McDonald

And finally, some basic statistics.

Veteran Vehicles entered - 78

Total participants entered - 154

Victorian entrants - 12

Total Rally distance - 500km

Hills climbed - 1650 (well it seemed like it)

Average speed of Delage uphill – 10km/h

Maximum speed of Delage downhill – 69km/h



Private Classifieds

FOR SALE

1908 Belsize 14/16HP Tourer

The motor has just been fully rebuilt, and the vehicle comes with detailed history.

Location: Mordialloc, Victoria

Price: $55,000

Contact: Brendan
Ph: 0420 885 740.





FOR SALE

1916 Oakland model 32B 4 door Tourer

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

Asking $22,000



Contact: Rob Couper
Ph: 0488 207 058

WANTED

Spanner to suit Rudge Whitworth Wire wheels. This spanner is needed to remove the 1910 era coarse splined wire wheels as in the first photo which has a diameter of c. 123mm. The spanner which seems to be correct is also photographed.

Contact: Kean Thompson
Ph: 0402 721 669
E: speedster1930@hotmail.com







The Association of Veteran Car Clubs in Australia (TAVCCA)

https://tavcca.vccsa.org.au/

PRESS RELEASE –

TAVCCA Montagu Trophy Recipient 2026



Award Recipient:	*Hamish McDonald*
TAVCCA Member Club:	*Veteran Car Club of South Australia (Chair),* *Veteran Car club Australia – Victoria (member),* *Veteran Car Club Australia – Tasmania (member)*
Press release date:	*Friday 11 September 2026*

Details of nominee's significant contributions to the veteran car club movement, either at national or member club level:

South Australian veteran motoring enthusiast Hamish McDonald has been awarded the prestigious Montagu Trophy in recognition of his extensive and longstanding contribution to the preservation, restoration and promotion of veteran motoring in Australia.

The award recognises Hamish's commitment over many years, not only through the restoration and preservation of significant early motor vehicles, but also through his leadership, administration, rally organisation and service to the veteran motoring movement at club, state and national level.

Hamish has continued a strong family interest in veteran motoring and has restored and maintained a number of important early vehicles, including Brush, Ford, Hupmobile, Darracq, De Dion Bouton and

Bayard motor cars.

His restorations have been undertaken to a high standard, with a strong focus on authenticity and the use of correct and original components wherever possible. This has included considerable effort to locate rare parts internationally, including sourcing the correct gearbox for his 1905 Bayard from Germany.

Beyond his own vehicle restoration work, Hamish has made a substantial contribution to the Veteran Car Club of South Australia. A longstanding member of the club, he has served for many years on the committee and previously completed six years as Chairperson.

During that time, he has helped organise numerous local rallies and events, often with the support and involvement of his family. He has also contributed significantly to the administration and modernisation of the club, using his information technology skills to improve records, assist with grant applications, support the club's responsibilities under the conditional registration scheme and contribute to the ongoing development of the club's website and communications.

Hamish's contribution has also extended strongly to national veteran motoring events.
He served as Rally Director for the highly successful 2025 National Veteran Rally at Murray Bridge in South Australia, bringing together veteran vehicle enthusiasts from across Australia.

He has also served as Rally Director for two national Brush owners' rallies, held at Goolwa and Quorn, and is currently leading preparations for the 2028 National 1 & 2 Cylinder Rally, which will again be based at Quorn in the Flinders Ranges.

At a national organisational level, Hamish served as Secretary of The Association of Veteran Car Clubs in Australia (TAVCCA) during the particularly challenging COVID period from 2019 to 2022. His work during this time helped support communication and coordination across the veteran motoring movement during a period of considerable disruption.

He has since again taken on the role of TAVCCA Secretary for a second term, while also continuing his involvement with the Veteran Car Club of South Australia. Hamish has recently nominated to again serve as Chairperson of the VCCSA, reflecting his ongoing commitment to the club and his willingness to continue contributing to its future direction.

The Montagu Trophy recognises not only Hamish's passion for veteran vehicles, but also his willingness to contribute his time, skills and leadership for the benefit of the wider veteran motoring community.

His involvement has spanned vehicle restoration, rally organisation, governance, administration, communications and national representation. Collectively, these contributions represent many years of sustained service to the preservation and enjoyment of veteran motoring heritage in Australia.

