Charles Mayman poses c1903 with one of the motorcycles he built while employed by Edward Beauchamp at his cycle works in Prahran. The location was possibly the Mayman family farm at Bayswater. Part 3 of the Mayman Story starts on page 3. Photograph: Jack Nelson

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From the editor

**Can a feeble four Teuf-Teuf?**

*Club des Teuf-Teuf* describes itself as ‘the premiere French association for collectors of early cars, founded in 1935’.

Unsurprisingly, the term *teuf-teuf* doesn’t appear in English dictionaries, but most non-French-speaking veteran enthusiasts would have little difficulty identifying its origins and venturing a definition. In case nothing comes to mind, the French define *teuf-teuf* as an onomatopoeia, first appearing in 1899, to describe the sound of an internal combustion engine, and, familiarly, the motor car itself.

Like many things French, the term *teuf-teuf* spread wide, and was in relatively common use even here in the antipodes. In 1901, for example, the Adelaide-built Lewis car ventured to a country show where ‘... the natives were lost in admiration at the speedy “teuf teuf”.’ Or in NSW in 1904 ‘... the “teuf-teuf” of the motor-car has not yet been heard along the roads that wind with the Clarence.’

*Teuf-Teuf* has a certain charm, and other onomatopoeias such as ‘tung-tung’ (the name given by locals to Bruno Hammer’s home-built single-cylinder belt-drive car) might also find place in early motor writing, but I think I can safely rule out ‘nang-nang’, which both approximated the sound of an aging L2 Yamaha trail bike and gave rise to a short-lived nickname for a young editor.

*Club des Teuf-Teuf* now caters for two broad classes of vehicle: the ‘genuine’ *teuf-teufs* made up until the first war, and the ‘Les 18/32’, approximating our vintage class. The *teuf-teufs* are further spilt into two classes: pre- and post-1906.

Even in the absence of a visible national body, the veteran movement in Australia has divided itself into three not-quite-separate movements, based not on age or performance, but instead by counting wheels and cylinders. The ‘one and twos’, the ‘veterans’ and the ‘motorcycles’ all run very strong National Rallies, and careful choice of a vehicle can give eligibility to three National Rallies every two years. Sounds ideal, but who misses out? Arguably the wheezing small four – on two wheels or four – whose performance would be a perfect fit with the ‘one and twos’ but whose inability to make the appropriate *teuf-teuf* is held against it.

Leon Mitchell Adelaide, December 2012
Charley’s motor cycles
The Charles Mayman Story, Part 3

No exact date has been found for Charley Mayman’s shift away from his family in country Victoria to ‘the big smoke’ of Melbourne. A period journal tells us that Mayman had been working with Edward Beauchamp at his Prahran bicycle works for ‘many years’ at the time of his death at the end of 1904 and Malcolm Fredman, writing in the 1970s, gives us ‘just less than 10 years’. It seems likely then that Charley joined Beauchamp as an apprentice some time around 1895, at which time he would have been 15 years old. Unlike many of his contemporaries, Charley did not come to motoring through bicycle racing; at least not as a competitor. Just how he caught the motoring bug is not yet known, but catch it he did and by 1901 he had built his first motor cycle. By the end of 1904 he had built at least nine bikes and a car, avoiding the easy route of imported engines and constructing the machines from the ground up. Certainly there was input from the English Mechanic, but (as we shall see in a future instalment) Mayman used the published designs as inspiration rather than blue prints. Edward Beauchamp, although he had many opportunities, never took credit for the pioneering motor vehicles to emerge from his works. Instead he was always happy to promote the ‘genius’ of his young man Mayman, and to acknowledge him as the creator of the Beauchamp motors.

The following list describes the minimum number of motor cycles built by Mayman in the four years between 1901 and his death in December 1904.

1. Motor Tandem, prior to June 1901
‘Mr C. Mayman ... started over two years ago, and made the first engine you illustrated in your valuable paper ... The first motor car [sic] built was a tandem bicycle with the tricycle engine. This has long since been discarded…’ E. Beauchamp, letter to English Mechanic (UK), written 22 June 1903, published 14 August 1903.
No doubt this machine was built with cycle pacing in mind, but no photograph of it, or indeed no other reference to it, has been found. The motor was later reused in the Track Racer – see bike No. 7.

2. 1¾ h.p. Motor Cycle, October 1901

‘Those interested in the machine of the future – the motor cycle – should inspect the pioneer machine just turned out by Mr. Edward Beauchamp and Mr. Charles Mayman of Prahran. Unlike the imported article, it is a rear driver, the engine occupying the space between the rider’s legs, and the driving belt being carried over a jockey pulley under the saddle. Driven by an engine of 1¾ h.p., the machine is equal to any adverse wind or steep hill, the rider’s feet remain stationary on the pedals. Garrard’s “Moderatum” free wheel and back pedalling brake is fitted, and the battery is carried on an ornamental grid behind the saddle. The design and work is altogether Australian, even the carburettor being the invention of a Melbourne mechanic, and the finish is decidedly better than anything of the kind we have hitherto seen. Mr. Beauchamp informs us he can turn out similar cycles, weighing less than 70 lb. for £50. They would be equal to a pace of 40 mph if desired.’ Punch 24 October 1901

The photograph on page 7 shows Mayman with this machine – what a pity that the ‘ornamental grid’ is hidden from view! The ‘imported article’ referred to is no doubt the old-pattern Werner, which carried its motor in front of the steering head, driving the front wheel by belt. Almost certainly the ‘Melbourne mechanic’ responsible for the carburettor was arch inventor Henry Sutton, about whom we will write more in a future issue.

