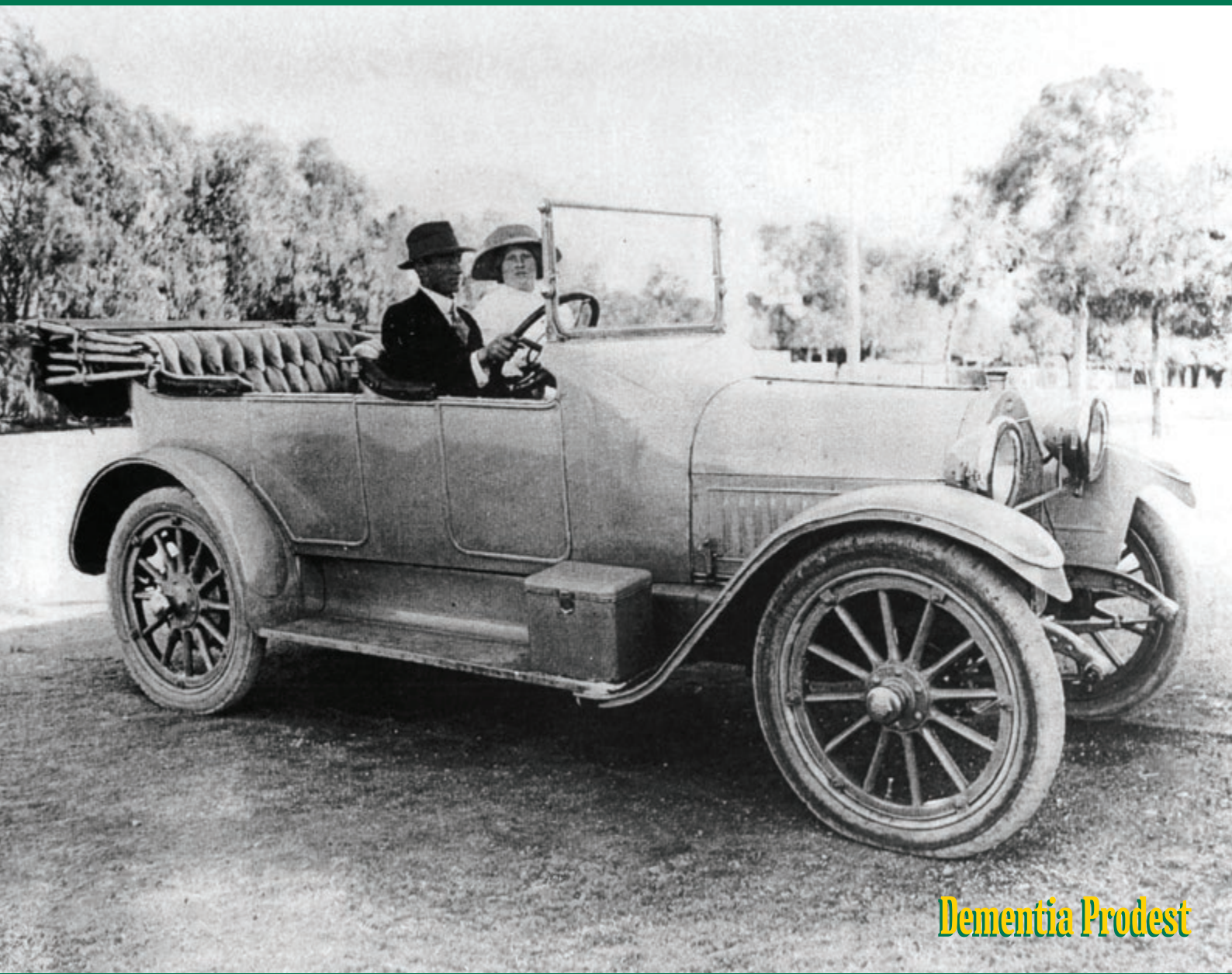
September 2026

Brass Notes

www.veterancarclub.org.au

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



Dementia Prodest

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

Patron: Mr Greg Robinson,
President and Chairman, RACV

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Flashback

By Greg Smith



Our flashback photograph for September takes us in a slightly different direction. Until now, I have mainly featured images from the club's earliest years. However, after several requests for something more contemporary, I have chosen a photograph from the 2018 Midwinter Rally. (Kindly supplied by Callum Walsh).

The car shown was a regular sight at rallies around that time. It attended many major events and was usually driven to them, a testament both to its road capability and to the practical challenges of transporting a vehicle of its size. The owners were also lovely members and appeared quite enthusiastic and keen.

The featured car is a Th. Schneider. In many respects it was a conventional vehicle for its period, with one notable exception: its dashboard-mounted radiator. This was a feature favoured by several French manufacturers and was almost standard practice among some marques produced in France.

I am not certain of this particular car's engine capacity. However, the Th. Schneider range included seven four-cylinder models, with capacities ranging from 1.8 litres to 6.1 litres.

I understand that four other surviving Th. Schneiders have been known in Victoria, including one formerly located in Geelong that is now in the United Kingdom.

If any members can share details about this car's history, restoration, or current whereabouts, please write to the Editor with any relevant information.

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

Coming Events

8 September 2026	**September Natter Night** Meeting from 8pm - in the Clubrooms or online
22 September 2026	**Events Committee Meeting** Meeting online from 8pm - Contact Callum Walsh
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
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

23 - 26 September 2026	**RACV Pre-1905 Pioneers Run - Wentworth, NSW** Contact: Doug Fulford 0490 721 033
6 - 8 November 2026	**RACV Annual Rally - Lancefield** Contact: Ben Alcock
12 - 14 March 2027	**RACV 1 & 2 Cylinder Rally - Location TBC** Contact: Callum Walsh

National Events

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

Who Is It?

Can you help identify these women?

Daryl, in his role as librarian and archivist, has discovered a remarkable photograph that appears to have been taken at one of our rallies in the late 1950s. The period outfits worn by these ladies look magnificent.

He has shared the image on Facebook in the hope that members may be able to identify the women pictured. The photograph was also shown at the recent Natter Night.

Identified so far

- Dot Dallimore
- Wyn Jeremiah

If you can identify any of the other women in the photograph, please let us know by writing to the Editor.



President's Message

Some time ago, thanks to a few of our more technologically gifted members, we ventured down the path of having a ZOOM option available to those who couldn't attend Natter Night. It has proved eminently successful, particularly for those who live remote to Melbourne. At our August meeting, more than 40 members attended, either in person or online. Not bad for the middle of Winter.

Those that attended were treated to a fantastic presentation and video from Russell Holden on the family's recent participation in the 2024 and 2025 London to Brighton Runs in the 1902 Thomas. Many thanks to Russell, and best of luck for this year's attendance in the 1903 Knox.

For those who haven't tried the online option; consider giving it ago. It's quite simple to setup for the first time and help is always available. We normally send out the link in an email on the morning of Natter Night to ensure the link is top of your inbox on the day!

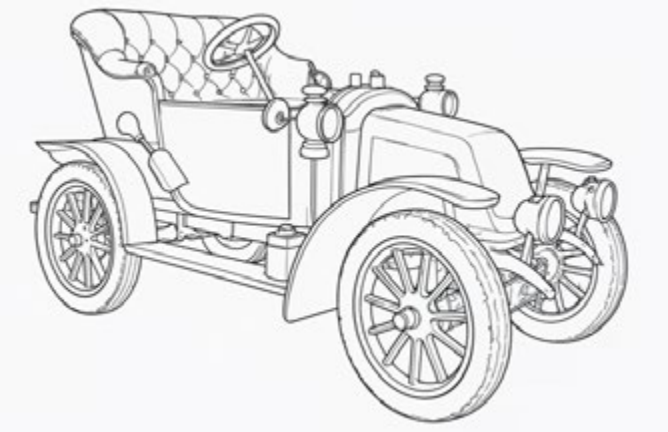
It won't be long until our AGM which is scheduled to be held at the Clubrooms at Lynden Park on Tuesday, 13 October (see notification in this edition).

Along with the usual reports, the necessary election of Office Bearers will take place. This year, whilst most of our committee will be re-standing, there will be some positions available. We are specifically in search of someone to take on the positions of Secretary, Events Coordinator and Webmaster.

Why not give some thought to putting your hand up to take on a role in the successful running of our Club, or perhaps you might know someone who just needs a little encouragement. It can be a very rewarding experience and is supported by a team of dedicated members. If you're even remotely interested, feel free to contact either myself or Brian Churchill for a nomination form.

Looking forward to Spring,

Daryl Meek
President VCCA (Victoria)



LETTER TO THE EDITOR

Greg,
I am pleased to read that you are following up on the Flashback Response in the August magazine on the 1911 S.C.A.T..

The attempt to sell the vehicle in December 2007 was unsuccessful with no bids resulting.

Bonhams had interests from Italy after the auction and they eventually sold it overseas. I was told it went to the Turin Museum and after continued enquiries I have finally ascertained that the car is now at the Museo in Verona. They show the car as a 1908.

It may have come from Turin in 1908 moved to England before being shipped to Australia where it was bodied by Munro & Son in 1911.

I sold the car when I decided that its originality could not be maintained if I kept rallying in it . I was upset when I found the car had left Australia.

Regards Colin Daniels.

LETTER TO THE EDITOR

Hi Greg,
Reading your article on Ford T Time!

Jogged my memory. Our T Model has a round sticker under the dashboard. The top reads Motors and the bottom reads Ballarat. Your article confirms that the centre line now makes sense...Carey.

So, my next question is I wonder? Was the body Canadian or built in Australia.

I checked my photos today and we used all the old tin on the body. I copied all the timber and purchased the tak strips from America to complete the body build.

Thanks for the article!

Darryl Donaldson

Response

I'll leave the definitive answer to the Ford Model T experts, but my initial view is that the earlier Model Ts likely arrived with factory-built bodies, as shown in the photos of crated cars published in previous issues of *Brass Notes*.

For cars from around your era car, it is quite possible that the bodies were built locally in Australia. I hope some of our Model T experts can add more detail and help answer your question. I would, as would some of our readers, love to see a photograph of the Carey sticker from your car.

Editorial

By Greg Smith

This month, we are once again fortunate to feature three excellent articles contributed by our readers. Each reflects extensive research, careful attention to detail, and a significant investment of time and effort. Because of their depth and length, these articles will be published across two to three issues.

- **David Neely** continues his work on ambulances leading up to World War I. This second article follows our recent theme of nurses in transport during the Veteran era.
- **Ian Irwin** presents another fascinating piece, the result of considerable research into a detail he has been trying to clarify for many years: whether Henry Ford did, in fact, purchase a 1912 Rolls-Royce for his personal use.
- **Jason Palmer** sheds new light on the 1906 Dunlop Reliability Trial, an event that has received little published attention compared with earlier reliability events from 1905. Jason's article helps correct that imbalance with an outstanding account of this particular trial.

We are privileged to share writing of such quality and historical value from talented and highly regarded authors. We sincerely thank each contributor for enriching this issue with their knowledge, research, and dedication.

Spring has arrived, and with it comes the season when thoughts naturally turn to Pre-1905 cars, motorcycles, and rallies. I can hardly contain my excitement for the upcoming RACV Pre-1905 Pioneers Run, which will be held in Wentworth.

Doug and Vivian Fullford have done a remarkable job bringing this event together. By all accounts, the run has been two years in the making, which speaks volumes about their dedication and commitment—especially given that Wentworth is nearly 1,000 km from their home.

For me, this will always be my favourite time of year: the chance to take part in this very special rally and see what I think of as the "real" pioneer vehicles in motion.

These remarkable machines represent the foundations of the vehicles we now enjoy through our Club. Seeing them out on the road is a reminder of where our motoring heritage began, and why events like the Pioneers Run remain so important. You can tell I am somewhat biased!

Doug and Vivian have clearly given careful thought to where an event of this nature should be staged. From what I have seen, Wentworth meets many of the important criteria they identified for a successful Pioneers Run.

In preparing for the event, they have built valuable relationships with:

- the local council;
- the local old car club;
- tourist attractions in the area; and
- local historical societies.

These connections provide a strong foundation for what promises to be a memorable event. In particular, Doug's work with the historical societies has offered us a fascinating insight into the vehicles that were present in the area during the Veteran era.

In the same generous spirit of sharing, the historical society has provided a number of wonderful photographs and background stories for publication in *Brass Notes*. We thank them sincerely for their kind and generous contribution.

Please take time to read some of what they have provided and the photos they generously gave for this issue.

I would also like to draw attention to this issue's Flashback Response article on the S.C.A.T., the car featured in the July edition of *Brass Notes*.

Daryl Meek has devoted a great deal of his spare time (we all know he has heaps!) in producing an outstanding account of the car's history. It is a fascinating read and an article not to be missed.

The article was also enriched, and partly used by Daryl, by the response we received from Colin Daniels, who owned this wonderful original S.C.A.T. for many years. I am always delighted when early Club members share their memories and information with us. Their knowledge is invaluable, and much of it exists through their lived experience.



Several people forwarded this image taken from Facebook to me. It features the Editor's Schacht with the image taken in 1965. The permit plate number being 013 at the time. The car was on a "short" jaunt which was the run from Sydney to Adelaide via Melbourne. Not a bad little run for a motor-buggy!!

Photo credit: Adelaide Remember When, Group

Flashback from August

By Greg Smith & Alan Meredith

I have been fortunate to gather several snippets of information about the c1904 Cadillac featured in the August edition of *Brass Notes*, in the Flashback column. From what I have been able to piece together, the Cadillac was a familiar presence in the early days of the club and was rallied by Jim Irwin.

At the time, Jim may have travelled from New South Wales to attend events, as NSW consistently appeared beside his name on entry lists. Later membership rosters suggest he eventually moved to Victoria: the 1971 roster lists his address as East Burwood, while the 1973 roster records him as living at Nagambie.

The ownership trail becomes less clear after Jim Irwin. I have not yet been able to trace the vehicle's ownership between that point and the period in the mid-1990s when Bruce Nelson purchased it.