The award is a fitting recognition of Hamish McDonald's significant contribution to veteran motoring and his continuing commitment to ensuring that Australia's earliest motor vehicles, their history and the community surrounding them are preserved and enjoyed by future generations.

TAVCCA Congratulates Hamish on his contribution to the veteran vehicle movement and his recognition in being awarded the 2026 Montagu Trophy.

AGM Meeting Minutes

VCCA (Victoria) at Clubrooms & via Zoom Meeting On Tuesday, 11th November 2025 commencing at 8.40 pm

AGM MINUTES

1. The president, Ben Alcock, opened the meeting and welcomed everyone to the 2025 AGM.

2. Apologies – Robin Blackwell, Jennifer Atherton, Michael Jacombs, Darren Savory, Chris White.

3. Proxies and declaration of a quorum -(rule 36.2 - must have physically present or by proxy 5% of the members entitled to vote) – Secretary confirmed we had a quorum with 36 members present & 17 online.

4. Minutes of the 2024 Annual General Meeting

Resolution: That the minutes of the 2024 Annual General Meeting 8th October 2024, as published in the November 2024 edition of *Brass Notes*, be accepted.

Moved by Brian Churchill. Seconded by Deb Alcock. Carried.

5. The President's Annual Report on the activities of the Club during the 2024-2025 year

Resolution: That the President's report, as published in the September 2025 edition of *Brass Notes*, be accepted.

Moved by Ben Alcock. Seconded by Stephen Hobbins. Carried.

6. The Treasurer's report and presentation of the financial statement of the Club for the 2024-2025 year
(as presented in September 2025 edition of *Brass Notes*)

Resolution: That the Treasurer's report be accepted.

Moved by Claudia Holding. Seconded by Frances McDougall. Carried.

7. Annual membership subscription and joining fee

Resolution: That the annual membership subscription and joining fee for the 2025-2026 year remain unchanged at $95 for printed, $60 for email, joining fee of $25.

Moved by Claudia Holding. Seconded by Andrew McDougall. Carried.

8. Appointment of auditor (and fix any remuneration) for the 2025-2026 year

Resolution: That the appointment of Michael Dillon CPA as the Club's auditor (on an honorary basis) be accepted.

Moved by Claudia Holding. Seconded by Daryl Meek. Carried.

9. Special Resolution - to change Rule 13 (4) of the constitution as published in the October 2025 edition of *Brass Notes*, be accepted.

Current Rule
13 (4) A member who is in arrears with his or her subscription for **three (3) months,** unless by the express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.
Change to:
13 (4) A member who is in arrears with his or her subscription for **two (2) months,** unless by the express permission of the Committee, shall be deemed to have forfeited his or her membership and any club property in his or her possession shall be returned.

Resolution: That the change to the constitution be accepted.

Moved by Claudia Holding. Seconded by Ken Russell. Carried.

10. Election of the Executive and General committee positions for the 2025-2026 year

Paul Daley took the chair and announced as follows:

There being only one candidate nominated for each **Executive** position - the following shall be declared for a 12-month term,

Daryl Meek shall be declared President,

Callum Walsh shall be declared Vice-President,

Brian Churchill shall be declared Secretary

Claudia Holding shall be declared Treasurer

The following nominations for **General committee** shall be declared for a 3-year term:

New committee members:

Simon Anderson

Jeff Alcock

Returning committee members:

Andrew McDougall

Greg Smith

Peter Hammet

Stephen Hobbins

The following committee members continue:

Rob Anderson – until end of 2026

Michael Holding – until end of 2027

Position of Immediate Past President will be held by:

Ben Alcock

Thanks to all past committee members including those who are retiring or not continuing as follows:

Deb Alcock

Craig Emmerson

Scott Emmerson

11. Closure – The meeting was handed over to the new President, Daryl Meek, who gave a short thanks and welcome before closing the meeting at 9.00pm.

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting
On Tuesday, 8th September 2026 @8.00pm

Opening

Ben Alcock welcomed all to our monthly Natter Night on behalf of the Club President, Daryl Meek, who is currently attending the National Veteran Rally in Cowra NSW.

Attendance

There were 20 members in our Clubrooms and 12 members online.

Apologies:

Daryl Meek, Michael and Claudia Holding, Brian and Joan Scudds, Jennifer Atherton, Russell Ward

Member News

Passing of George Hetrel. Ben noted the significant contribution and impact that George has had on the movement. The service was attended by several long-standing members of our club.