3. 1½ h.p. Motor Cycle, March 1902

‘Quite a mechanical triumph is the “Speed King” motor cycle just turned out by Teddy Beauchamp of Prahran and now open for inspection. The motor is of the air-cooled type, and develops 1½ h.p. This is placed in front of the frame, thus obtaining a good draft and equalising the weight on the machine. Parts of the motor used can be supplied in the rough or finished to those desirous of fitting up their own wheels.’ Punch, 20 March 1902

The motor position ‘in front of the frame’ is likely the Minerva position, where the engine was attached low and in front of the front frame tube. The Minerva ‘clip on’ was arguably the most successful configuration of the 1901 – 1903 period. No photo has been found of this machine.

4 & 5. Two 2½ h.p. Motor Cycles for the Dunlop Rubber Company, April-May 1902

‘[Mayman and I] also built two motor cars for the Dunlop Tyre Co. here, one of which is now in New Zealand, and won the motor cycle race there last year. The other motor car has won many of the races here this last season, and put up a record on the road for 24 hours of 460½ miles…’ E. Beauchamp, letter to English Mechanic, 22 June 1903

‘Mr. Beauchamp is now finishing a motor cycle which he expects to cover a mile in 1min. 20sec., some fourteen seconds faster than the Australian mile record. Speed tests of this bicycle will be made on the St. Kilda track at an early date.’ Queenslander, 26 April 1902

‘… the following are some of the details: – The motor used is a local production (excepting the De Dion aluminium flywheel case), manufactured by E. Beauchamp, of Melbourne, with a 2½/b bore by 2¼ stroke, and 24 lbs. weight flywheels. An atomiser somewhat after the Carlton principle provides the carburetion – which is fired by an electric spark – timed by a positive make and break contact. An E.I.C. sparking-plug was used, and gave every satisfaction, the plug not needing cleaning.'
during the 600 miles’ run. A Dow coil was fitted, in conjunction with four No. “0” Obach dry cells, which still gave a third of an inch spark after the ride... Transmission of power (gearing 1 in 5) was through an inch flat belt, constructed from two strips of English leather sewn together with rawhide laces. Dunlop 2 inch motor tyres were fitted to the machine... The ordinary consumption of petrol by the motor averages about 80 to 90 miles per gallon, which quantity is carried in the petrol tank that fits between the top stays of the frame. The complete weight of the machine is between 150 and 160 lbs., when petrol, tool kit, etc., are fitted.” *Motor Cycling (UK)*, 7 January 1903

Once again, the ‘atomiser’ is likely a Sutton carburettor, but the reason for using a De Dion crankcase is unclear. The achievements of this important motorcycle will be chronicled in a future issue.

H. B. (Harry) James with the Beauchamp machine on which he covered more than 460 miles in 24 hours – not bad going on country roads in 1902. The only non-local part was said to be the aluminium de Dion Bouton crank case. Here the bike is in track racing trim: for the long distance ride a Brooks B90 saddle was fitted in the regular position and a carbide bicycle lamp lit the way. Note the ‘Beauchamp Motor’ branding.
6.  **Approx. 2¾ h.p. Loop-Frame Motor Cycle, build date unknown but likely June – December 1902**

Two photographs (below, and front cover) have survived of Mayman with a most interesting machine. Although it featured an English-Mechanic-like motor, it differed from other Beauchamp/Mayman machines by using a cross-braced loop frame, perhaps inspired by the American Wagner design, and duplicated chain stays. Both photographs show Mayman in touring, rather than racing, poses; perhaps enough to suggest that this was the machine used by him for personal transport. Note that for trailer use (see front cover) the machine has sprouted a band rear brake.

7.  **4 h.p. Track Racer, December 1902**

‘The first motor car built was a tandem bicycle with the tricycle engine. This has long since been discarded and the engine is now on a track racer single, on which a mile has been done here in 1 min. 17 sec.’

E. Beauchamp, letter to *English Mechanic*, 22 June 1903

‘A beautiful little pacing and racing machine has just been completed by E. Beauchamp (Prahran) that is likely to test the speed capacities of even the Sydney and Adelaide tracks. The motor is about 4 horse power, the whole machine weighing about 120 lb. The cycle is certainly the neatest and most compact yet seen on Australian tracks. It is fitted with 26in. wheels and Dunlop motor tyres. The machine will more than likely make its first public appearance in the A.N.A. motor race at the Melbourne Exhibition track on January 26.’

*Sydney Morning Herald*, 24 December 1902

The ‘track racer’ (photo next page) was the most powerful of the Mayman machines, but was unsuited to road use. The rear seating arrangement drew positive comment from cyclists who were paced by it.
8. **2¾ h.p. Motor Cycle, June 1903**

‘Please find enclosed photo [see top right] of motor bicycle made in my works by Mr. C. Mayman... This one is the last and best production of this very clever boy.’