Alan Meredeth, who has extensive files on many of our Club cars, notes that the car may have passed through the following owners:

- Jim Irwin
- William Couper
- the Turner family of Mt Martha
- Bruce Nelson

I do not yet have any further information about William Couper or the Turner family of Mt Martha. Alan also cautions that there may be errors in this sequence, so further confirmation would be valuable.

I also asked Rod Cripps about his recollections, being one of Bruce's best friends, and his memory was that Bruce purchased it off someone down the Peninsula, but that was the extent of his knowledge now.

The car is now located in New Zealand, and I have contacted the owner in the hope of gaining recent history, but at the time of writing I have no further information. I am hopeful of further details to be forthcoming.

The Cadillac may be of considerable historical importance, as it is reputed to be the same vehicle that competed in the first Dunlop Reliability Trial in 1905. If this connection can be confirmed, and I believe it can, it would make the car highly significant not only to our Club's history, but also to the broader history of motoring in Victoria. I am hopeful that Daryl Meek may, when time allows, be able to prepare a fuller history of the vehicle and its role in that event.

Rod Cripps' article on the Cadillac also highlights the remarkable outcome of the 100-year re-enactment of that trial, when Bruce and the car achieved the memorable result of winning the event.

Flashback Response

By Rod Cripps

Hi Greg,

Congratulations on your continuing outstanding editorship of *Brass Notes*.

Regarding the 1904 Cadillac featured in the last edition, I believe it is the one owned and driven by my great mate Bruce Nelson, of Overland fame.

You may remember the car from the 2005 re-enactment of the 1905 Sydney–Melbourne Dunlop car reliability run, which was run 100 years later to the day. To match the original date, the rally had to begin on a Monday morning at Government House in Sydney. From there, we drove through peak-hour city traffic, then through the tunnels and onto the Hume Highway.

The tunnel noise was so severe that it was impossible to hear the engine, which is essential when driving that type of vehicle. Fortunately, traffic conditions ahead eventually brought in a 60 km/h speed limit, which reduced the danger considerably.

My wife, Maggie, travelled with Bruce for the first half-day while I retrieved our truck and trailer from an outer-suburb caravan park. The truck and trailer had carried both the Cadillac and Ray Males' Daimler to Sydney. I joined Bruce after that and completed the rest of the run with him in the Caddy.

Bruce and the Cadillac won first prize in the reliability contest rally re-enactment. It was the only vehicle in the re-enactment that had taken part in the original 1905 event.

Some years later, the Cadillac was sold to someone in New Zealand.



The Cadillac at Government House Sydney in readiness for the Reliability Contest re-enactment in 2005



The three winners with the Cadillac in Melbourne after the historic re-enactment run.



Bruce, Maggie and Rod receiving the Winners trophy at the Sydney to Melbourne Reliability Contest Re-enactment in 2005

Flashback Response

By Daryl Meek

1911 S.C.A.T.

The July edition of *Brass Notes* featured a couple of images in the Flashback section provided by Chester McKaige. The vehicle was identified as the 1911 S.C.A.T., owned by Howard Kiel at the time, and a couple of others subsequently.

As is often the case, the story behind this vehicle is fascinating in itself, and a window to the manner in which some of these vehicles were acquired in the early days of the Club.

Original Owners

Charles Rigg was the eldest son of Scottish immigrant William Rigg and his wife Margaret. He was the last surviving of the five Rigg siblings.

William had made his fortune in Melbourne in the period immediately following the Victorian Goldrush. In 1872 he joined forces with brothers William and Joseph McLean, establishing McLean Bros & Rigg, specialising in machinery importing, retail ironmongery and hardware with the company going on to become the largest merchant hardware business in Victoria.



Hudson's Stores, 655 Bourke St., Melbourne

In 1876, the prosperous business erected a new building in Bourke Street. That building survives intact and would be known to many members as the previous Hudson's Stores, just up from Spencer Street.

After William's death in 1883, the family used some of the substantial fortune to build "Dalbeattie," a prominent 20 room mansion in Williams Road, Windsor, where Charles, his mother, brother and three sisters spent the remainder of their adult lives. accompanied by a number of staff. None of the siblings ever married.

In November 1911, Charles' younger brother John, registered a motor vehicle with number 5771. Family lore suggests that this vehicle was a 1908 S.C.A.T. that had been imported from Turin, via England before being bodied in Melbourne by James Munro & Sons. Whilst the vehicle was a S.C.A.T., I'm not convinced it was a 1908 model, for reasons that will become apparent.

This vehicle was used sparingly up until just prior to the outbreak of WW1 when the owner became afflicted with arthritis, significant enough to restrict his ability to drive. The S.C.A.T. was put on blocks in the stables at "Dalbeattie" where it remained hidden from sight. John passed away in 1944 with the vehicle passing to the estate, consisting of Charles and his older sister Mary. Mary dies in 1946 with Charles, in turn, inheriting the estate.

Charles passed away in 1950, aged 80, and on the granting of probate, the entire estate was sold at auction. The sale took place on 5 September 1951 at "Dalbeattie" where the mansion sold for the sum of £12,500. Around 100 people jostled for position when the car was moved out of the stables, with bidding starting at £5 before being knocked down on behalf of Howard Kiel for the sum of £210. The car was sold as a 1908 model, due solely to the recounting of an anonymous elderly family staff member who was present at the auction.

New Owners

Howard Kiel was a Veteran Car Club Foundation Life Member and an already established collector of early vehicles. Such was the condition of the car that little work was required before the S.C.A.T. was able to be put into service. Howard entered the vehicle, then referred to as a 1910 model, in the first Argus Rally on 31 January 1955.



Above: Original image published in Brass Notes*, July 2026*

Below: Same day, same place - 17 November 1956, Chester McKaige collection. Location confirmed as Maddingley Park, Bacchus Marsh





1958 Golden Fleece Rally – Sorrento. Dementia Prodest, p60

In 1956 the S.C.A.T. was an entrant on the Club's first annual rally, the 1956 Golden Fleece Rally to Ballarat and return as well as being a regular attendee at many early rallies.

By the 1958 Sorrento Rally, it was being referred to as a 1911 model, as it was now generally accepted that the car was likely purchased new from the Victorian importers, James Munro & Sons. It would have been somewhat incongruous that they would have built a body on an older chassis when they were importing new 15hp S.C.A.T. chassis as early as March 1911. Murray Aunger, in SA, was also selling new S.C.A.T. chassis in early 1911.

As further evidence, in July 1911 the Leader newspaper noted that a 15hp S.C.A.T. with compressed air starting system, was being prepared at Munro's for the new owner. The Kiel car features this starting arrangement, and Munro's are known to have bodied the car in that year.

Around 1966 the S.C.A.T., still in astoundingly original condition, was acquired by Club member Cliff Heard, who also used it regularly for 25 years before it changed hands again in 1990, this time to Colin Daniels.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Jas. A. Munro Ad for S.C.A.T., The Leader, 4 February 1911

In 2007, Colin decided that it was time to pass the car on to new owners after he decided that its originality could not reasonably be maintained whilst it was still being regularly rallied. The vehicle was entrusted to Bonhams and Goodman where it went to auction on 2 December of that year described as a 1911 S.C.A.T. 15hp Open Tourer with coachwork by Munro and Sons of Melbourne. Engine no. N67 of 2722cc.

Unfortunately, no bids were forthcoming. Bonhams, however, were made aware after the auction of significant interest from Italy where, to Colin's dismay, it eventually sold.

It seems that the S.C.A.T. has had different residences since then and now resides in pride of place at the Museo Nicolis in Verona, Italy, where it is again displayed as a 1908 model!



S.C.A.T. in Museo Nicolis, Verona

Front Cover Story - Cecil and Hazel Mitting

By The Merbein Historical Society

Our front cover photograph comes courtesy of the Merbein Historical Society. Through his role as rally director for the Pre-1905 Pioneers Run, Doug Fulford has developed a strong relationship with the Society. As a result, they have generously shared many images from Merbein's early days.

The Society has also provided accompanying articles that describe local families, their roles in the community, and their early motor cars.

The cover features a circa 1915 Paige owned by Cecil and Hazel Mitting, who lived on a property named Dumbarton.

The following account was provided by the Historical Society and relates to the Mitting family, their home, and their Paige motor car. We are indebted to the Society for sharing this information. —Ed



'DUMBARTON' Third Street – Merbein

Cecil Charles Mitting was born on 9 April 1889 in Tunbridge Wells, Kent in England. He came out to Australia in 1890 with his parents, Walter O. and Eliza Mitting. The latter acquired property on The Ridge on the western boundary of Mildura and named their property 'Claymore'.

In 1909, in the first Merbein Land Board Allocation, Cecil Charles Ernest Mitting, the 20 year old son of Walter and Eliza, was allocated Block 22 consisting of 47 acres.

Irish born, Fred Kane, who married Cecil's sister, Mary Lydia Mitting, was granted the fruit block (Block 21) next to Cecil on Third Street.

Cecil Charles, in 1911, married Hazel Comb who was born on 12 September in 1896 at Drouin.

Cecil and Hazel had five children, Hazel, Alexander, Robert, Dawn and Gwenda.

Son, Robert Mitting enlisted in June 1940. At discharge on 11 December, 1945, Robert was serving in the 2/30 transport platoon.



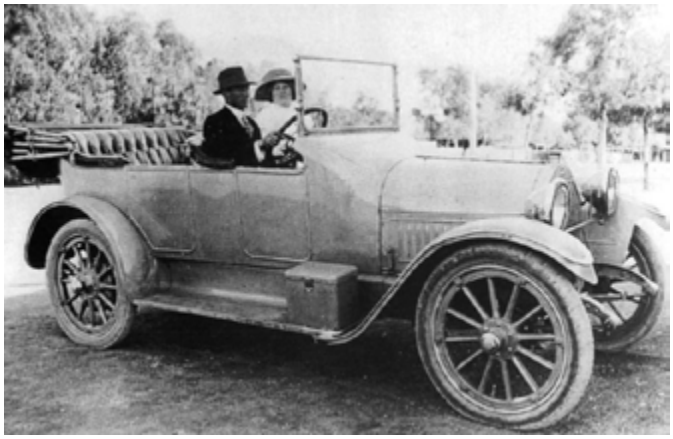
Cecil and Hazel Mitting, 1911.



Daughter, Hazel and son, Alexander, in 1917.



Robert Mitting in army uniform, 1944.



Cecil and Hazel Mitting in their Paige motor car

The Paige motor car was introduced into the area in 1915. Cecil Mitting drove his Paige motor car from Melbourne to Mildura in a record 15 hours.

In 1922, the productive Mitting property, with its fine house, was sold and headlined in a report in the *Sunraysia Daily* (21 Jan 1922) as:

Mittings Merbein Block Sold at £400 an Acre

"Mr. Milne, of the Irymple Packing Co. reported yesterday that his firm had sold for Mr. C. C. Mitting his Merbein block of 21-acres, all under vines, with a good home, at a price representing £400 an acre.

This block is one of the most consistent bearers in the settlement; its crop last year, despite the season was north over £2000, and it has yielded in at least one year to a value exceeding £3000.

The buyer is Mr. J. F. Considine".

Hazel Mitting died on 8 April, 1940 and her husband, Cecil, died on 28 November 1973 in Wentworth, New South Wales, at the age of 84.

SOURCES:

Nichols, Susan (née Fletcher), 2021.

Plumridge, Judy, (compiler), Mitting Family Re-union, 1 October 1989, 1989.

Motor Ambulances Leading to World War I

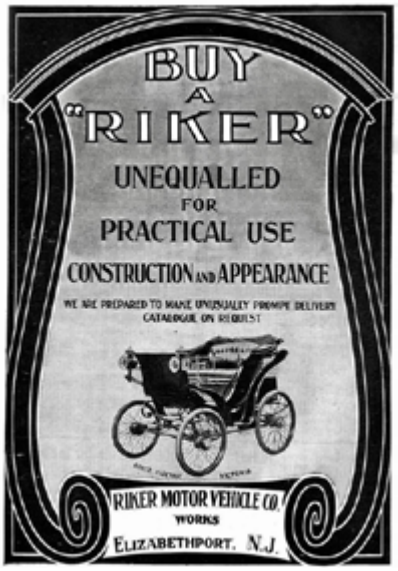
By David Neely

Part 1: Civilian Ambulances



The Exposition's Riker electric ambulance. [Library of Congress, Washington DC]

The electric ambulance, pictured above, transported the United States President William McKinley after he was shot on 6 September 1901. He was attending the Pan- American Exposition in Buffalo, New York. He was taken to the Exposition aid station and then on to Milburn House, Delaware Avenue, Buffalo, where he died nine days later.



Riker advertisement from August 1900. [Wikipedia] Motor ambulances date from around 1900.

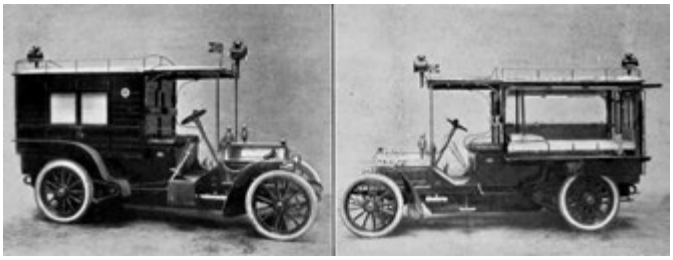
The advent of the alternating current power transmission system in the US allowed designers to light the Exposition using power generated 40 kms away at Niagara Falls. Electric lighting and an electric ambulance, but there was one more. President McKinley's assassin, Leon Czolgosz, was convicted and executed by an electric chair.

They were variously powered by electric, steam and petrol engines as the technologies competed with each other. Civilian ambulances were first on the scene around 1900. Military ambulances followed a few years later and will be covered separately in Part 2, next month.

There is a claim that the first electric ambulance was the St Louis, Missouri, electric ambulance car in service briefly between 1894 and 1895 and discontinued for funding reasons. However, it is outside the scope here because it was a trolley car running on a tram network.