Members & Visitors

Ben noted and welcomed Ray Griffin who we have not seen for a while.

Ben also welcomed Barry Gomm who is hoping to attend the Annual Rally in the Aries with family.

New Members & Membership Renewals

Drew & Anne-Marie Park, Lara, no vehicle yet.

The Registrar Rob Anderson reported that seven members have lapsed and consequently been terminated under the new “2-month” deadline rule.

Raffle

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

Financial Reports

Financial Reports for the year ended 30th June 2026 are as published in the September *Brass Notes*.

Ben displayed a current report from Treasurer Claudia.

Claudia will not be standing for re-election at the coming AGM, consequently the club is looking for a new Treasurer.

Past Events:

Aussie B40 Rally – 21-23 August – Torquay. A fantastic weekend attended by 53 people including many of our members. All but 9 of the attendees were under 40 years of age, and at least 6 of the vehicles were piloted by lady drivers. The vehicles were mostly Vintage and understandably there were no Veterans due to the type of driving and activities. Special thanks to the organisers, Callum Walsh and Brandon Price.

Future Events:

National Veteran Vehicle Rally at Cowra (NSW Club) is currently underway with 5 or 6 Victorian members in attendance.

RACV Pre-1905 Pioneers Run – 2026. Wentworth. Wed 23-Sat 26 September 2026. Doug Fulford reported that we have 70 people attending with 28 pre ’05 vehicles.

2026 RACV Veteran Car Club Annual rally – 6-8th November – Lancefield – Ben Alcock - details as per *Brass Notes*. Accommodation is filling fast – book now! Entry forms will be available shortly.

VSCC Vic Two-Wheel Brake Rally – 13th December – early morning run in and around Melbourne. Ben shared a short video of a previous year’s event. This is an invitation event that is a lot of fun – for details contact Callum Walsh.

Events Subcommittee meeting:

Callum Walsh advised that this will be 22 September by zoom. Members interested in shaping the future of events are encouraged to attend. Callum also advised that he is unable to continue in this role after October due to his heavy schedule and would welcome another member to take this on.

Library and Archives Report –

No report at this stage.

Wanted, for Sale or Swap

70th Anniversary Badges - The initial batch of 70th anniversary badges sold out quickly. Another batch of 20 has been ordered – reserve yours now with Claudia Holding.

General Business

Annual General Meeting. Ben spoke about the AGM scheduled for the next meeting, 13th of October. The Positions of President, Vice President, Secretary and Treasurer are up for annual renewal. Callum Walsh needs to relinquish the Events Director part of his role as Vice President due to his commitments and encourages a member to fill this role. Six General Committee Positions continue within their 3- year terms. One General Committee position is due for renewal and there are two vacant positions. Full details are as published in the September *Brass Notes*. Nominations close on the 14th of September. Nomination forms are available from the Secretary.

Meeting Closed:

The meeting closed at 8.26pm and was followed by a very enjoyable supper.

Next Meeting 8.00 pm on Tuesday 13th October 2026

Events

RACV VETERAN CAR CLUB ANNUAL RALLY 2026

Lancefield (& Kyneton)

This year's RACV Veteran Car Club Annual Rally is shaping up to be a weekend not to be missed.

We're doing things a little differently this year, combining many of the things that have made our traditional rallies so popular with a few new ideas that we think members will really enjoy.

Our destination is the historic township of Lancefield, giving us the opportunity to explore a fascinating part of Victoria. The roads are ideally suited to veteran motoring and the distances have been carefully planned to ensure the weekend remains enjoyable for those travelling entirely in their veterans.

As accommodation within Lancefield is limited, we are also utilising nearby Kyneton for accommodation and some meals. The good news is that where you choose to stay won't affect your enjoyment of the rally. Transport will be provided between Lancefield and Kyneton for all organised meals and activities, ensuring everyone can take part in the full weekend regardless of their accommodation choice.

Two Starting Points – One Great Weekend

On **Friday 6 November,** you can choose the option that suits you best.

Melbourne Start. Leave your modern car and trailer at RMIT Bundoora, where ample trailer parking will be available. Then settle into your veteran and enjoy the drive to Lancefield with fellow members.

Lancefield Start. Prefer to meet us there? Join us directly in Lancefield and take part in the afternoon shakedown run.

Whichever option you choose, the weekend promises enjoyable roads, wonderful cars and plenty of opportunities to catch up with old friends and make new ones.