E. Beauchamp, letter to *English Mechanic*, 22 June 1903

9. **2¾ h.p. Motor Cycle, November 1903**

‘A shocking accident occurred on the cycling track at the St. Kilda Cricket-ground on Saturday afternoon when a lad, under 15 years of age, named Alfred Arsinius Hair, who was riding a motor cycle round the track by some means lost control of the machine, and coming into collision with the fence, was killed instantly. The boy ... was employed in Beauchamp’s motor and cycle works in Chapel-street, and the motor, which was a new one just built, had been lent to him by the firm.’ *Argus*, 23 November 1903

Written 18 months before Mayman’s death, Beauchamp’s 22 June letter was prophetic in describing this bike as Mayman’s ‘last and best production’. The machine on which young Hair was killed (‘just built’ in November 1903) was likely built to this same pattern, and Mayman was occupied with building his car during 1904, so the motorcycle was not developed further. Exactly which machine Mayman was riding at Eaglehawk on that fateful Boxing Day of 1904 is open to conjecture, but there is a suggestion that both he and young Alfred Hair were killed on the same machine. More of that in a later instalment.

*Part 1 of the Mayman Story appeared in S.T. No. 1; Part 2 was in No. 3. Several of the photos in this article first appeared in the James Flood Book of Motorcycling in Australia: the originals were provided to editor Mal Grant by a member of the Mayman family, to whom they were later returned. Their present location is unknown.*
In our last issue, we talked about ‘the lost history’ – history that survives but is either threatened or difficult to access (‘From the editor’, Serpolette’s Tricycle No. 5). This story, about a 1913 six-cylinder Sunbeam 25/30 that survived in Australia into the 1950s, but perhaps not beyond, has its origin with three small, unlabelled photographs in a shoe box of Jack Nelson’s motoring snapshots – classic ‘lost history’.

Jack was able to recall that the photos were of a Sunbeam belonging to Ray Standerwick, a veteran car enthusiast who for a number of years kept a motor museum at Lakes Entrance in south-eastern Victoria. From the photos the car was identified as a rare and desirable 25/30 from the veteran period. Sunbeam enthusiast and keeper of the Sunbeam Register Bruce Dowell (http://sunbeamregister.com) was able to confirm a date range of 1911-1914, during which time 446 examples were produced, with 1913 as most likely.

It’s a reasonable guess that a car of this quality has been ‘discovered’ and discussed at least once in motoring history circles in the sixty-odd years that have passed between our photographs and the present day, but where to source more information?

It was only a chance encounter with more lost history – a letter published in the June 1990 issue of Brass Notes, the magazine of the Veteran Car Club of Australia (Victoria) – that provided more information about the car. The letter was from Ray Standerwick himself, and was accompanied by two very poorly reproduced snapshots – different from those in Jack’s keeping.
Ray’s letter read in part:

I came across photos of two old cars I had as a lad. The first was a 1913 Sunbeam which I found under hundreds of bales of hay in a shed at Lysterfield. Originally owned by the Symes family of The Age fame, who lived at Lilydale. It was one of six built to comply as a production car to be able to compete at Brooklands [see later]. It was 6½ litres, a side valve 6 cylinder with tulip valves. I remember it said to set clearance .002 cold. The engine size was 4’6’’ from fan to flywheel and 3’ high from sump to copper pipe. I had the dream to use the car on the Rob Roy hill climb and had altered the car by fitting a front axle and wheels from a Chev truck to obtain front brakes and reliable wheels. However, a week before I was married, and desperate for cash, I sold it for £20 to a chap from Hull Road, Mooroolbark. This was in 1956. It even had new tyres 6.50 x 20 so perhaps it ended up as scrap as there was miles of brass and aluminium. I did drive it on its original wheels and tyres and remember tremendous acceleration in each gear. Of all the cars I have owned this is the one I most regret losing. However, the veteran car movement had not started and there was little interest in such old cars...
Ray’s Sunbeam was not the only 25/30 to come to Australia in the early days. Another car, in long term ownership of the Sevenoaks family, has survived and is presently a restored and running vehicle. The Queensland origin of this car makes it likely that it is the car mentioned in the McGhie Motor Co. advertisement on page 9. The provenance of the Sevenoaks car is detailed and has no reference to a period of ownership in Victoria, so the Standerwick and Sevenoaks cars are believed unrelated. Another car was known to exist in Western Australia, so it is likely that at least three 25/30s came to Australia.

Much has been written over the years about the racing pedigree of the Sunbeam 25/30, mostly referring to Brooklands but occasionally to Indianapolis. Any such claims should be taken with a grain of salt. The 1913 McGhie Motor Co. advertisement, for example, claims: ‘On Brooklands track a few days ago a 25.30 horse-power 6-cylinder “Sunbeam” Car, of standard design, travelled 1078 miles in 12 hours, same being A SPEED RECORD FOR THE PLANET.’ This seems like a straight-forward-enough claim. Elsewhere the copy invites readers ‘... to see the 25.30 h.p. 6-cylinder “Sunbeam” we have just taken delivery of, which is similarly-engined to the car that broke all world’s records from 2 to 12 hours. On view in our Adelaide-street [Brisbane] Showrooms.’ Similarly engined? Yes, both cars used 6-cylinder Sunbeam engines, but there the similarity ends. Boddy’s 1948 The Story of Brooklands describes the Sunbeam that set the long distance records on 1 October 1913 as a ‘... slim, single-seater, 4½-litre, 80 by 150-mm., six-cylinder car’ – a 6.1-litre tourer it was not! Similarly the ‘108 miles in one hour’ record was set by a Sunbeam, but powered by a 9-litre V12 motor no doubt more at home in the skies than on the road.