A 1900 F R Wood & Son electric ambulance in service with the Lying In Hospital of the City of New York for expectant mothers. [National EMS Museum]



Two views of a 1905 petrol ambulance of the Vienna Freiwillige Rettungsgesellschaft built by the Daimler Works at Wiener Neystadt. The institution, founded in Vienna in 1882, solely operated ambulances in Vienna and this was an early move to bring into use a motor ambulance. ['The Automotor Journal' 18 March 1905]

For present purposes the first motor ambulance was electric-powered and went into service in February 1899. It was made in Chicago and donated to the Michael Reese Hospital, Chicago, by 500 prominent businessmen. It was powered by two electric motors on the rear axle. Electric vehicles had gained popularity around this time and an electric ambulance would certainly have provided a smooth and silent ride for patients.

An early detailed description of a petrol motor ambulance appeared in the 14 June 1902 edition of 'The Autocar',

> *Experiments are being made at Marseilles with an automobile ambulance, propelled by two 6 h.p. engines, which are so arranged that either one or the other, or both coupled, can be caused to drive the car. The motors, gear and petrol tanks are all carried on the forecarriage entirely distinct from the body of the vehicle, and upon this forecarriage are placed two seats to accommodate the driver and doctor. That portion of the car devoted to the accommodation of the wounded is carried on rubber springs arranged in the best manner to isolate the occupants from vibration and road shocks. The car will take four – two prone on specially constructed cots and two seated at the foot of the latter. A seat is provided for the nurse*

on the floor of the car. It was fitted with solid tyres and 'The Autocar' correspondent suggested that large low pressure pneumatic tyres would be preferable.

Until 1902, the ambulance fleet of the London Metropolitan Asylums Board was horsedrawn. A steam vehicle, designed to carry eight stretchers, was then introduced to transport patients to the riverside hospitals at a speed of up to 5 mph. The first petrol ambulance appeared in 1904 and could carry a single stretcher at up to 15 mph. By 1908, the Western Station at Deptford was entirely served by motor transport, with the remaining stations soon following. In September 1912 the last of the horse-drawn ambulances were taken out of commission.



A 26-30 hp Argyll ambulance supplied to the St Andrew's Ambulance Association of Glasgow in 1906. ['The Automotor Journal' 8 September 1906]

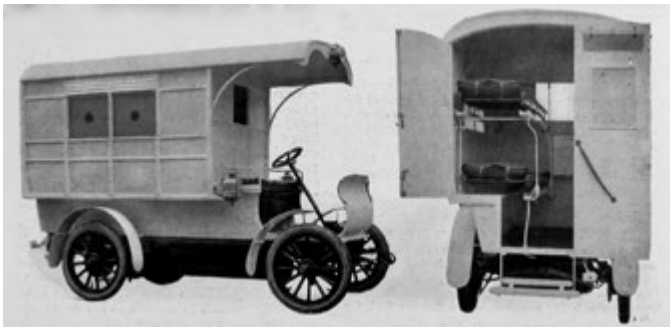
The City of London Police Ambulance Service came into operation in May 1907 when an electric ambulance was purchased from the Electromobile Company in Mayfield. The body was built to a St John Ambulance Association design. A second electric ambulance was purchased in 1909 and a third in 1915. It was not until 1927 that they were replaced by Crossley petrol ambulances.



A 1907 electric ambulance supplied by the Electromobile Company for The City of London Police Ambulance. [Internet]



An Electromobile Ambulance van, exhibited at Olympia in 1904. The caption reads, "Two injured persons can be comfortably carried in the van – an ideal one for the purpose." ['The Autocar' 18 February 1905]



"The first of the new electric ambulances" shown at the London Lord Mayor's Show in 1906. Built by the Electromobile Company of Curzon Street, London, for the police of the City Corporation. ['The Automotor Journal' 12 January 1907]



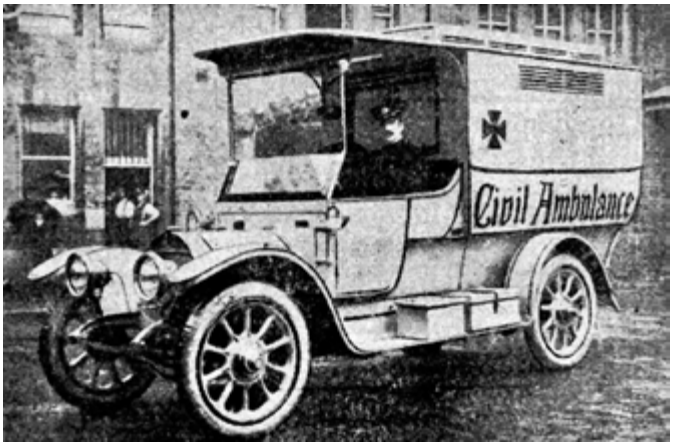
A rearview of No.1 City of London Police electric ambulance. Note the addition of running boards and new mudguards. [Internet]

The first Sydney petrol motor ambulance body was built by Angus & Son, established in 1858, on a 38 h.p. Minerva chassis. It was donated to the Civil Ambulance Corps in Sydney by Anthony Hordern of the department store family on 27 May 1912.



Sydney's first petrol ambulance was built by Angus & Son on a Minerva chassis and presented by Anthony Hordern, proprietor of the famous Anthony Hordern's department store. [NSW Ambulance Service]

A second ambulance of similar design by Angus & Son on a 15/20 h.p. Armstrong-Whitworth chassis was presented on 21 June 1913. It was funded from public subscriptions, including £100 each from prominent citizens, Samuel Hordern, Lebbeus Hordern, Louis Phillips, S E Newlands, Hugh Dixson, Miss Eadith Walker and Sir Alex McCormack. By this time only two horse-drawn ambulances remained in service.



The second Angus & Son ambulance body was built on an Armstrong- Whitworth chassis and presented to the Civil Ambulance and Transport Corps of NSW. It was painted battleship grey. ['Sunday Times' (Sydney) 22 June 1913]

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Financial Reports

STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2026

	June 30 2026	June 30 2025
ASSETS		
Current Assets		
Cash and cash equivelants'	147,386	150,535
Total Accounts Receivable	0	0
Other current assets	2,206	4,757
Total Current Assets	149,592	155,292
Non Current Assets		
Property Plant & Equipment	42,251	40,985
TOTAL ASSETS	**191,843**	**196,276**
LIABILITIES		
Current Liabilities		
Other Current Liabilities		
Event spons'ship rec'd in advan	0	9,000
Event Fees rec'd in advance	2,736	1,723
Memb'ship Subs rec'd in advance	19,125	13,685
Advertising rec'd in advance	325	0
Total Current Liabilities	22,186	24,408
TOTAL LIABILITIES	**22,186**	**24,408**
NET ASSETS	**169,657**	**171,868**

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2026

	Retained Earnings
Opening balance as at 1 Juy 2024	174,347
Surplus attributable to the entity	-2,479
Closing balance as at 30 June 2025	171,868
Income attributable to the entity	-2,210
TOTAL	**169,658**

STATEMENT OF MAJOR EVENTS DURING THE YEAR

EVENT	INCOME $	EXPENSES $	SURPLUS/ DEFICIT $
2025 Midwinter	6,076	6,047	29
2025 Pre-1905 Rally	2,010	2,060	-50
2025 Annual Rally	60,757	60,458	299
70th Anniversary Dinne	12,380	18,530	-6,150
2026 1&2	16,435	15,766	669
2026 4&More	11,064	11,080	-16
TOTAL	**108,722**	**113,941**	**-5,219**

STATEMENT OF COMPREHENSIVE INCOME FOR YEAR ENDING 30 JUNE 2026

	July 2025 to June 2026	July 2024 to June 2025
Income		
Club Event Entry fees	84,687	71,366
Donations received - general	150	55
Donations received - library	720	940
Interest received	6,032	4,767
Miscellaneous Income	995	0
Natter Night Proceeds	997	759
NewsletterAdvertising received	1,480	1,550
RACV Spons'p applied to events	24,000	11,000
Sale of Club Stock	400	515
Sale of Club History Books - Members	550	350
Membership Subs & Joining fees		
Membership Subs Rec'd - Print	13,823	14,253
Membership Subs Rec'd - Email	9,240	9,290
Joining Fees Rec'd	165	195
History Book Postage Received	0	18
Total Income	**143,239**	**115,058**
Expense		
Annual Return Expense	49	49
Bank & Credit Card charges	1,631	1,452
Club Event expenses	111,563	80,453
Committee expenses	121	0
Cost of Stock sold	500	697
Depreciation expenses	1,233	1,048
Donations paid	1,190	0
Insurance	3,330	3,601
Legal Fees	1,000	0
Low Cost Asset write off	168	0
Natter Night expenses	2,124	2,065
Newsletter printing and distribution		
Newsletter printing	10,624	10,907
Newsletter postage	3,267	3,120
Newsletter production	4,840	4,736
On-line Communication	1,559	2,914
Postage and telephone	971	959
Printing and Stationery	0	158
Rent of clubrooms	131	128
Subscriptions to other Organ'ns	286	572
Swap Meet expenses	140	280
Trophies and Awards	723	2,086
Website expenses	0	2,314
Total Expense	**145,450**	**117,537**
Net Income (Deficit)	**(2,210)**	**(2,479)**

2025–26 Financial Review

The Club's financial records review for the year ended 30 June 2026 has been completed.

The work covered the financial statements and trial balance, bank and deposit balances, quarterly bank movements, payment approvals and selected expenditure.

During the year, the Club's Everyday account processed 266 transactions representing $286,646.69 of gross bank movement. Supporting documents selected for testing covered $44,989.89, or 31.65% of total cash outflows.

No material unexplained discrepancies or indications of inappropriate use of Club funds were identified. The Club thanks Treasurer Claudia Holding for her careful preparation of the records and assistance throughout the review.

Chris Holt , Accountant

Annual General Meeting

By Brian Churchill

CALL FOR NOMINATIONS FOR EXECUTIVE AND COMMITTEE POSITIONS

WHEN

The 2026 Annual General Meeting will be held at the Lynden Park Clubrooms, Wakefields Grove, Camberwell on Tuesday, 13 October commencing at 8.00pm.

POSITIONS

If you would like to be involved in the management of the affairs and business of the Club, please consider nominating for a position on the committee. The executive positions of President, Vice-President, Secretary and Treasurer (for a 12-month term of appointment) need to be filled and there will be two general committee positions available (for a three-year term of appointment).

NOMINATION FORM

A nomination form will be available at the September Natter Night meeting. If you are unable to attend the Natter Night meeting, please contact me on 0408 344 434 or secretary@veterancarclub.org.au and I will post or email the form to you.

CLOSING DATE FOR NOMINATIONS

Pursuant to the requirement of the Club's Constitution (Rule 54), nominations must be given to the Secretary (by hand, post or email) on or before Monday 14th September 2026 (no later than 28 days prior to the AGM). Please scan and email the completed form to secretary@veterancarclub.org.au. Alternatively, mail the completed form to the Secretary, Veteran Car Club of Australia (Victoria), P.O. Box 2300, Mount Waverley Vic 3149 and please allow at least 5 days for delivery.

MORE INFORMATION

If you would like further information, please feel free to contact me on 0408 344 434 or email secretary@veterancarclub.org.au.

ANNUAL GENERAL MEETING

All members are notified that the 2026 Annual General Meeting will be held at the

Clubrooms, Lynden Park, Wakefields Grove, Camberwell and/or by Zoom Conference on Tuesday, 13th October 2026 commencing at 8.00 pm

AGENDA

1 Opening and welcome by the President

2 Apologies, proxies and declaration that a quorum for the meeting is present

3 To confirm the minutes of 2025 Annual General Meeting

4 The President's annual report on the activities of the Club during the 2025-2026 year

5 The Treasurer's report and presentation of financial statements of the Club for the 2025-2026 year

6 To confirm the annual membership subscription and joining fee for the 2026-2027 year

7 Appointment (and fix any remuneration) of an auditor for the 2026-2027 year

8 Election of the executive and general committee positions for the 2026-2027 year

9 Honorary Life Membership Awards

Pursuant to Rule 9(2) of the Club's Constitution, an Honorary Life Member shall be a member of longstanding who has performed outstanding and distinguished service for the Club. The appointment of a member to Honorary Life Membership is the ultimate expression of the Club's gratitude to that member for his or her generous support of the objects of the Club.

10 Closure

APPOINTMENT OF PROXY

In accordance with the Club's Constitution (Rule 34), each member is entitled to appoint another member as their proxy if they cannot attend the meeting, by notice given to the Secretary in writing (by hand, post or email no later than 24 hours before the meeting) or the form may be given to the Chairperson before or at the commencement of the meeting. An opportunity to request a Proxy Form will also be given by the Secretary at the September Natter Night being convened via Zoom. Alternatively, please contact me and I will post or email the form to you.

MORE INFORMATION

If you would like further information, please feel free to contact me on 0408 344 434 or email secretary@veterancarclub.org.au.