Rally Itinerary

Friday – Arrival Day

Departing from Melbourne, we will leave RMIT Bundoora from 10:30 am (arrival from 7:00 am onwards), travelling via Wandong for lunch before continuing to Lancefield.

Once everyone has arrived, there will be an optional afternoon shakedown run for those who wish to stretch the legs of their veteran and enjoy the local roads.

Saturday – The Old Road

From Burke & Wills to Our Veteran Cars

Saturday's run will be the highlight of the weekend.

Following the historic Burke and Wills route through the district, we'll travel some of the region's finest sealed country roads, visiting places that helped shape Victoria's history and communities.

Sunday – Heading Home

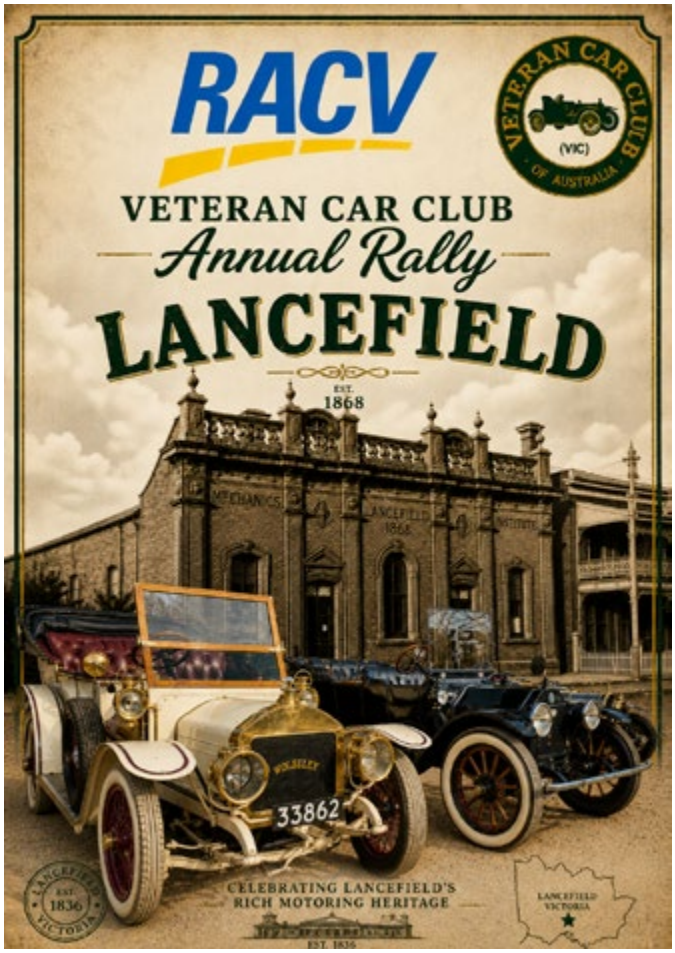
After breakfast, we'll depart our accommodation and travel together to morning tea. From there, those returning to Lancefield can make their way back, while the remainder of the group will continue to RMIT Bundoora to collect their modern vehicles and trailers before heading home.

Why Not Join Us?

Whether you have a veteran that's ready for a full weekend on the road, prefer a shorter run, or simply want to enjoy the company of fellow enthusiasts, we've designed this rally with something for everyone. It's an opportunity to get the cars out, explore some wonderful roads, visit places rich in history and enjoy the camaraderie that makes our club so special.

So dust off the veteran, book your accommodation and join us in Lancefield. We'd love to see you there.

Entry forms and further details will be released soon. In the meantime, we strongly encourage members to book their accommodation as soon as possible to avoid disappointment.



WARRNAMBOOL TO COOKTOWN

G'day, Greg

I'm writing with regards to a proposed veteran vehicle run (for pre 1919 vehicles) up the east coast to Cooktown, Qld. Originally the idea was to commence from Wilson's Promontory in Victoria (the southernmost point on Australia's mainland) but finding a "veteran friendly" route that avoids Melbourne or long hilly sections was problematic. In consultation with The Association of Veteran Car Clubs of Australia (TAVCCA) a new proposal has emerged.

The plan is work in with the National Veteran Rally in 2028. The rally is being held in Warrnambool, Victoria and the dates are likely to be 18 to 24 April 2028. The long run to Cooktown would set off a day or so after ANZAC Day with the run itself taking about 3 weeks.