Perhaps (just perhaps) the car in which Coatalen and Richards set long distance records at 75 mph in September 1911 bore some resemblance to a standard 25/30 (it was listed as 6.3 litres to the road car’s 6.1), but by the time this car had morphed into ‘Toodles IV’ to break the World’s 50-mile record at 93 mph less than a year later, and was modified again to finish fourth at the Indianapolis 500 in 1913, it’s a fair bet any similarity with the standard car had long gone.
In Serpolette’s Tricycle No.3 we reproduced an article from Automobile (USA) of March 1901 stating that the Winton Motor Carriage Co. had recently shipped to Australia the first of three carriages ‘to be used in the government postal service’. At the time we described the claim as ‘a little questionable’. Investigating further it was pleasing to see one of our local periodicals, the Australian Town and Country Journal, shared our scepticism. In its issue of 11 May 1901, it reproduced a story almost identical to ours, save that it stated that all three Winton mail vans had been shipped to Sydney, sourced from Motor Vehicle Review (Ohio, USA). Given that more than two months had passed since the US article was published, the Town and Country Review mused:

That is circumstantial enough in all conscience. But, considering that the shipment is given as having taken place last March, there has either been delay somewhere, or the motors are snugly stowed away in the cellars of the G.P.O., or they were never ordered at all.

So did the Winton mail vans arrive? Our man David Manson has come up with the type of evidence we like best: a photograph showing one of the mail vans actually ‘on the ground’ in Sydney in 1901. In fact not one photo but two. David’s item is a pair of photographs designed to give a ‘three dimensional’ image when viewed with an appropriate stereoscope. One end of the card has the ornate description ‘Sold only by George Rose Publisher, Melbourne’ while the scene itself is captioned ‘3188 Duke of York Celebrations, Sydney. Children’s Fete. Motor car exhibits.’ Although undated, the period press is available to fill in the detail. The Royal Visit in question occurred in the middle of 1901, and the event was the Young People’s Industrial Exhibition on the grounds of the Royal Agricultural Society in Sydney. The Sydney Morning Herald of 4 June 1901 gave
an account of the ‘parade of decorated motor cars’:

There was also an exhibition of ... decorated motor cars. Mrs. E. Playfair decorated a car by the Woods and Winton Automobile Company. It was made to represent America, and it looked very well. It was driven by Mr. C. Dudley-Cooper. Master and Miss E.W. O’Sullivan decorated a motor car by the same firm to represent Australia, and it was driven by Mr. F. O’Sullivan. A hansom cab motor by the same firm was decorated by the committee, and was greatly admired. A motor driven by Mrs. Pring (?) represented England.

The mail van, second from left in the photograph, is of particular interest. Elsewhere in the *SMH* it was described in more detail:

The “Post Office” car was almost a decoration in itself, but when completed with handsome gilded crowns and the Australian coat of arms it looked well.

So we have a photograph, and a matching description of four motor vehicles, three of which are explicitly linked to the Woods and Winton Automobile Company. Or should we say ‘Companies’ perhaps? Woods and Winton advertised heavily in the Sydney press in May 1901, but their use of the term ‘Cos’ suggests an alliance of convenience, where the Woods Automobile Co. (producers of electric vehicles) and the Winton Automobile Co. (producers of gasoline vehicles) were represented in Sydney by a single entity.

And what of the claim that the Mail Vans had been ordered for use in the Post Office? On review I think it more likely that Winton were keen to look for government business of that type, and brought out one Mail Van, and two other vehicles, in the hope of tendering for business. Of course a progressive Post Office would be interested in embracing new technologies, and we have evidence that there was intersection between the two entities.

The delightfully-named *Cumberland Argus and Fruitgrowers Advocate*, published in Parramatta, was the voice of the growing towns in what are now the western suburbs of Sydney. In April 1901, while the Winton shipment was on the water, it reported on two linked events in the region: the completion and opening of a large new Post Office building at Smithfield, and that permission had been granted to the Woods and Winton Co. ‘...allowing them to run their cars in the streets of the historic borough’. In August 1901 this planning came to fruition, when ‘The Sydney Post Office authorities had a satisfactory trial with a motor car postal clearance in lieu of the usual horse and trap. The experiment was deemed most satisfactory by the officials concerned, the Winton gasoline car easily surmounting all the steep gradients around.’

Satisfactory, but it seems the time of the motor mail had not yet come.

One more mystery: the articles in *Automobile and Motor Vehicle Review* both mention explicitly the need to change the ‘VR’ insignia on the Winton Mail Van to ‘ER’ on the death of Victoria. Why, then, does our photo quite clear show the “Post Office” car bearing the ‘VR’ insignia?
Early tricycles

Was this Ariel (late Dunlop) really our first tricycle? Indeed, was it really an Ariel?

On Thursday 21 April 1898, Mlle Serpolette arrived in Albany, Western Australia, aboard the French mail steamer ‘Armand Behic’. On board with her was her ‘Gladiator’ motor tricycle, but although she and her motor tricycle caused a sensation everywhere they went, the Gladiator was certainly not ‘the first’ petroleum-powered three wheeler in Australia.

In fact, it was not even the first motorised three wheeler in the West: visiting French engineer Monsieur Bargigli ran his ‘Bollee London tricycle petroleum motor’ (presumably a French Léon Bollée tri-car) on Hay Street, Perth, six weeks before Serpolette’s arrival.