Brian Churchill, Secretary

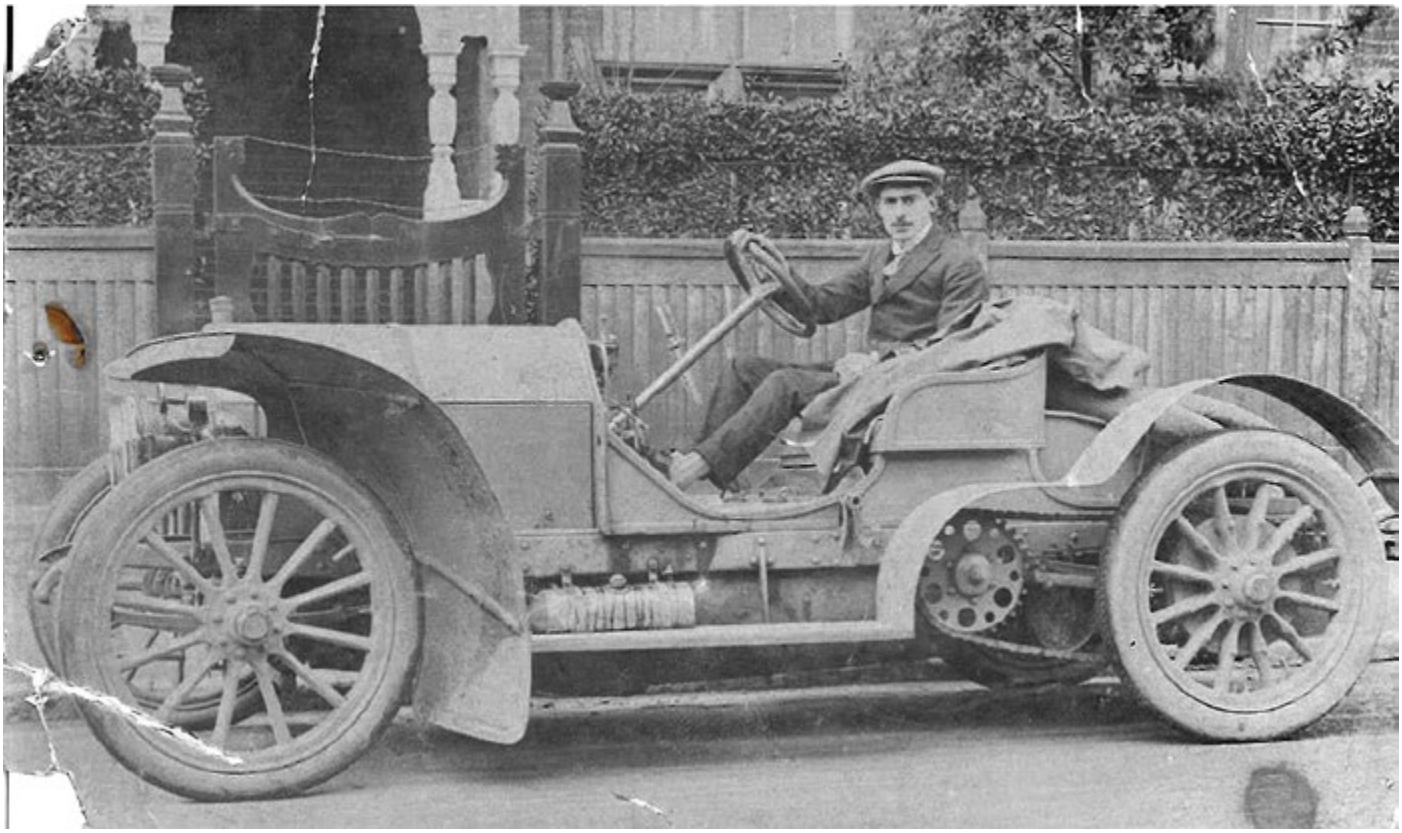
Veteran Car Club Australia (Victoria) - Committee Structure as confirmed at Committee Meeting 4/8/2026

Position	2026	elected	term	expires	2027	proposed	term	expires	comment
President	Daryl Meek	2025	12mo	2026	Daryl Meek	re-election	12mo	2027	
Vice President	Callum Walsh	2025	12mo	2026	Callum Walsh	re-election	12mo	2027	
Secretary	Brian Churchill	2024	12mo	2026	Brian Churchill	re-election	12mo	2027	
Treasurer	Claudia Holding	2025	12mo	2026	Vacant		12mo		
Immediate Past President	Ben Alcock	2025	12mo	2026	Ben Alcock	continuing	12mo	2027	(rule 56 -voting for 12 months then, longer if committee so determines)
General Committee	Rob Anderson	2023	3yrs	2026	Rob Anderson	re-election	3yrs	2029	Registrar
General Committee	Michael Holding	2024	3yrs	2027	Resigned				
General Committee	Andrew McDougall	2025	3yrs	2028	Andrew McDougall	continuing	2yrs	2028	
General Committee	Greg Smith	2025	3yrs	2028	Greg Smith	continuing	2yrs	2028	Editor
General Committee	Peter Hammet	2025	3yrs	2028	Peter Hammet	continuing	2yrs	2028	
General Committee	Steve Hobbins	2025	3yrs	2028	Steve Hobbins	continuing	2yrs	2028	
General Committee	Simon Anderson	2025	3yrs	2028	Simon Anderson	continuing	2yrs	2028	
General Committee	Jeff Alcock	2025	3yrs	2028	Jeff Alcock	continuing	2yrs	2028	

General committee - not less than 3 and not more than 9

Who Is It?

By Terry Parker



Terry Parker has found a striking photograph of an early Mercedes and is trying to identify the car. Terry believes the vehicle may be the Cornwell car featured in one of his books. The Cornwell car carried registration number 850, which may help confirm the identification. If you can confirm the identity of this Mercedes, or whether it is the same car as Cornwell's, please contact the Editor so we can pass the information on to Terry.

Hi Greg,

Came across the photo of a large Mercedes, said to be taken at Elsternwick, but no other detail. I remembered telling the Jeffkins story and wondered if it might be Cornwell's car, number visible. Anyone likely to know?

Best Terry.

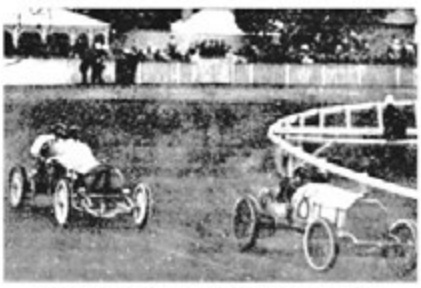
AUSTRALIAN MOTORING EVENTS
1903 1930

The Victorian motoring press had been lamenting the dearth of any significant motoring events when along came Rupert Jeffkins, who was from Maitland, and in 1902 travelled to Europe then USA to pursue a motoring career. He had returned to Australia in 1913 after competing in a Mercedes with Ralph dePalma at Indianapolis in 1912. De Palma was leading when he ran out of fuel, and the car was pushed over the line. Before that Jeffkins had competed in a Veille. He gave a demonstration at Richmond racecourse in the Mercedes he had bought from Colin Smith via Hordems in NSW (some press reported that he had brought it back from USA) and proposed an Indianapolis-like circuit for Sydney to be run by his Australian Motor Speedway Company. He appointed a manager in Les Millar, and ran a meeting at Richmond racecourse on **November 22, 1913** where he challenged Victoria's Doug Chapman to a £1000 'best of three' heats. Chapman was an ace with his 40hp Vinot Deguingand which failed the day before the event. Percy Cornwell, part owner of a large pottery works at Brunswick, lent his 90hp Mercedes to Chapman who had not previously driven it. Chapman won the first, Jeffkins the second and the final was cancelled because of heavy rain. No more was heard of Jeffkins' speedway or the challenge. Presumably each got back their £500 stake.

There was a full programme of motorcycle and car races on the day and reports vary between 10000 and 17000 paying spectators. Eric Tyler won the motorcycle final on his Green's Precision motorcycle. The Victorian Automobile Club did not condone the event, perhaps because it was a commercial venture, and as a result, Club members did not support it, though we suspect they were amongst the spectators. The Police who were not in favour of motor racing on the circuit, stepped in when the rain came. Clearly there was public interest in speedway, but the Victorians had to wait until Philip Island became the Mecca in 1928. Jeffkins ended his days as a postmaster.



Doug Chapman with Percy Cornwell's 90 hp Mercedes and Rupert Jeffkins' 120 hp mercedes. This would be the greatest horsepower contest seen in Australia for some time.



Doug Chapman leads Rupert Jeffkins in the first heat.



Eric 'Longy' Tyler on his 500cc water-cooled Brooklands Green's Precision motorcycle.

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The Building of a World War One Field Ambulance

By Bruce Nelson

The following article was written by the late Bruce Nelson in July 2010 for the Generator, the Overland Club newsletter. It was recently reprinted by the Overland Club in August 2026. We thank Les Johnson (Editor) for allowing us to publish this article.

Bruce was one of our much-loved members, remembered for his enthusiasm, generosity of knowledge, and exceptional expertise in restoring veteran vehicles.

This feature continues our recent focus on historic ambulances. Previous articles have covered:

- *Rick Cove's Albion A10*
- *Doug Fulford's Studebaker*
- *The Talbot restored by Bob Gardiner*

The 1916 Overland ambulance is the next vehicle in this series. —Ed

I am happy to report that the project to build a replica of a WW1 field ambulance went to plan and was finished in time for the Anzac Parade on 25th-April-2010.

I decided to build the Ambulance on a 1916 Overland Chassis; this created a bit of a problem as the chassis ended over the rear axle. So, the first thing to do was to have new chassis rails made and with John McMillan's assistance these were made up to extend the model 75 chassis so that we could build a body long enough to take a 96inch stretcher (Photograph top right). The differential, gearbox and front axle were then placed under the chassis and wheels fitted. Next was the engine. Each of the three engines dismantled had gudgeon scores in the rear cylinders. I selected the best block and had the rear cylinder sleeved and the top planned. While waiting for the block to be sleeved the best components from the three engines were carefully selected to make up one good engine.

With the engine assembled and in place it was time to start the construction of the body- but what design? At the onset of WW1, various communities collected donations to build and donate a field ambulance to the Australian Army Medical Corp (AAMC). As there was no standard design available, the local body builder had to make up his own design to fit whatever chassis was available. After studying photographs from WW1 of many types of ambulances sent to the front line, I concluded that a body like that used on the Model "T" Ford would be the best suited for the Overland Chassis.

Neither John McMillan nor I had any experience building this type of body, so it was quite a challenge. However, we made very good progress over the next few months and were very pleased with our effort.

Such a great effort to recreate this living piece of history for all to see and admire, future generations will have this remarkable 1916 Overland Ambulance and the workmanship that has been put into this achievement to honour those in the First World War.









By January we were ready for Rod Cripps to apply his skills making up and fitting all the canvas work. By the first week in April, we were ready for a test run. (Photograph below shows the result with Rod admiring his work and Graham shifting things to the garage).

This was a very interesting project, and thanks to John McMillan, Rod Cripps and Graham Bates it was finished on time and created a lot of interest at the 2010 Anzac Parade to the Shrine of Remembrance. I would also like to thank David Crisp for his assistance with the project.











Dunlop Reliability Trial 1906 - Part 1

By Jason Palmer

In 1904, the small number of cars in Victoria were still viewed upon with scorn by members of the public, police, councils and other users of the roads - generally horse and carriage owners. Seen as a noisy plaything for the rich, mostly unreliable and breaking down often. To try and boost the general public opinion, fostering motoring and the best type of vehicles for Australian roads, the Dunlop Rubber Company decided to sponsor a long distance 'Reliability' Trial. Based on a points system, participating motorists lost points for any breakdowns, repairs, adjustments or accidents.

The first trial (1904) was held from Sydney to Melbourne and the second (1905) from Melbourne to Sydney. Most of the early pioneer motorists of the period entered including Harley Tarrant, W.R. Grimwade and C.R. Kellow. The first 2 trials received huge publicity from the papers of the day, and reference can be found in most books of Australian motoring including the James Flood Book of Motoring but get to 1906 and there may be one sentence if any reference at all. Research on-line will always direct you to 1904 or 05 but not much else outside of The Trove Archive.

By July 1906 the Motor Car Bill, introduced into Parliament the previous August had still not been passed. Any one of the numerous local governing bodies continued to have individual powers to introduce by-laws regarding speed limits and restrictions of motor travel within their boundaries at any given moment, with many proving extremely vexatious and harassing to the motor tourist.

In early 1906 it was announced that a third Trial would take place over Victorian Roads as the previous 2 trials were held over appalling and wretched road conditions between the capitals. A 100 guinea "Dunlop Cup", amongst other prizes per category, was up for grabs and in no way was this to be described as a race, as any driver found speeding through towns would face heavy penalties. The trial was set for the week after the Melbourne Cup, between the 12th and 17th of November.

Day 1 – Monday November 12th – Melbourne (Hay Market) - Geelong - Hamilton (202 miles)

Day 2 – Tuesday November 13th – Hamilton – Ballarat – Melbourne (Hay Market) (185 miles)

Day 3 – Wednesday November 14th – Melbourne - Tallarook – Melbourne (108 miles)

Day 4 – Thursday November 15th – Melbourne - Stawell (178.4 miles)

Day 5 – Friday November 16th – Stawell - Melbourne via Lake Bolac (212 miles)

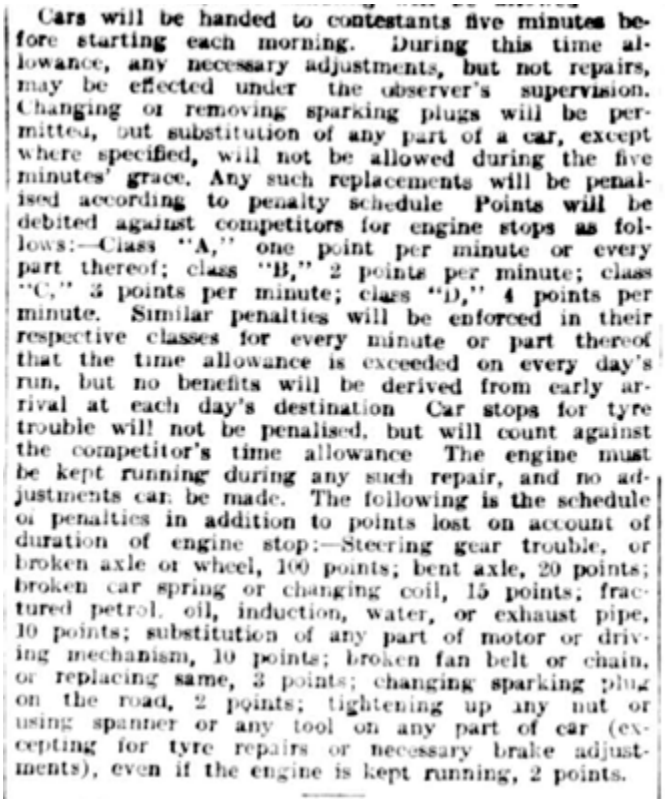
Day 6 – Saturday November 17th – Melbourne – Marysville – Melbourne, including across the Black Spur.