Those who still want to start at Wilson's Promontory could do so and time their arrival to reach Warrnambool at either the start of the National Veteran Rally or for the start of the big run north. Wilson's Prom to Warrnambool is about 450km.

I have attached a draft route and itinerary. Note, run participants will have to be self-supporting, organising accommodation and back up arrangements themselves.

I apologise for my slowness in getting on to this, but I feel this format solves a lot of issues I was contemplating (and I reckon it should be terrific fun). I hope to finish work early next year and will be able to devote more time to organising this event.

However, I would really appreciate if 2 or 3 other people could join me in forming an informal 'run committee' so we can bounce ideas around and chase up the organisational tasks (hopefully not too onerous given the self-supported nature of the run).

I've created a Facebook Group as a means of sharing information and for potential entrants to connect. It is https://www.facebook.com/groups/1774499637163566 It's a private group so only members that have been accepted can see the content. To join, you have to answer 1 question which should be pretty straight forward for a genuine veteran vehicle enthusiast.

Please let me know if you are interested in participating and forward the details to any others you may think would be keen.

Thanks for your continued interest.

Best regards,

Andrew Winter

0447 534 078

Day	Day of week	Date	Start	Finish	Distance kms
1	Wednesday	26/04/2028	Warrnambool	Avoca	189
2	Thursday	27/04/2028	Avoca	Echuca / Moama	181
3	Friday	28/04/2028	REST DAY		
4	Saturday	29/04/2028	Echuca / Moama	Hay	202
5	Sunday	30/04/2028	Hay	Hillston	155
6	Monday	1/05/2028	Hillston	Cobar	255
7	Tuesday	2/05/2028	REST DAY		
8	Wednesday	3/05/2028	Cobar	Bourke	160
9	Thursday	4/05/2028	Bourke	Cunnamulla	257
10	Friday	5/05/2028	Cunnamulla	Charleville	199
11	Saturday	6/05/2028	REST DAY?		
12	Sunday	7/05/2028	Charleville	Tambo	201
13	Monday	8/05/2028	Tambo	Barcaldine	208
14	Tuesday	9/05/2028	Barcaldine	Winton	287
15	Wednesday	10/05/2028	Winton	Hughenden	215
16	Thursday	11/05/2028	Hughenden	Charters Towers	248
17	Friday	12/05/2028	REST DAY		
18	Saturday	13/05/2028	Charters Towers	Greenvale	205
19	Sunday	14/05/2028	Greenvale	Mt Garnet	214
20	Monday	15/05/2028	Mt Garnet	Mareeba	129
21	Tuesday	16/05/2028	Mareeba	Lakeland	186
22	Wednesday	17/05/2028	Lakeland	Cooktown	79
				Total Distance	**3570**

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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

LIBRARIAN AND ARCHIVIST
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e history@veterancarclub.org.au

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

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
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AOMC DELEGATES
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Andrew McDougall

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

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Brian Churchill

t 0408 344 434
e secretary@veterancarclub.org.au

Download the application form at veterancarclub.org.au.

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

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

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

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

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



National Veteran Rally Cowra

Photos by Sherryn Dunshea, Fiona Lane, and Daryl Meek



Stan and Maggie Bone arriving in the 1911 F.N. at the Wyangala Dam.



Bit of a line up of vehicles following the Schacht Highwheeler up a big hill.



James Dunshea 1911 Hotchkiss with a wonderful back drop of the dam.



L to R. Hupmobile 20 from Queensland belonging to Bill Jarrett, John Wards 1916 Benz, and James Dunshea 1911 Hotchkiss pictured in front of the Wyangala Dam.



Daryl Meek and Fiona Lane in their newly purchased 1914 Delage



Schacht Highwheeler of Brian and Margaret Kelleher from NSW. trundles along nicely.

National Veteran Rally Cowra

Photos by Sherryn Dunshea, Fiona Lane, and Daryl Meek



1911 Wolseley of Paul and Kim Williams parked in the street at Canowindra.



The 1909 S.C.A.T. of Malcolm Garthon from NSW races along the flats in the Cowra district.



The wonderful Talbot of the Shinfields from NSW in front of the Schacht of Brian Kelleher also from NSW.



A Model T Ford travels along past one of many canola crops in the Cowra district.



The 1908 REO of Peter and Jill Hawkins of Tasmania, along with the 1909 Renault of Geoff Paynter all the way from Western Australia.



The extremely rare 1909 F.L. seen at Canowindra.