Three thousand kilometres to the east, Henry Sutton’s tricycle had been out and about around Melbourne the previous year, including a successful run to Ballarat and back in September 1897, and another ‘Ariel’ motor tricycle had just landed in Melbourne. Quite a detailed description of the machine appeared in the Argus on March 21 (avoiding any claim of ‘the first!’), but we’ll take the edited (and slightly enhanced) version that appeared in the Sydney Morning Herald two days later:

THE FIRST MOTOR TRICYCLE LANDED IN AUSTRALIA.

The first motor tricycle has just been landed by the Melbourne branch of the Austral Cycle Agency. It is built by the Ariel (late Dunlop) Cycle Company, who are also the builders of the famous Ariel pacing machines now engaged in record-breaking on the Sydney Cricket Ground. The motor for the tricycle was built by the De Dion Company of Paris. The machine is fitted with the very latest Dunlop tires and rims, and weighs 130lb. In several trial spins the machine proved very fast, and was easily steered through the dense traffic. The driving power is obtained by means of petroleum explosions.

In 1898, few local newspapers carried photographs and no contemporary illustration of the ‘Ariel’ has yet been found. Fortunately the photograph at left appeared in the Australian Motorist more than ten years later, in September 1909. It gives us a clear look at the layout of the tricycle,
and was accompanied by the following text:

‘The first Victorian motorist is depicted above. Mr. Harrison claims the distinction arising from the fact that he pioneered the petrol motor in Victoria. The machine was an “Ariel”, fitted with a De Dion engine, and with it he covered some thousands of miles. He states that he was the first to travel to Geelong. This was considered a great feat, as, owing to the absence of repairers, and a scarcity of petrol, which at that time cost 3/6 per gallon, made his return trips beyond the city boundaries always doubtful. Following Mr. Harrison came, some months later in quick succession, Messrs. Terry, Baldwin, and the Dunlop Tyre Company; also Mr. Kelly, of Richmond.’

The engine of the trike, mounted in the ‘usual’ de Dion position behind the rear axle, is an 1897-pattern ‘genuine de Dion’, recognisable from the arrangement of the automatic (suction-operated) inlet valve. Before 1898 the inlet valve was positioned beside the exhaust valve and had to be sucked up off its seat, against both gravity and a light spring, to get mixture into the cylinder. For 1898 the inlet valve was relocated to directly above the exhaust valve, in the famous de Dion cloche (bell). This position would be used for many years to come (by de Dion until 1909 and by others, for example Harley-Davidson, until the late 1920s, albeit with mechanical operation).

The symmetry of the arrangement provided even cooling of the hot exhaust valve by the incoming mixture, as well as a reasonably compact pocket. Tricycle frames can be divided into two broad categories: those with and those without a ‘bridge’. The bridge is a frame cross member above and parallel to the rear axle, acting as a mount for the engine and a support for the rear hubs, via drop-downs mounted at each end. Genuine de Dion Bouton tricycles, as well as the many imitators built under license, used the bridge design, and in the earlier models the axles ran in the open air from the central gear case to the back hubs. If you examine our machine you can just see the open axles on each side, although they are mostly obscured by the two large canisters – exhaust silencer on the left and ignition coil on the right – mounted securely to the bridge. Around 1899 de Dion enclosed their axles but kept the bridge to produce a very robust rear sub-frame.

Some tricycle manufacturers chose to build frames without the bridge, and used the rear axle case, supported by struts from the seat lug to its extremities, to carry the engine.
So is our tricycle really an Ariel?
I believe so, but conventional Ariel history disagrees, recognising the earliest Ariels as those fitted with a distinctive Cycle Components Mfg. Co. engine (built under license from Lawson’s British Motor Co.) usually mounted in front of the rear axle. These machines, ‘built with entirely British labour’, were first shown at the Stanley Show, London, in November 1898, whereas our machine, landed in Melbourne in March 1898, was likely built in late 1897 or, given the six-week passage for the fast steamers, in the first weeks of 1898.

Based on the features visible in the one surviving photograph, our tricycle is either a genuine de Dion, or a de Dion built under license in the UK. Small variations in engine controls and the top fork crown favour the latter, in which case there is no reason that the machine might not have been built, as recounted in both the 1898 and 1909 articles, by the Ariel (late Dunlop) Cycle Company in late 1897, or early 1898.

Earlier in 1897, the Dunlop Cycle Company, affiliated with the producers of the all-conquering Dunlop pneumatic tyre, were producing a very successful range of ‘Dunlop’ bicycles, but were being pressured by competitors (most of whom had no option but to fit Dunlop tyres to their bikes) to change their name. This they did in late 1897 when the Dunlop Cycle Co. became the Ariel Cycle Co., and the Ariel brand appeared on the unchanged Dunlop bicycles.

The announcement below is typical of those that appeared at the time in both Australia and New Zealand. And what better way to promote a new brand than to associate it with the latest innovation in transport, the motor tricycle?

In a future issue, we will explore the links between Dunlop in the UK and the Austral Cycle Agency in the antipodes.

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**A CHANGE.**

THE name and goodwill in connection with the word “Dunlop” having been acquired from the Dunlop Cycle Company, Limited —makers of the famous

**DUNLOP CYCLES**

by the Dunlop Pneumatic Tyre Company, Limited, in deference to the wishes of the Dunlop Tyre Customers, we have decided to adopt forthwith the name of Ariel Cycle Company, Limited, as makers of

**ARIEL CYCLES**

The design, quality and manufacture of Ariel Cycles will be identical with that of the Dunlop Cycles, whilst all the many World’s Records, etc., and Testimonials belonging to the Dunlop Cycle Company, and made on Dunlop Tyres, will apply with equal force to the Ariel Cycles, and the

Ariel Cycle Company, Limited
(Late Dunlop Cycle Company, Ltd.)