The routes were reconnoitred prior to the race, and drivers were supplied with daily maps of destinations marked with dangerous turns and steep hills. As well as the daily maps, dangerous corners, crossings and hills were marked on the course as well.

The following classifications were set:

- Class A – Single Cylinder
- Class B – Multi Cylinder cars with less than 13hp
- Class C – Multi Cylinder cars with not more than 20hp and
- Class D – multi cylinder cars over 20hp

Each competitor was allocated 1000 points at the start, with conditions being a non-stop engine-run from start to finish, other than compulsory stops of 30 minutes on 4 specified days for lunch. No repairs or adjustments were allowed (other than tyres) at the finish of each day. Petrol, oil and water tanks could only be refilled at the end of the day under observer's supervision. Each vehicle was to be locked up overnight under supervision and handed to competitors 5 minutes before the start of each day. As can be seen, conditions imposed on the competitors were quite extensive. Nominations closed on 20 October 1906. 23 vehicles were eventually entered for the trial with represented makes of De Dion Bouton, Talbot, Clement Talbot & Bayard, Beeston Humber, Darracq, Tarrant, Napier and Decauville.



Cars will be handed to contestants five minutes before starting each morning. During this time allowance, any necessary adjustments, but not repairs, may be effected under the observer's supervision. Changing or removing sparking plugs will be permitted, but substitution of any part of a car, except where specified, will not be allowed during the five minutes' grace. Any such replacements will be penalised according to penalty schedule Points will be debited against competitors for engine stops as follows:—Class "A," one point per minute or every part thereof; class "B," 2 points per minute; class "C," 3 points per minute; class "D," 4 points per minute. Similar penalties will be enforced in their respective classes for every minute or part thereof that the time allowance is exceeded on every day's run, but no benefits will be derived from early arrival at each day's destination Car stops for tyre trouble will not be penalised, but will count against the competitor's time allowance The engine must be kept running during any such repair, and no adjustments can be made. The following is the schedule of penalties in addition to points lost on account of duration of engine stop:—Steering gear trouble, or broken axle or wheel, 100 points; bent axle, 20 points; broken car spring or changing coil, 15 points; fractured petrol, oil, induction, water, or exhaust pipe, 10 points; substitution of any part of motor or driving mechanism, 10 points; broken fan belt or chain, or replacing same, 3 points; changing sparking plug on the road, 2 points; tightening up any nut or using spanner or any tool on any part of car (excepting for tyre repairs or necessary brake adjustments), even if the engine is kept running, 2 points.

(Rules as recorded, The Sydney Morning Herald, Wed 13 June 1906.)

Day 1, Monday, 12 November 1906

The cars assembled at the Melbourne Hay Market with the first car of Class A departing from the starting point. This was a 6hp De Dion Bouton driven by F.F. Fay at 6.27am. The last departing vehicle, a 20hp Decauville, left at 8.39am and was driven by Mr Sydney Stott.

The Decauville being the last competing car;

Messers H.B. James and J. Proctor sprang into their 16-20hp Beeston-Humber to overtake the whole field, so that they might personally supervise all arrangements along the route. They left with a whirr and buzz and in the sure and certain hope of achieving their purpose, for it has been impressed upon contestants that the principal underlying the rules guiding the competition is that the trial is one of reliability and not of speed.

Examiner, Launceston Tas Saturday 24 November;

Long before the appointed time the motorists and the public began to gather at the starting point, the Haymarket and out of the 28 cars of all classes nominated, 23 were presented to the Officials and duly sealed.

The day one route, Melbourne to Hamilton (202 miles), took in Lara, through Geelong to Colac with a compulsory 30-minute stop in Camperdown. Then on through Hexam, Penshurst and onto Hamilton. Cars were expected to arrive in Hamilton between 3pm and 5pm.

From The Argus, Tuesday 13 November 1906, -

The first stage of the motor reliability contest 202 miles resulted in a very successful run. There were excellent weather conditions all through except between Camperdown and Terang when a gale in the face was encountered.

Out of the 23 starters 21 arrived and 12 did the journey without losing a point. The two who failed to complete the stage were A.A. Beckett (Coventry-Humber 12hp) who had engine troubles and W.A. Beckett (Talbot 12hp) who had a mishap to his electric mechanism. Stott (last to leave Melbourne in the Decauville) *lost 704 points and later retired from the contest.*

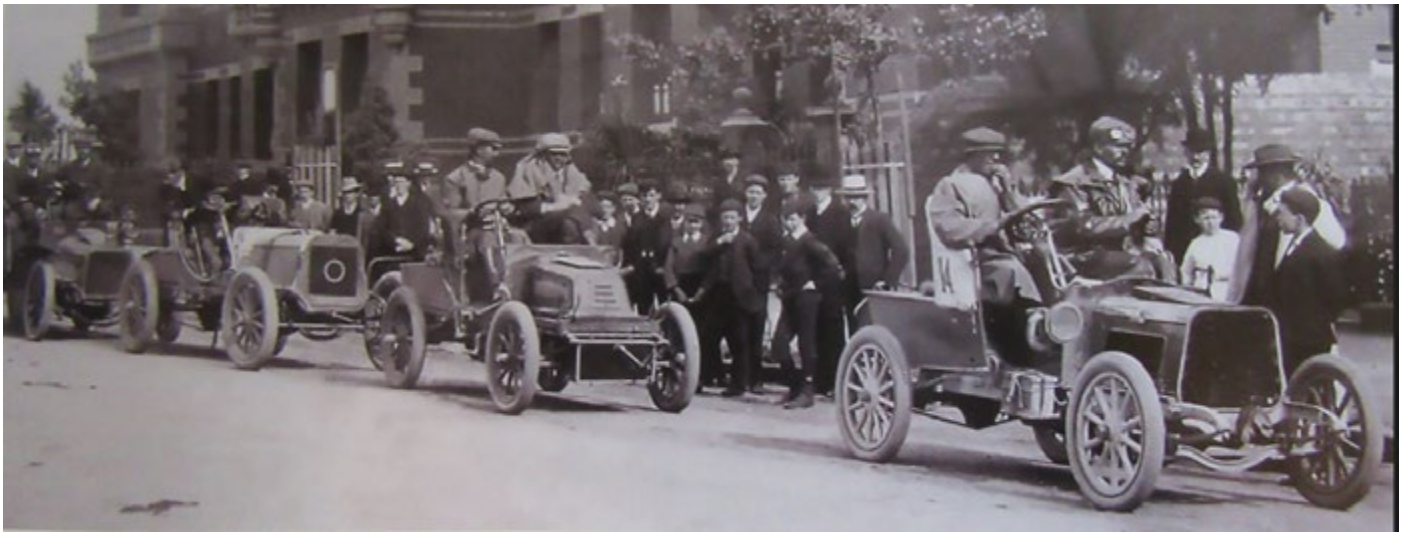
Kellow was the first to arrive in Mr Manfold's 40 horse Napier at 39 minutes past 2 o'clock, averaging almost 36 miles per hour. Camphin (Darracq 12hp) was next almost 22.5 minutes later and then the vehicles arrived at intervals till 20 minutes past 7, Stott being the last.



Sydney Day (De Dion 12hp) had a mishap with his coil. At north Geelong he obtained another coil from Melbourne and left Geelong at 57 minutes past 2, doing a splendid run to Hamilton and arriving at 18 minutes past 7. Wilkinson (De Dion 15hp) sustained a crack in the frame of his car, and the repairs that will be necessary will lose him 15 points.

From Hamilton Spectator, Tues 13 November 1906,

The competition created much interest in Hamilton and Gray Street was crowded with spectators long before the cars were due, while many people viewed the competition from various points on the Ballarat Road. The weather was all that could be desired for motoring, and the Dunlop Rubber Company have every reason to be satisfied with the first day's test. The first car to arrive in Hamilton was the 40-horse Napier for a total driving time of 5hrs 39.5mins, a wonderful performance and must be easily a record for this route.



Taken at start of the 1906 trial (right to left, Darracq, De Dion, Tarrant, Clement)

Some idea of the speed attained by this car can be formed by the fact that it beat the train time from the metropolis by over 3 hours. Mr Kellow said the roads were in splendid order, and he was able to travel the whole distance in top gear. Mr O.Camphin was the second to arrive on a 12 horse Darracq, his driving time 6hrs 56 minutes while Mr Fay followed 10 minutes later on a 6 horse De Dion. The second fastest time was put up by Mr Askin Forster, who drove his 35hp Talbot through in 6hrs 26 minutes but lost 36 points owing to a mishap.

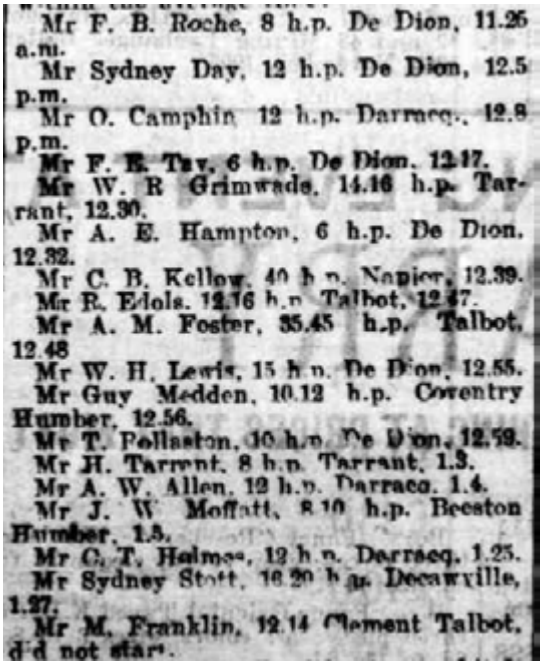
Mr Stevens in a 20hp Darracq had a good run and accomplished the distance in 6hrs 31.5 mins. Mr Sid Day's car which won in last year's competition was the first to break down in this competition. He lost several hours in Geelong and did not arrive here till 7.18 a long while after the appointed time. He has lost all chance in this competition as he had 814 points deducted. Mr A A'Beckett and Mr W.G A'Beckett, who are well known in Hamilton in golfing circles, started, but both of them must of faired badly and neither arrived here. Today (Tuesday auth) *the cars return to Melbourne through Dunkeld & Ballarat and the first to leave will be Mr Roche's car* (5hp De Dion) *at 6.45am, while Mr Foster's* (35-45hp Talbot) *will be the last to leave at 8.54am.*

From the Examiner (Launceston, Tas) Friday 23 November 1906,

Mr S Spurling, who represented the Tasmanian Auto Club at the recent motor reliable trials on the mainland, returned by the Loogana yesterday. He acted as observer, his duty being to take charge of one of the competing cars each day. On it he would note the number of stoppages made by the engine, the cause and time taken to effect repairs. On the first day of the trials, I went in a car driven by Mr. Sydney Stott, a very old motorist.

He was unfortunate right from the outset and lost a great number of points through the steering gear breaking. The run was from Melbourne to Hamilton and over 100 miles of the journey was covered with defective steering gear.

That day he lost over 700 points (from original allocation of 1000: auth) *and as a result retired from the contest. The road from Geelong to Hamilton is perfect from a motoring point of view and under ordinary circumstances the run would have been most enjoyable. As it was, there was always an element of danger, as we were expecting the steering gear to go further at any moment.*


Mr F. B. Roche, 8 h.p. De Dion, 11.25 a.m.
Mr Sydney Day, 12 h.p. De Dion, 12.5 p.m.
Mr O. Camphin, 12 h.p. Darracq., 12.8 p.m.
Mr F. B. Tay, 6 h.p. De Dion, 12.17.
Mr W. R Grimwade, 14.16 h.p. Tarrant, 12.30.
Mr A. E. Hampton, 6 h.p. De Dion, 12.32.
Mr C. B. Kellow, 40 h.p. Napier, 12.39.
Mr R. Edols, 12.16 h.p. Talbot, 12.47.
Mr A. M. Foster, 35.45 h.p. Talbot, 12.48
Mr W. H. Lewis, 15 h.p. De Dion, 12.55.
Mr Guy Medden, 10.12 h.p. Coventry Humber, 12.56.
Mr T. Pollaston, 10 h.p. De Dion, 12.59.
Mr H. Tarrant, 8 h.p. Tarrant, 1.3.
Mr A. W. Allen, 12 h.p. Darracq, 1.4.
Mr J. W Moffatt, 8.10 h.p. Beeston Humber, 1.5.
Mr C. T. Holmes, 12 h.p. Darracq, 1.25.
Mr Sydney Stott, 16.20 h.p. Deeawville, 1.27.
Mr M. Franklin, 12.14 Clement Talbot, d'd not start.

Part 2 will be Featured in October's issue of Brass Notes.

Commercial Collage

By Greg Smith

Our commercial collage column photograph has once again been very kindly supplied by the fabulous Merbein Historical Society. Their ongoing work in preserving and sharing local images provides an invaluable record of how regional communities adapted to changing times, particularly during the early decades of the twentieth century.

Like many towns throughout Victoria, Merbein eventually needed to modernise its firefighting equipment. Horse-drawn vehicles, while once essential, were gradually replaced by motorised appliances that could respond more quickly and reliably to emergencies. This shift marked an important stage in the development of local fire services and reflected the broader move toward motor transport in country communities. I feel Merbein would have been well to the forefront in having such an early motorised vehicle.

For its firefighting needs, the town utilised a Model T Ford, adapting a widely used and dependable vehicle for a practical community purpose. The original photograph was captioned as being from around 1926; however, the vehicle itself appears to be an earlier veteran Model T. Its distinctive brass radiator suggests a date of around 1916 or earlier, which caters for the era we are so interested in.



What In The World!

By Jason Palmer

Because it is still summer over there, we will remain in the USA this month.

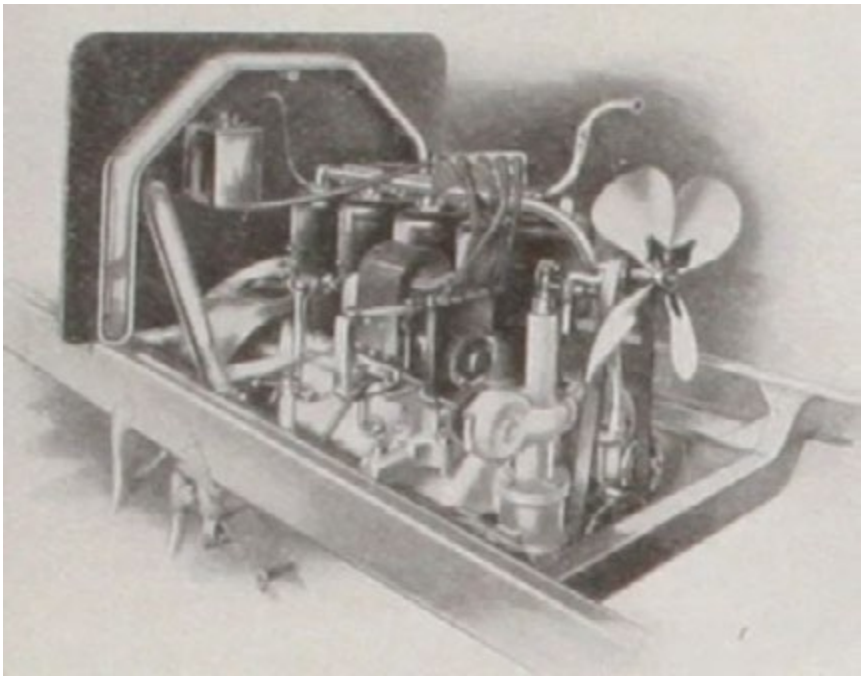


1909 Sterling Model C-1, 7-Passenger Touring with all the accessories

Produced by the Elkhart Carriage & Motor Car Co, Indiana between 1909-1912. Honestly if you can follow the history and subsidiaries of the Elkhart Company, you are worthy of a degree. Powered by a Rutenber, 4 cylinder, 40 hp water cooled engine with self-contained oiler in the crankcase. Dual ignition. Multiple disc clutch bathed in oil with 3 speed sliding gear change. 112 inch wheelbase. Fully equipped with windshield, hood, tank and gas lights, $3,250. U.S.

For those who like to be confused, the Elkhart Carriage & Motor Car Co (Sterling), Elkhart Carriage & Manufacturing Co (Elkhart), Elkhart Carriage & Motor Co (Elmer) and Elkhart Carriage and Motor Car Company (ElCar, Pratt) have no relation to each other than being based in Indiana! Not to mention Crow-Elkhart.

I'll leave that for the readers to sort out.



Right side view Rutenber engine

T Ford Time

By Greg Smith



Fred Bennett and wife, Olive, leaving for their honeymoon in the Bennett's Tarrant Bodied Model T Ford.

Our T Ford Time column article is once again courtesy of the Merbein Historical Society. Through Doug Fulford's association with the Society, we have received a wonderful historical image that features a Tarrant bodied Model T Ford that also portrays the happy couple leaving for their honeymoon in the car.

We sincerely thank the Merbein Historical Society for the images and the accompanying article about the Bennett house, family and their car. -Ed



BENNETT - Frederick & Olive
'CHELSEA'
Block 11A Merbein West

'Chelsea' was built for Frederick Charles and Olive Bennett (née Hopper) just before they were married in December 1920.

Fred and Olive had four children, Joyce, Alan, John 'Jack' and Harry.

'Chelsea' was built by the builders, William Arnold and Son, using a similar method of lime concrete construction as 'The Gables', 'Glenelg' and 'Stonnington' houses.

The house walls were built of lime concrete with river sand and small stones with some barbed wire laid around the structure for reinforcing. Cement mix was used over the doors and windows for strength.

The exterior walls were 10 inches thick and the internal walls were 6 inches thick. To build the walls, boxing was put up to about 6 inches at a time, and then the lime concrete was poured, the barbed wire laid and allowed to dry. This process was repeated until the walls reached the planned 12ft in height. The house has an iron roof. Harry sold the block, 11A to cousins, Stan and Harold Bennett, circa 1962.





The house 'Chelsea' before the renovations.

The house has been extensively restored since the 1990s by the present occupants, Neale, (great nephew of Fred and Olive) and Debbie Bennett. The original door was retained, as were the stained glass windows surrounding it. The windows in the bedrooms were replaced to let in more light.



The original front door and panels as taken from the outside.



The Entrance Doors, with the original leadlight glass panels as taken from the entrance hall.



View of the beautifully restored 'Chelsea' today, taken from the driveway. Fred Bennett died on 19 July 1956, aged 61 and his wife, Olive, died on 13 July 1960, aged 65. SOURCES: Bennett, Bill (2021). Bennett, Neale (2021).

Silver Ghost Chassis No 1972 -Part 1

By Ian L. Irwin OAM Hon. Life Member. RROC Australia. *© Copyright 17 April 2026*

Previously Unseen Glimpses of Henry Ford's Silver Ghost Chassis No 1972 …… over a Hundred Years Ago

I have been intrigued by the mystery of the 1912 Silver Ghost Chassis 1972 for over 50 years. A version of this article first appeared over my hand in the June 2022 edition of Praeclarvm, the bi-monthly journal of the Rolls-Royce Owners' Club of Australia. Now, with the benefit of additional information and several more images including another exceptional and previously unknown photograph sourced from The Henry Ford Archives, this account has been enhanced for publication in the USA, the nation that brought the world the genius, Henry Ford.

It is well known that the electrical engineering firm F.H. Royce & Co, Cooke Street, Hulme, Manchester was founded in 1884. In that same city twenty years later, the legendary formative meeting took place between C.S. (Charles) Rolls and F. H. (Henry) Royce in 1904, very soon paving the way for the historic creation of Rolls-Royce Limited.

Over the years, a great deal has been written about many coincidences in the lives of Henry Royce and Henry Ford, the two internationally recognised early leading illustrious manufacturers of automobiles, albeit approaching their roles from quite differing philosophies, engineering principles and policies.

Perhaps I should declare my affinities. I was aged about 13 or 14, when I told my parents in the early 1950s that my long-term aim was to become the owner of a Silver Ghost. In May 1969, I founded the Model A Ford movement in Australia by convening a small batch of Canberra enthusiasts to the inaugural meeting of the Model A Restorers' Club (Australia) in our loungeroom. I still have strong affinities to both Ford and Rolls-Royce camps. I was also instrumental in the forming of the RROCA ACT Branch Inc in the Australian Capital Territory some decades ago. As a Ford enthusiast I have restored four 1930 Model A De-Luxe Roadsters and three 1930 Town Sedans. I also found and restored the 1910 Rolls-Royce Silver Ghost Chassis 1404, so I'm an enthusiast with a foot in each camp!

But it seems that in neither the vast world of today's historic Ford enthusiasts nor the global domain of passionate historic Rolls-Royce aficionados, has much attention been given to the origins of the Ford Motor Company in Manchester, Henry Ford's first foreign division, nor to an extraordinarily important pre-WWI event in that city, involving Henry and his family.

This treatise reveals events leading to the construction of the Trafford Park Ford assembly plant, while simultaneously documenting the placement of an order for Henry Ford's purchase of his own personal Edwardian Rolls-Royce 40-50 H.P. Silver Ghost. Until relatively recently I have not been fortunate enough to cast eyes upon period photographs of that car, nor to learn anything of its existence. So, published now in the USA, I believe for the first time, the hitherto unknown history of the one and only Rolls-Royce 40-50 H.P. Silver Ghost commissioned for Henry Ford's personal use is revealed in some depth, supported by contemporary images.

The Best Car in The World

This previously unheralded car was the 1912 model, Chassis 1972. The achievements of the pre-Great War Rolls-Royce Silver Ghosts had become legendary in 1907, their first year. It was deemed The Best Car in The World following the 15,000-mile challenge supervised by the Royal Automobile Club of Great Britain and their Scottish counterparts. We may assume that readers are well-versed on this remarkable achievement such that there is no need to digress on this matter.

Creation of the First Overseas Ford Factory.

Construction of the deep-water Manchester Ship Canal, after decades of research and planning, commenced in the early 1890s. from a most imaginative concept of the early 1880s. The absorbing story of what was to become the greatest civil engineering feat ever tackled in Britain cost £75 million, employed more than 17,000 men and engaged 173 locomotives over 228 miles of temporary parallel tracks. This engineering feat I can only compare with the Hoover Dam construction of 1931-1936, and the 1950s Snowy Mountain Hydro-Electric Scheme in Australia. Taking into account the extent of physical manpower of the period before heavy machinery, it surely exceeds the magnitude of any other British engineering feat before or since. Roderick Grant's remarkable 1978 book The Great Canal details the background and long-term construction phase supported by period photos of the more than 36-mile connection between the Mersey Estuary at Eastham on the Irish Sea near Liverpool and the previously inland cities of Manchester and Salford.

The canal, taking advantage of a natural waterway and depression, enabled the conversion of a vast neglected woodland, that had been principally the domain of wild deer, into the huge Manchester industrial estate. At first development was slow, but from early in the twentieth century the attractions of the canal site enticed the beginnings of tenant occupancy. The Westinghouse Electrical Company was the first large firm to take up residence, manufacturing large turbines and generators from 1902.

England's principal Ford dealer was the visionary Percival Lea Dewhurst Perry of Manchester. Percy visited Dearborn in 1910, seeking discussions with Henry Ford following unprecedented sales of over 400 fully imported RHD Model T chassis in the UK in 1909. His premises in London's prestigious Shaftesbury Avenue, the main road in London's West End that crosses Charing Cross Road and connects Piccadilly

Circus with Cambridge Circus, were instrumental in making the early Model T Fords an enormous success on the highly competitive English motor market of the time. The first assembled British-bodied Model T Ford left the Trafford Park factory on 23 October 1911.



This period photograph depicts a typical daily scene with carefree spectators on the top of the wall of the developing canal, along with some of the vast band of workers in the challenging muddy floor of the emerging Manchester Canal in its early stages. Locomotives hauled and pushed the countless rail wagons loaded to their limit with muddy earth. Countless unskilled navies risked their lives in the daily quagmire. One of a series of 17 photographs taken by Thomas Birtles. [Photo: Public Domain.]



The beginnings of something big yet to come. The Ford Motor Company premises at Trafford Park, Manchester in 1911. Imported chassis in one lane await the fitting of their radiators, steering, bodies and accessories. On the extreme right, we get a glimpse of a lane of bodies awaiting fitting to the Ford frames, while over to the left we see some Tourers and a few Single-Seater cars, sans their bonnets, but almost ready for delivery to dealerships. [Photo: Public Domain.]

During Perry's 1910 visit to Dearborn, Henry Ford expressed his delight at Perry's huge initial sales along with his personal drive and initiative to develop a Ford plant in the UK. The strategic attraction of the Manchester Ship Canal and the Trafford Park Industrial Estate aligned perfectly with Ford's global business concepts and visions. Never one to miss a business opportunity, Ford soon signed up to the proposal, losing little time to generate plans for the project.

The Ford Motor Company of America gained its first footholds on British soil and in the British motor industry in 1911, with the purchase of an abandoned tram carriage factory-site for the Ford Trafford Park Assembly Plant. The formation of the Ford Motor Company (England) Limited very soon rapidly materialised.

Following the commencement of car assembly at the new factory, Ford had engaged 60 employees by the end of the year, but meteoric growth continued. Chassis were crated in completely knocked down form for assembly, to then be fitted with locally manufactured bodies constructed under licence and fully compliant with Ford's designs and specifications.

It is understood that the imported RHD (right-hand-drive) Fords were drawn from the Ontario, Canadia plant, to take full advantage from the tariff concessions available upon imports from British Empire producers.

It is believed the earliest shipments of chassis to reach Trafford Park, shared cramped premises with a motorcycle manufacturer / assembler until the Ford Factory was ready for occupation.

A small business had been founded by John Looker of Manchester in 1908 selling bicycles, along with bicycle parts and accessories, and occasionally second-hand motor vehicles. In 1910, the J. G. Looker & Cos business merged with an established garage proprietor in Hardman Street, Manchester, to form Lookers Ltd, embracing that city's first Ford Agency. By 1911 the success in sales of the Ford Model T necessitated a site rebuild that greatly enlarged the Hardman Street premises of Lookers Ltd, to accommodate the rapid growth. It is believed that this business had commenced in the wagon and coach-building industry in the nineteenth century. Today Lookers is a giant firm overshadowing many competitors in the British motor industry.

Henry Ford's Commission for his 1912 Rolls-Royce Silver Ghost



Henry and Clara Ford aboard the SS George Washington with 18-year-old son Edsel enroute to the UK in the northern summer of 1912. [Photo: Henry Ford Museum. and Greenfield Village]

In 1912, the Ford factory production assembly line refinements had been introduced, and Henry was eager to witness for himself his first overseas investment. Plans were already well underway for his visit when he decided to purchase a Rolls-Royce for the family to use during the visit. Percy Perry was his 'man on the

ground' to facilitate this and the Derby Rolls-Royce factory was duly engaged on Henry's behalf.

Silver Ghost Chassis 1972 was a chassis that had just undergone final testing ready for placement to a UK Rolls-Royce agency. Hasty arrangements were necessary to obtain an already completed coach-built body to be fitted.

At the height of the northern summer of 1912, Henry and Clara Ford together with their 18-year-old son Edsel Bryant Ford (1893-1936) sailed on their maiden voyage to Europe, aboard the SS George Washington, reputedly the then world's third largest passenger vessel of the North German Lloyd shipping line. Henry was anxious to witness the progress of the Manchester Ford factory about which he had heard so much.