Head Office: 156 Queen Victoria Street, E.C.

SOLE AUSTRALASIAN AGENTS—

THE AUSTRAL CYCLE AGENCY, LTD.

HEAD OFFICE: 130-140, ELIZABETH ST., MELBOURNE.

CHRISTCHURCH... Colombo and Lincoln Streets

DUNEDIN... 123, George Street

WELLINGTON... 81, Lambton Quay
The tricycle in Queensland

Rick McDonough three-wheels up north

In June 1898 the Ariel cycling team was visiting Brisbane from Sydney, bringing with them a range of bicycles and riders to enthral the locals. Amongst the group was an Ariel motorised tricycle. The cycling craze was in full swing and these powered trikes were seen as the ideal machines for competitive cyclists to pace themselves against on the racing circuits. With head down and the other end up, many times cyclists got a little too close to the trike in front and came crashing down, sometimes with fatal results.

In relation to the Brisbane visitation, it was reported that much excitement and interest was evidenced when Harold Knight-Eaton rode the self propelled machine around the ‘Gabba’ track. One reporter was moved to write:

‘The ease with which it travelled carrying its fully dressed occupant was in marked contrast to the bicycles with their hard-worked and muscular riders, and it seemed to answer promptly to the brake and steering gear.’

Alas, the Ariel trike’s visit was but a short one and it wasn’t until September of 1900 that another trike came to Queensland with any sense of permanency. Mr E. J. Clark, a keen cyclist and manager of the Cleveland Cycle Co., Toowoomba, imported a French De Dion tricycle – a 2½ hp machine very similar to the Ariel of 1898. The new manager of the Brisbane branch of the Cleveland Cycle Co., Mr Knight–Eaton, was so enthused by the impending arrival of the trike that he promptly advertised that the Cleveland Cycle Co. ‘...will soon be supplying the Finest Motor Car on earth and hope to please the Queensland public with our cars...’ The little trike was soon given a demonstration on Brisbane roads. This demonstration had distinctly commercial intentions however.

Brisbane Post Office officials had for some time been grappling with the problem of delivering mails to drought affected areas in the west of the state, and the idea of using a motor vehicle to perform this function was mooted by the local press. The Postal Department readily accepted that their knowledge of internal combustion vehicles was scant, and therefore their suitability or otherwise for delivering mails in the outback was an unknown quantity. They needn’t have been worried though. Harold Knight Eaton was very forthright on his opinions on the suitability of the Cleveland Cycle Co. tricycle to take on the mail delivery role. When interviewed by the Brisbane Courier, not only did he indicate the desirable power and other technical specifications of the ideal delivery unit, he even added: ‘Nor were cars difficult to operate. In fact their operation has recently been much simplified so that even men who had been used to horses were learning after but short instruction.’

This expert advice obviously had its intended effect. The De Dion that Mr Clark had imported was given a series of trials on Brisbane roads by the Postal boffins during the month of October. The Courier reported that these tests were a complete success, and that ‘a journey was made to Breakfast Creek at a speed at times of up to 12mph.’ However Messrs Clark and Knight Eaton didn’t have it all their own way. There was another Brisbane firm vying for the attention of the Post Office Department – the Canada Cycle and Motor Company (CCM).
The CCM Agency for Queensland (sometimes also referred to as the Massey Harris Co. Ltd.) was managed by well known Brisbane cyclist, Alec Dodwell. Massey Harris pushbikes were well regarded and owned in large numbers by Queensland Cyclists – both competitive and social. In 1900 the Canadian factory built a small number of motorised tricycles and quadricycles powered by copies of French De Dion engines, acquired through H. A. Lozier, a CCM subsidiary.

In early October 1900 CCM in Brisbane landed one of these new Massey Harris trikes and put it on display in the window of their Queen St. Agency. The Press announced, somewhat prophetically, that this ‘splendid up to date motor tricycle [would be] the forerunner of further importations in the shape of motor cars and carriages.’ It was immediately put to the test for the Postal Authorities. After seeing it in operation on the local roads, the *Courier* offered this rather unashamed piece of adulation:

‘The tricycle is, in the opinion of experts, a long way ahead of anything yet seen in Australia. It is perfectly finished, and at a trial yesterday afternoon gave eminently satisfactory results.’

Despite the glowing reports of the Brisbane Press as to how wonderful both the French and Canadian products were, the Postal Dept clearly thought otherwise. The trials undertaken showed, in their opinion, that both trikes were, ‘..totally unsuited for the purposes to which it was proposed to devote them.’

Not to be discouraged, CCM sold their Massey Harris trike less than a week later, on the 26 October 1900, to a Mr W. Hargreaves for the grand sum of £105. The new purchaser kindly consented to it being shown at the Bowen Park Sports Day the following day and given a speed trial by Alec Dodwell. This was CCM’s first sale of a motorised vehicle. Just prior to Christmas of 1900 the New Zealand vessel ‘SS Aorangi’, operating the Vancouver – Australia service, arrived in Brisbane with two new arrivals. CCM had imported another tricycle, no doubt buoyed by the quick sale of the first. With it, also came an example of the Massey Harris Quadricycle. This was the first four wheeled petrol driven vehicle seen in Queensland, but that is another article for another time...

Rick McDonough

The Ariel tricycle mentioned in Rick’s article is almost certainly the one pictured and discussed on page 13. More Australian tricycle content – especially photos – most welcome!
Arrowtown, NZ
Alan Meredith joins the singles and twins in the South Island

This limited entry event co-ordinated by the Pioneer Motoring Group attracted a full field of twenty-five participants, all being one- or two-cylinder vehicles at least 100 years of age. In the pre-1905 category two Locomobile steamers were joined by a 1900 Wolseley, the driver of which had flown over from Perth especially for the weekend. A brace of single cylinder Humberettes jointly making their public debuts attracted much interest while a 1905 Talbot also had its first outing. A particularly welcome reappearance was a just recommissioned 1909 Briton which had come all the way down from Auckland to revisit its home territory after spending the last forty years in various motor museums. Keeping the Briton company was another Auckland participant, a 1906 Alldays twin. A lone veteran motorcyclist joined in the fun while a group of Victorian cyclists added colour to proceedings. The weekend marked the 150th anniversary of the discovery of gold in the Arrowtown district and also the centenary of the steamship Earnslaw at nearby Queenstown. With plenty of historical celebrations it was a memorable weekend enjoyed by all.
Arrowtown photos, clockwise from right:
First time out for a 1905 2VB Talbot;
A pair of 1904 Humberettes and a Darracq on the streets of Arrowtown;
A pair of single cylinder de Dion Boutons;
The 1909 Briton enjoying its new-found freedom after 40 years of museum life.
‘The first’!
In search of six-cylinder cars

In ‘The first’! No. 5 we asked: What was the first six-cylinder car (or commercial vehicle) imported into Australasia? I was not entirely surprised that, from both sides of the Tasman, there was but a single marque suggested in response: Napier, of course.

No controversy? No punters for Franklin or Ford? Or perhaps an early Mercedes racing car? Or a Darracq inspired by Alan Meredith’s treatise in S.T. No. 5?

Just to scare the pants of all the Napier proponents, a six-cylinder 40-h.p. Ford (presumably a Model K) landed in Sydney in October 1906. The car, described in some detail in the Sydney Morning Herald of 15 October, was imported by Mr. L. Davies of Davies and Fehon, Margaret St, Sydney. Can we trump the Ford with a Napier? Yes we can, but it might take a little-known South Australian car to do it.

Stephen S. Ralli owned Werocata Estate, at Balaklava north of Adelaide. The estate comprised a large homestead ‘beautifully situated on the banks of the River Wakefield, surrounded by the orange grove, orchard and gardens...’ and 14,000 acres of land. In early April 1906 he returned from a nine-month trip ‘home’ aboard the S. S. Commonwealth, bringing with him three whippets (a breed new to South Australia) and, most likely, a 40-h.p. six-cylinder Napier motor car, said to have been a gift from his mother. The car was given No. 24 when registration became compulsory in September 1906.

Our photograph of Ralli’s Napier (below) comes from the Adelaide Chronicle for 7 February 1907, where it was simply captioned ‘Main Street, Balaklava’.

Was there an earlier six-cylinder Napier in Australia or New Zealand?

For ‘The first’! No. 6 the bar has been set high indeed. We are looking for the first commercial vehicle in Australasia. Keep in mind that the evidence for the Winton Mail Van being present in Sydney in May 1901 is very convincing, so you’ll have to be looking earlier than that! Think on it while the Christmas pudding digests...

Entries to the editor: serpolette@earlymotor.com

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Mysteries
We know less than you...

We’re not having much luck with our recent mysteries: both the car in George Rollston’s Garage in Queensland (Mystery No. 4) and our forlorn Edwardian limousine in New Zealand (Mystery No. 5) remain unidentified. Not that readers haven’t tried. Laurie Dellar suggests that, given the link between Rollston and the Canada Cycle and Motor Co., the car might be a Canadian-built Russell. However Russell owner Ross Bartlett thinks not. The editor noted similarities with the Aster-engined cars built in the UK by Enoch West under the West and West Aster names, but again West expert John Spicer thinks it unlikely. More suggestions welcome, particularly on the NZ limousine which is surely an unusual and important vehicle.

Mystery Number 6 is from David Manson, who sends this marvellous portrait of an early voiturette. The photographer has gone to some trouble to set up the shot, including the use of at least two ‘sheet flappers’ – you might notice ghost-like legs in the background. The idea was that the tripod-mounted camera and its inanimate subject (the car) would allow the use of a small aperture (high quality optics and excellent depth of field) and a long exposure during which the ruffling sheet would produced a blurred, even background. The technique was often used for catalogue illustrations and the like. David’s photo has a strong link to pioneer NSW motorist Mark Foy (see David’s article in Serpolette’s Tricycle No. 5). Written on the rear of the original print is From Miss M. McGahey, Bayview, NSW. Car belonged to late Mr. Mark Foy while the front reads – in Mark Foy’s hand? – Car I bought from Mass(?). French car about 1901(?) in Sydney. £150