I had long been aware that an Australian Silver Ghost enthusiast had listed the car Chassis No 1972, amongst his car collection, which I knew to be patently incorrect. As he was a prominent and highly regarded enthusiast, I as a newcomer, did not deign to question his claim but was keen to establish what was held at the Henry Ford Archives and at other similar major US motoring repositories as I had never heard of a duplicated Silver Ghost Chassis number.

When time permitted, I wrote to the Henry Ford Museum hoping to seek information on what information was known of Silver Ghost 1972 in their vast archives, anticipating learning something of the car's American history and perhaps locate unseen period photographs. I had long known that the car had never been displayed in the Henry Ford Museum, although post WW11, an unrelated 1912 Silver Ghost had been gifted to the Museum, sold off, and re-gifted by another party.

My quest was promptly addressed by the Museum, which contacted the Rolls-Royce Foundation in Mechanicsburg, PA. The Foundation's reply indicated there was nothing at all on record for this car in America. But I was delighted that the ever-helpful Sarah Holibaugh, the Research Librarian, kindly indicated that she would look further into the matter for me.

When I received a further email from Sarah, dated 19 August, 2022 apologising for the delay, she had this news for me: *'After going through our archives, we did not have any* [record of a] *US-based ownership for 1972,'* adding *'I reached out to our friends at the Henry Ford Museum and the Benson Ford Research Centre to see if they had any additional records, photos, literature on this Silver Ghost that we could share with you.'*

I was somewhat amazed, as I had long known of Henry Ford's purchase of this then very significant car, from my own research.

As one might expect, I was greatly puzzled by this feedback. As a regular author on Silver Ghosts with more than 250 individual researched articles and histories to my credit, I had previously faced complex Silver Ghost research on more than a few Edwardian Silver Ghosts. So, I quietly resolved to pursue my own personal search for this Silver Ghost that surely deserved a highly prominent place in the Henry Ford Archives, Rolls-Royce Archives, and indeed in both Rolls-Royce and Ford history and folklore, not to mention the likely interest of the average lay folks.

What follows from here is my personal account of this famous but mysterious Rolls-Royce and the discoveries of historical facts and photographs of the car, along with what I believe to be some hitherto unpublished images in the modern era, of Chassis 1972.

Canberra, the National Capital of Australia is many thousands of miles from Dearborn, USA, but the wonders of the internet enabled me to achieve what appeared to be beyond the knowledge or experience of the most likely relevant major archives.

It's now time to brew your coffee, relax and enjoy!

On 20 June 1912, a new Rolls-Royce chassis was documented at the factory, as ordered from Rolls-Royce Ltd, Derby, and **invoiced to the Ford Motor Company, Trafford Park, Manchester on behalf of Henry Ford of Dearborn, USA.** It was purchased at the then standard Rolls-Royce chassis price of £985, for which a one-third deposit of £328/6/8d had been paid on 30 May 1912.

Delivery was scheduled for 15 June 1912 to Lookers Ltd, near the fledgling Ford dealership in Manchester City. The remaining balance, £696/13/4d, was paid on 21 June 1912 with delivery effected the following day.

Chassis 1972 with Engine No 88, completed its rigorous factory tests on 5 July 1912.

So, beyond any doubt, we know that Henry Ford commissioned a car in his name, and that it was indeed Chassis 1972.

Many readers who do not normally affiliate with Rolls-Royce circles will be keen to witness for the first time a typical period Factory Record of the sale of a Rolls-Royce car and find the following brief schedule of interest. Every chassis had a similar schedule, mostly much larger than for this car.

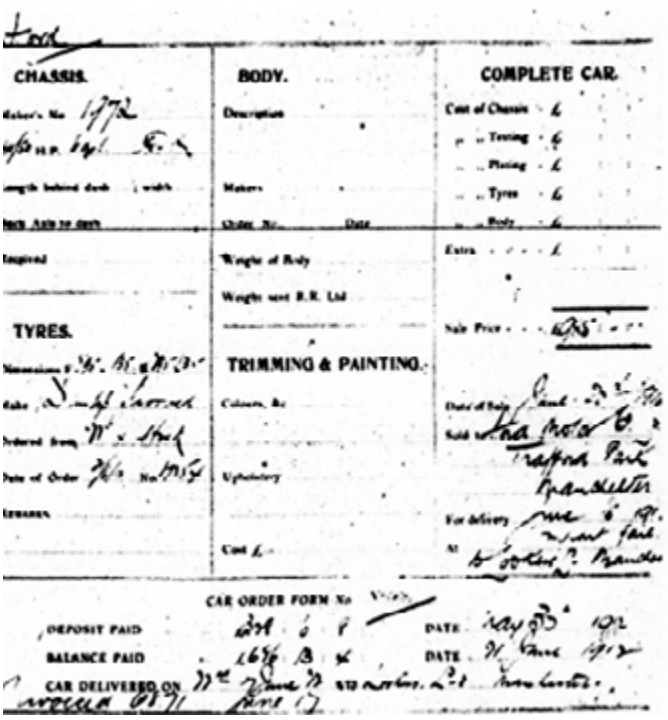
Facsimile of the Original Commission of Rolls-Royce Chassis 1972

One presumes that Perry was unaware of normal Rolls-Royce factory procedures and as such reluctant to 'go overboard' on accessories, fixtures or fittings without prior approval from his boss.

The fitting of the torpedo coachwork was undertaken by Lookers Ltd of Manchester. I have been advised by my colleague John Fasal in the UK, the acknowledged and respected world expert on Edwardian Silver Ghost history, that fortuitously a completed body was available that had been constructed by the nearby coachbuilder of Joseph Cockshoot and Sons Ltd of the corner of Great Ducie and New Bridge Streets Manchester close to the railway station. This was acquired and delivered to Lookers Ltd for immediate fitting to Chassis 1972, resolving the issue of urgency or panic.

The firm of Joseph Cockshoot and Sons had been officially appointed as agents for Rolls-Royce cars in 1907.

Silver Ghost Chassis 1972 was duly delivered to Henry Ford at the wharf at Plymouth upon the arrival of the Ford family from New York.


Ford
CHASSIS.
BODY.
COMPLETE CAR.
TYRES.
TRIMMING & PAINTING.
CAR ORDER FORM No
DEPOSIT PAID
BALANCE PAID
CAR DELIVERED ON
DATE
DATE

Note the name Ford in the top left corner. The only extras ordered for this car were standard nickel finish to 'brightware', and the conversion to Rudge-Whitworth detachable wire wheels at an extra cost of £30. Elsewhere, on page 2, under 'Tools' it was noted that the usual 'Basic Kit' was supplied with the car. Nothing else. [Rolls-Royce Ltd Factory Archives, The Hunt House, Paulerspury, UK]

While it was normal Company practice to document the registration numbers provided by Rolls-Royce Agencies, curiously neither of the Motor Registration plates of Manchester nor Detroit had ever been entered into the UK Rolls-Royce factory records. That's another conundrum because such records were generally very fastidiously maintained. Maybe the excitement might have been too much for the normally meticulous and diligent Rolls-Royce staff.

"History is more or less bunk"

It was Henry himself who in 1916 made the statement *"History is more or less bunk. It's tradition. We don't want tradition. We want to live in the present, and the only history that is worth a tinker's damn is the history we make today."* (Chicago Tribune, 1916.)

No subsequent owner of 1972 is documented within Rolls-Royce records in either the UK or America to my knowledge. A shroud of mystery surrounds the fate of the car, and its subsequent destiny has never been established. Did Henry have the car thoroughly examined and assessed for technical information, and then destroyed? Maybe Henry Ford simply did not want to be remembered for ownership of a Rolls-Royce?

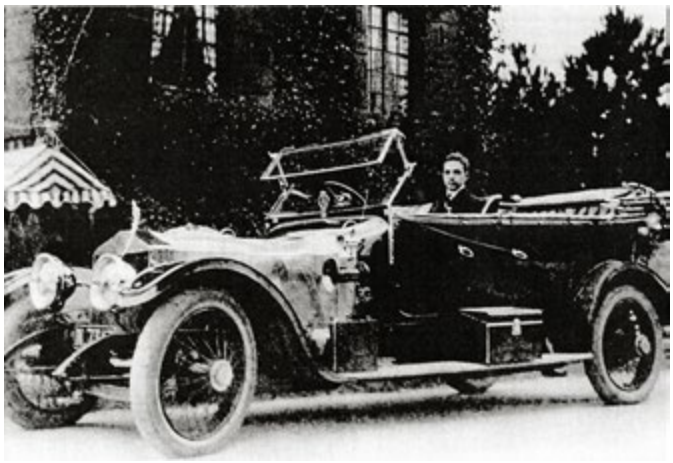
Over 55 years ago, I had mentally digested the inventory of an Australian private collection of Edwardian Rolls-Royce cars. It was listed in both the NSW Club membership list and the RROCA in America *Membership Directory and Register* and included amongst other cars Chassis 1972 listed with *'Vanden Plas London-Edinburgh'* coachwork. Yes, curious indeed!

It remains unknown why the identity of chassis 1972 was ever attributed to that of a survivor car in Australia. It can be stated categorically that 1972 never came to Australia. We'll politely call it a misidentified car. The car being referred to was Chassis 1958, still then fitted with its original London-Edinburgh coachwork by Holmes of Derby and survives today in the UK. Its original coachwork was later removed and replaced twice with later replica bodies. The original Holmes body from Chassis 1958 remains in the possession of an Australian enthusiast, to be fitted to another original London-Edinburgh chassis awaiting attention.

The nickel-finish 1912 Rolls-Royce Silver Ghost 1972 had successfully completed its factory Chassis Test on 2 May 1912, and along with other completed chassis, had been available for placement into a UK metropolitan or regional agency when Perry's inquiry on behalf of Henry Ford came to the attention of Rolls-Royce Ltd at Derby. Apart from the recorded change from the standard artillery wheels, noted on the Commission form, it was considered by Perry an appropriate chassis for immediate dispatch for coachwork. It is unknown if Perry had personally inspected it.

From the time of commission and payment there was a strong sense of urgency as it was still in bare chassis format on 27 June when delivered to Lookers Limited of Manchester for the fitting of its Torpedo coachwork. Henry Ford was due to leave New York for the UK around 12 July 1912 for the eight-day journey.

As noted earlier, on 20 July 1912, when the Ford family disembarked at the Plymouth docks, Chassis 1972 was there in all its splendour to greet them with Percy Perry as their chauffeur. Registered in Henry Ford's name, with UK plate number N7347 issued by the Manchester County Burrough Council, all was in readiness for its immediate use.



I belatedly discovered this photograph in a very unlikely Ford book some months after I had submitted my original version of the '1972' story for Australian publication. This image of the car in 1912, was captured in the UK, most likely at Perry's substantial home in Cheshire. It depicts Edsel Ford, aged 18, aboard his father's recent acquisition, Silver Ghost 1972. {Photo: Edsel Ford and E.T. Gregorie; The remarkable Design Team and their Classic Fords of 1930s and 1940s. S.A.E. Warrendale. Pa. 1999.p. 41}

Doubtless Percy Perry was delighted, leading up to the auspicious occasion when Henry Ford's visit commenced at the Docks. Following dockside mutual greetings, Henry and family were introduced to their new car, and the party duly set forth on a pleasant, relaxing journey which took them to Exeter Cathedral,

Bath, Windsor Great Park, Windsor Castle and on to London's Piccadilly Hotel. In the days that followed, the tourists visited Kenilworth Castle, Stratford-upon-Avon and Warwick, and the city of Clare in Suffolk.

For me, it was a revelation. I had purchased the book from a second-hand book seller in Canberra in late 2025 who had put it to one side for me.

The author acknowledged that this photograph was from the *'Collections of the Henry Ford Museum and Greenfield Village.'* The English registration plate N.7347 can be partly seen, along with the British period RAC badge in front of the windscreen, and what appears to be a Royal Automobile Club badge as the mascot on the radiator. It was a welcome surprise especially as it originated from the Henry Ford Museum. But it was not the first image of 1972 I had seen from that source.

It is curious because the distinguished author of the book apparently did not appreciate the significance of the car.

Apart from the brief caption, the image does not give any further reference in the text of the book. The passenger is acknowledged as Edsel Ford *'… only eighteen years old and graduated from high school,'* but states, Here he poses for the camera as he sits in a magnificent 1912 Rolls-Royce Touring car.' No mention was made or implied that the car was his father's recent acquisition! I was quite astounded, for it further confirmed the lack of appreciation of Chassis 1972 in the Ford Motor Company's archives. The text could be construed to imply that it was Edsel's own car.

How could that not have been known or investigated? It surely could only have been that the author was oblivious to the fact that Henry Ford had personally purchased a new Silver Ghost in 1912.

While I did not know it then, an even better period image existed. In February 2026 I asked John Fasal, my UK friend of more than 40 years, if he had yet found an image of Chassis 1972, and instantly I received from him the next image that more clearly details the registration plate, and some of the car's accessories.

The car was equipped with Lucas electric headlamps and identifiable Lucas No 626 paraffin sidelamps.

Only one spare wheel was originally fitted, whereas it was more common in 1912 to find dual spare wheels mounted on either side of the car. The bonnet was in highly polished aluminium. The tyres are presumably the original ones, and of the narrow whitewall style.

The radiator is not adorned with the optional Spirit of Ecstasy mascot, but the then popular double-faced RAC Badge created for the Coronation of King George V in 1911 displaying the King's head on one side and the Union Jack flag on the other. There is also a brass AA badge in the centre of the screen.

Part 2 will be Featured in the October issue of Brass Notes*.*



The highly polished aluminium bonnet bestows an air of grace and elegance to the car. An original photo taken in England of Henry Ford's Silver Ghost Chassis 1972 with its UK plate N7347. [Photo: John Fasal Collection, (UK).]

Berliet – Victorian Registered No 4382

By Graeme Jarrett

Sometimes random photographs appear with no information and finding the facts can be challenging. There has been a little piece of luck with this photograph.