Comments to: serpolette@earlymotor.com
Antipodean coachwork

Duncan and Fraser body on 1911 Model T Ford

In our last ‘Coachwork’ column we featured the Marni body produced by Adelaide coach builders Duncan and Fraser (est. 1865) for the Lewis car in 1900. This was Duncan and Fraser’s first motor body, but if we roll forward 11 years we find the firm well experienced in the motor trade, having imported, sold and often bodied vehicles from Oldsmobile, Orient, Argyll, Singer and, most importantly, Ford. In 1911, the Model T was selling in huge numbers. For a motor business Ford was the agency to have, but for buyers there was one feature missing from what was otherwise an impressive list: individuality. Duncan and Fraser addressed this problem by building custom bodies for the Ford chassis. An early example was body 803 (left) built as a demonstrator for Robert Duncan in 1911. The sculpted brass radiator, rounded bonnet, smooth transition through the scuttle to the torpedo body, and slightly domed guards set this car apart from the standard Ford of the day, and certainly place it in the vanguard of a fashion that was to last through the 1920s. Other than a coat of paint to change the colour from the original green, 803 has survived largely unmolested and was present at the most recent Bay to Birdwood Run in South Australia. Many thanks to David Chantrell for pointing out the car to me at the start where the photo was taken. David’s 2008 book Duncan & Fraser Ltd. Legacies Left Untold details the full history of the firm.
Serpolette’s Tricycle, December 2012

Hard parts
Sale and wanted

**Wanted** Harvey West in New Zealand has acquired the Australian-built *Quirk’s Mona* motorcycle featured in S.T. No. 1. The restoration is well underway, and Harvey is seeking any parts or information. In particular, can anyone help with gearbox internals? The bike came with the gearbox case, but nothing inside... **Contact** Harvey West bev.harvey@xtra.co.nz

**Wanted** Early photographs with interesting Australian or New Zealand motoring content. Cars, commercials, bikes, aeroplanes, motor boats, people, factories. Can copy, scan and return if you don’t have facilities to scan. Does anyone have glass plate negatives they have never printed? **Contact** Editor: serpolette@earlymotor.com

**Sale** Differential/rear axle, believed veteran Napier. See below, and detail in S.T. No.5. Suit Napier or veteran special. Offer? **Contact** Peter Allen mcallen@senet.com.au

**Sale** Front axle and steering parts for 1908 20 –25 h.p. Lanchester. The axle was found in Victoria – can someone suggest from which vehicle it came? **Contact** Leon Mitchell mitchell@senet.com.au tel. (08) 8278 5120

**Wanted** Gearbox for an Alldays Matchless v twin motorcycle around 1913. Two bolt top fixing with cross-over drive and believed to be 3 speed. See photo S.T. No. 5. Wanted in any condition. **Contact** Chris Taylor taylorhq@xtra.co.nz

**Wanted** C.A.V. switchbox; Edwardian type with timber case. Will buy or have veteran Brolt switchbox available for exchange only. Also require a veteran dash light and horn button / switch. **Contact** Bruce Shadbolt: shadboltfamily@paradise.net.nz, tel. +643 942-7870 (NZ)

**Wanted** Dubrulle two drip pressure fed lubricator. **Contact** Stephen Kidd swhpkidd@xtra.co.nz, mob. +6427 566-4000 (NZ)

Events
Australia and New Zealand

**National Veteran Rally, Australia**
2013— Sept 15-20, Shepparton, Victoria
www.veterancarclub.org.au
www.veterancarclubofwa.asn.au

**National 1 & 2 Cylinder Rally, Australia**
2013— March 10-15, Canberra, A.C.T.
http://earlymotor.com/2013-canberra
2014— May 4-9, Robe, South Australia
http://earlymotor.com/2014-robe

**National Veteran Motorcycle Rally, Australia**
2013— Sept. 29-Oct 4, Parkes, N.S.W.
www.vmccnsw.org.au

**Others**
2013— June 10-14, Bundaberg, Queensland
11th Highwheeler Rally
2014— August, Adelaide to Darwin Rally
http://a2d.netguys.com.au
After six issues, time to reflect

Twelve months ago I began making mock-ups for an on-line magazine. The idea had been occupying my mind for some time, so I knew a few things about it: the content would be early motoring in Australia, the format would be ‘landscape’ so that each page could be displayed and read on a typical computer screen, and it would be called Serpolette’s Tricycle.

Beyond this, I hadn’t thought very far. Once I had settled on a final design (thanks to design-student daughter for the lesson on ‘kerning’) and layout I asked a few like-minded enthusiasts for comment. Yes, the content was good, but could we please include New Zealand? No problem, and I’m pleased we did as the magazine is better for it. Yes, the layout was great – clear and readable from the screen, but the vertical captions? Sorry, my attempt at design and endorsed with enthusiasm by above-mentioned dsd. But Leon, the name; Serpolette’s Tricycle – are you sure? Yes, I’m sure.

So on to issue No. 1, now with a plan: six issues and see where we are then.

That’s where we are now, six issues in and it’s time to reflect on how things are getting on. I will do so between now and the next issue – there will certainly be one – but I’d appreciate some input from readers. Drop me an email if you have ideas, things you’d like to see changed, or things you’d like kept the same.

Slips of the editorial pen

Despite the editor’s best intentions, mistakes – ranging from simple typos to howlers – are always going to happen. It’s worse when it happens in a contributed article, so apologies to Rick McDonough for my caption on p16 of S.T. No. 5. Lillian Cooper’s passenger is in fact Lady Chelmsford, wife of the then Governor of Queensland.

Holiday reading

Perhaps by the time you’re ready to read this issue you’ll already be in holiday mode. If not, hang in there for the next issue which will feature the usual guff about early motoring Down Under. Of course if you find yourself with time on your hands, you could always put pen to paper about your favourite veteran topic; contributions are always welcome.

Regardless of how you spend your time, have a great Christmas.

Leon Mitchell  www.earlymotor.com

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