This Berliet appeared on the Alex Gow site displaying Victorian registration number 4382. Luckily this one does appear with good ownership information in the 1912 edition of *Automobile Directory of Victoria*, published under the patronage of the Automobile Club of Victoria. This car might have been the 15-20 horsepower model, at least one of which we do know was present here at that time



The 1910 Berliet is parked outside Maples store in Prahran, Victoria.

Dr Wawn's Berliet parked, apparently outside a Maples store, this was located at 181-195 Chapel St Prahran. The car clearly shows its Victorian registration number 4382.

The car was registered, at that time, to Doctor R. N. Wawn (Physician) whose address was 152 High Street, Prahran. Dr Wawn's name has been offered in the same document as R. N. Wawn and as R. W. Wawn – the former is presumed to be correct. In 1915 the car had a new owner, also a doctor, Doctor A. S. Taylor of Dandenong.



Dr R. N. Wawn, owner of the Berliet registered number (Vic) 4382 in 1912

Dr Wawn, apart from his surgery location, practiced out of another address in Collins St, Melbourne as a specialist obstetrician and gynaecologist. This was in partnership with another doctor (Fetherston). He was also a world-renowned stamp collector.

Agent for the Berliet around that time was E. Schultz and Company, Stanley St., West Melbourne. They were also agents for other car makers including Maudslay, Ariel and Sizaire-Naudin.



Maples store as it appeared near its heyday. This building has been substantially changed and now sports a more modern façade.



Alex Gow Collection – number 300 posting. Facebook.

Ref: Australian Dictionary of Biography. Trove.

Natter Night Meeting Minutes

VCCA (Victoria) at Clubrooms and Online Zoom Meeting
On Tuesday, 11th August 2026 @8.00pm

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

Attendance
There were 20 members in our Clubrooms and 21 members online.

Apologies:
Brian Churchill, Peter Hammet, David Inglis, Michael & Claudia Holding, Jennifer Atherton.

Member News:
Brian Churchill is home and recovering well from open heart surgery.

David Inglis is in hospital for a short stay and expected to be home quickly.

Thank you from Audrey Dobson for the club's help in the sale of Byron's 1905 REO. The cars were Byron's passion, and understandably, Audrey will not be renewing her membership. The car is now in the hands of Alan Esmore who is looking to research the vehicle and would be grateful for any help please.

Jack and Anna Alcock are pleased to announce the birth of their first child, Audrey Margaret, now 2 weeks old. Congratulations and warm wishes to Jack and Anna and the Alcock Family.

New Members & Membership Renewals:

No new members this month

The Registrar Rob Anderson reported that there are only 16 outstanding renewals compared with the usual 30-40 at this time of year. Thanks were given to the members for their co-operation and special thanks was given to Rob for his excellent effort managing the process this year.

Raffle:

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

Financial Reports:

No report this evening as Claudia and Michael Holding are on a family break in Perth. Claudia reported the financials at last week's committee meeting, and all is up to date and well managed.

Past Events:

Midwinter 2026 – Bellarine Peninsula - 17-19th July. Attendees applauded this year's event, which was well attended with magnificent roads, scenery and venues and very well organised with many thanks due to Callum Walsh, Brendan Walsh and helpers. Refer to the full article in August *Brass Notes*.

Future Events:

Aussie B40 Rally – 21-23 August – Torquay. Approximately 50 entries including 1 Veteran vehicle and several Veteran Club members attending in later vehicles. Last minute entries are welcome.

National Veteran Vehicle Rally – Cowra - NSW club. 6-12th September 2026 – Victorian members attending include, James Dunshea, Sherryn Dunshea, Daryl Meek and Fiona Lane, Stan and Maggie Bone, and David Jenkins.

RACV Pre-1905 Pioneers Run – 2026. Wentworth. Wed 23-Sat 26 September 2026. Doug Fulford reported the following details - Wednesday is a shakedown run to Perry Sandhills; Thursday to Merbein; Friday to the Inland Botanic Gardens; Saturday is a display day with visits to a jail and pioneer museum. An optional Sunday bus trip to Mungo National Park is being organised. Approximately 20 entries and 40 people already confirmed, with more expected. The local Mildura club has also been promoting the event.

2026 RACV Veteran Car Club Annual Rally – 6-8th November – Lancefield – Ben Alcock reported minor last-minute changes have been made; full details to be communicated via email to members in the coming days.

2027 TAVCCA National Veteran Vehicle Rally – Boonah QLD - 15-21 August. Details circulated in this week's "Readings". Members are advised to book accommodation quickly.

2028 TAVCCA National Veteran Rally - Warrnambool - Provisionally scheduled for 18–23 April 2028 (possibly to the 24th), starting the day after Easter Monday (17 April) and finishing just before Anzac Day. More details to follow as planning progresses.

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.

Library and Archives Report –

Daryl Meek reported as follows:

Hundreds of 35mm slides from the mid-to-late 1950s have been digitised, revealing high-quality, colour photographs from the club's early days. A slideshow afternoon is being planned, likely on a Sunday.

The Lunney family donated three boxes of materials, including books and copious handwritten notes by Jim Lunney (an auto electrician) on magneto restorations. These notes have been offered to a specialist auto electrician in Ballarat who was very pleased to receive them.

A 1906 third edition of the De Dion Bouton motor carriages manual was found among the donations, described as highly valuable and in excellent condition.

Several hundred slides were received from Neil Ferguson and are being digitised. The club's own slide projector, previously thought lost, was also returned among the Ferguson donations.

Barry Smith organised the donation of a 1977 plaque awarded to Neville Hutton for best motorcycle (1915 BSA), which will be added to the club's trophy display.

A 1958 photograph of the Veteran Car Club of Victoria at Sorrento was shared and posted to Facebook. Dot Dallimore was identified in the photo, along with Wyn Jeremiah and Tolly Jeremiah 1904 De Dion (car number 13), identified by Greg Smith.

Wanted, for Sale or Swap

70th Anniversary Badges - The initial batch of 70th anniversary badges sold out quickly. Several members have requested more. Interest was confirmed by members in the room and online. The committee will order approximately 20 additional 70th anniversary badges. Members will be notified by email when available.

U Bolts for High-Wheelers – Russell Holden is looking for a manufacturer.

Guest Speaker

Russell Holden on his experiences at the London to Brighton Runs

Russell gave a fascinating talk by zoom on his experiences at this iconic event.

The event features over 400 pre-1905 vehicles, is the longest-running veteran car event (first held in 1896), and attracts an estimated 200,000 spectators. Over 25% of entrants are international.

London traffic management involves 8-minute light stops to allow veteran cars through in waves. The most challenging section was around Crawley, where it took nearly 40 minutes to pass through 7 sets of traffic lights.

Russell explained that the family had long planned to participate in multiple London to Brighton events. The 1902 Thomas was sent to America in 2022 for Thomas Flyer Week in Buffalo, New York, before being shipped to England for the London to Brighton Run.

Getting the Thomas out of the US was extremely stressful — customs officials initially refused to allow the car to leave, and it was only resolved when Chris located the original bank receipt from 25 years prior proving ownership.

The car arrived in London just four days before the event. Andrea drove the Thomas and was awarded the Lady Driver of the Year award for that year's London to Brighton.

The Thomas is now back in Australia and will participate in the Pre-05 Pioneer Run.

Russell is currently preparing a 1903 Knox for the 2026 London to Brighton Run.

He has offered logistical assistance to Australians planning to attend the 2027 event, with 5 confirmed participants and 8 expressions of interest so far.

Russell explained the Carnet system (allowing vehicles to leave Australia for 12 months, extendable) and offered to help others navigate shipping, customs, and logistics based on his experience.

Participants should be at Pall Mall by 10:00 am on the Saturday and Hyde Park by 4:00 am on the Sunday of the event.

Video footage was shown of the 2024 and 2025 runs, including driving through Clapham Common (where Andrea and Tom live), a roadside repair to the top gear clutch, a fuel stop, and the finish at Brighton. A separate clip showed a collision near the end of the 2024 run that caused terminal damage to the radiator and headlights, though all occupants were unharmed.

Russell's presentation was warmly received by members. Thank you, Russell.

The meeting Closed at 9.10pm and was followed by a delicious supper.

Next Meeting 8.00 pm on Tuesday 8th September 2026

Private Classifieds

FOR SALE

1908 Belsize 14/16HP Tourer

Overview

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.





AVAILABLE

Available are two bare c.1916 to 1918 Buick Chassis.

When I purchased the 1916 Buick off Gordon Berg it also came with two bare chassis which I no longer require. If they are of use to anyone, please contact me.

Contact: Matt Philip

Ph: 0412 327 519

Events

2026 RACV PRE-1905 PIONEERS RUN

When: Wednesday 23 to Saturday 26 September
Where: Wentworth NSW
Rally Directors: Vivian and Doug Fulford
Contact: 0491 721 033, dougfulford97@gmail.com

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

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

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

Accommodation

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

Don't Have a Pre-05

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

Expression of Interest

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

Vivian and Doug Fulford





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

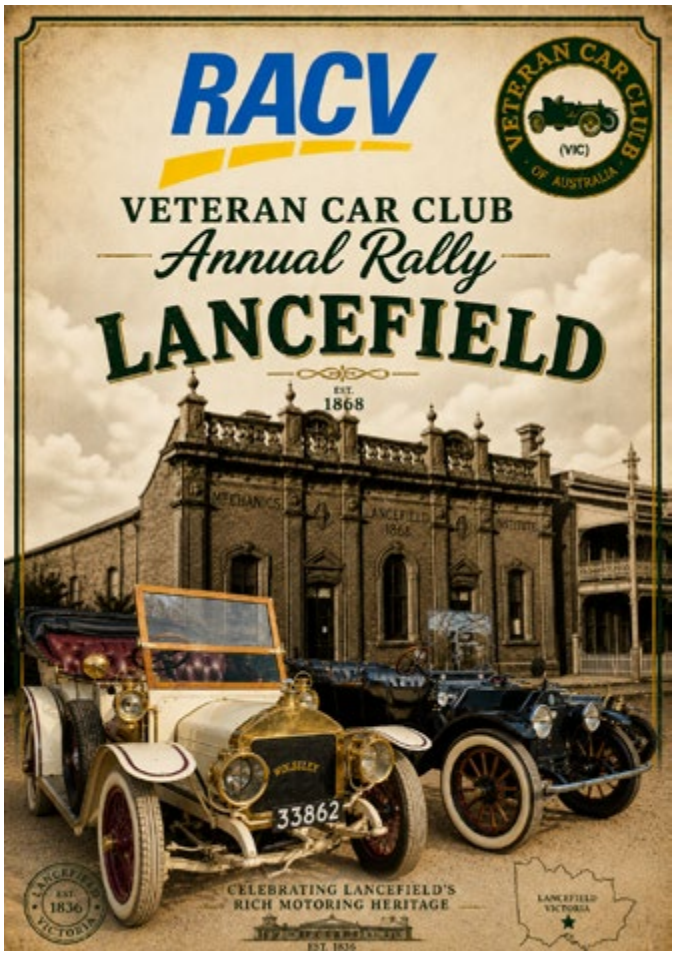
After breakfast, we'll depart our accommodation and travel together to morning tea. From there, those returning to Lancefield can make their way back, while the remainder of the group will continue to RMIT Bundoora to collect their modern vehicles and trailers before heading home.

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.



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

ABN: 61 276 214 581

PLEASE DIRECT ENQUIRIES IN THE FIRST INSTANCE TO THE SECRETARY

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

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

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

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

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

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

COMMITTEE MEMBERS
Andrew McDougall (Frances)
t 0417 310 852

Steve Hobbins
t 0419 317 687

Greg Smith (Denise)
t 0447 395 233

Jeff Alcock
t 0425 519 959

Simon Anderson (Tess)
t 0414 482 241

Peter Hammet (Joan)
t 0428 282 631

Rob Anderson (Leonie)
t 0414 446 953

Michael Holding (Claudia)
t 0407 008 895

FIVA REPRESENTATIVE (TAVCCA)
Andrew McDougall

SUB-COMMITTEES

DATING
Andrew McDougall

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

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

SUBCOMMITTEE: CLUBROOMS MANAGEMENT
Ben Alcock and Jim McCaffrey

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

SAFETY COMMITTEE / SCRUTINEERS
Brian Hussey
t 0418 561 910

Bob Ballinger (Helen)
t 0439 488 386

EDITOR
Greg Smith
e editor@veterancarclub.org.au

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

WEBMASTER
Ben Alcock
t 0404 917 366

ENVIRONMENT & SUSTAINABILITY
Frances McDougall

AOMC DELEGATES
Daryl Meek

Andrew McDougall

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

NEW MEMBERSHIP ENQUIRIES
New membership application enquiries to Brian Churchill

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

Download the application form at veterancarclub.org.au.

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

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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.

Find us on Facebook

RACV Midwinter Rally – Ocean Grove

Photos supplied by Callum Walsh



The McDougalls at speed in the 1915 Ford Model T



Peter and Joan Hammet at the start point in the 1914 De Dion Bouton



Brandon Price motoring beautifully on the 1914 Matchless M/C



Paul and Kim Williams enjoying the sun on the winter rally in their 1911 Wolseley.



Our cars had pride of place with a stunning view of the bay at Jack Rabbit Winery.

RACV Midwinter Rally – Ocean Grove

Photos supplied by Callum Walsh



Paul Fullard rides his wonderful 1914 A.G. Healing Big 4 Motorcycle along the lovely coast.



The 1909 38hp Daimler of Rick Thege at the scenic Jack Rabbit Winery in the sun.



David Jenkins enjoys the coastal drive in the 1916 Ford Model T.



Murray and Julie Wright thoroughly enjoying travelling in the 1912 Enfield along the coastal road.



Michael and Bernadette Matthews ride comfortably in the unusual bodied 1917 Cadillac. Next time you see this vehicle take a close look at the features it has.



Chris and Fiona Dillon cross the bridge into Barwon Heads in their 1911 Ford Model T.



Brenton Smith and Lillie Keogh with chauffeured editor in the back of the 1913 Ford Model T. Stunning views as they cross the bridge.