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G. P. Innes (1863-1936): Pioneer of the Motor Industry

“How many Innes cars were there?”¹ This question from the Curator of the Australian Motorlife Museum, where the only known surviving Australian Innes car resides, was the stimulus for researching the vehicles of Sydney motor dealer George Peacock Innes. It quickly became apparent, however, that though the Innes cars were interesting, Innes himself was arguably more intriguing than his vehicles as he was one of Australia’s first motor vehicle entrepreneurs. He entered the automotive industry at its very beginning, when there were no business models for motor vehicle manufacturing and sales enterprises, yet he quickly established himself as a successful importer, dealer and respected personality in the motor trade.

This paper draws on period newspapers, journals and primary sources to identify the path that took Innes from general engineer and bicycle salesman to prominent motor trader. It will also explore the connections that link G.P. Innes with French motor cyclist Mademoiselle Serpolette, intrepid motorists H.R. and J.M. Arnott, prominent motoring sportsman L.W. Pye, and renowned motor man Boyd Edkins and the early Vauxhalls. The Innes associations will be shown to extend to the formative years of the Royal Automobile Club of Australia and the foundation of the Motor Traders Association of N.S.W., and to significant motoring events including the legendary 1905 interstate reliability trials. The part A.B. “Banjo” Patterson occupies in the Innes motor history will also be considered.

Introduction

When George Innes started a bicycle business in Sydney in 1897 bicycling was all the rage and bicycle building, repairs and sales a highly competitive and extensive industry. Innes, however, had always been more fascinated by engines and like several other motoring pioneers used a bicycle company as his entry into the automotive industry. Innes quickly ventured into importing, assembling and selling motor cars at a time when there were no business models for such enterprises, and very few others engaged in the supply and repair of automobiles.

George Peacock Innes was born at Hobart in 1863. His father George Innes was a respected government surveyor and successful fruit grower. His mechanically minded son described his early years thus: "I commenced trying to make engines, and nearly blew my head off when my home-made boiler burst....However, I kept on trying, and at the age of nine I had a crude sort of engine going, all my own make".² Innes tried several trades, settling into work as an engineer in Tasmania before coming to NSW in 1890 with railway contractors Smith, Finlayson and Timms. In 1893 he married Susan Mills and thereafter resided in Sydney, where they raised their three children, Myrtle, Elspeth and Donald.

Innes and Mills 1897-1904

Innes' brother-in-law, Robert Augustus Mills, was a successful competition cyclist and in partnership they opened a cycle works in 1897 at 84 Bathurst Street, Sydney, advertising that they were practical mechanical engineers. Innes and Mills attended and sponsored cycling events, becoming well known in cycling circles in both NSW and interstate. By 1898 the Australian press was frequently reporting on the growth of motor cycling and the developments in automobiles in Europe, England and the United States with much speculation about when motor vehicles would appear locally. The importation of seven Gladiator motor tricycles in June 1898 by the English and American Cycle Agency resulted in widespread interest, highlighted further as the exhibition rides of the tricycles at cycling events throughout the country would be by Mademoiselle Serpollete.³ One can well imagine that Innes and Mills saw these machines demonstrated in Sydney. At this time Innes and Mills were the NSW agents for Rudge-Whitworth bicycles and employed staff repairing and building new bicycles and George's own inventions - Tasma spray pumps and a collapsible child's cart, which sold well.⁴

The opportunity for Innes to become personally involved with motor vehicles came when he purchased at least one of the Gladiator De Dion-engined tricycles in late 1898 or early 1899. The Sydney *Daily Telegraph* in April 1899 reported: "With the exception of a few Gladiator

motor tricycles, seen occasionally in the streets and which apparently are ridden with a good deal of pleasure and comfort, motor cars are unknown".⁵

The first motor car Innes most likely saw would have been the Thomson Steam Car from Victoria, exhibited at the April 1900 Sydney Show where Innes and Mills had a successful bicycle display. The partners were at that time advertising as bicycle and motor engineers and had even opened a branch at Hunter Street, Newcastle. By the 1901 Sydney Show they had added a motor cycle to their display and advertised that they sold De Dion-engined tricycles, imported from Britain.⁶ Motor cars obviously engaged their minds though, as they had applied for a patent for a motor and steering attachment to fit to horse drawn vehicles.⁷

By mid-1901 there were just over twenty motor vehicles, mostly cycles and motor tricycles, running about the Sydney streets, and one more was added when in July, Innes imported a 5 h.p. Pieper motor car. He recalled that: "When I unpacked it and got the engine going the next trouble was to drive it. After some practice I ventured out with the family aboard, and managed to negotiate the city streets without much difficulty".⁸ In August he shipped the car to Newcastle and drove it about 60 miles to the Singleton Show where, he said: "I struck trouble. Everyone wanted a ride, the axle broke, and I had to make a new one to drive home".⁹ By late 1901 Innes was not only one of the few experienced motorists in NSW but also was the first fined for speeding. On 15 August 1901 a constable observed him driving in the Domain at about eighteen miles an hour, upon being stopped George indicated he did not know he was going that fast. He was fined 10 shillings.¹⁰

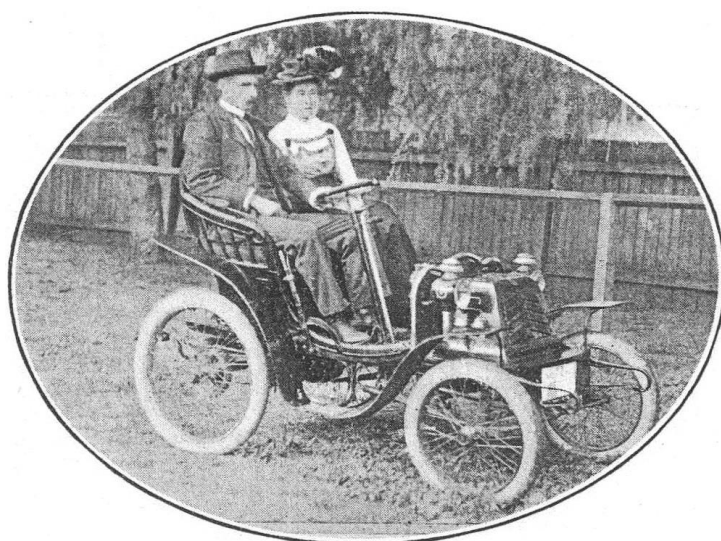


Figure 1. Mr. and Mrs. Innes in his Pieper. *The Motor in Australia*, April 1, 1927. Out of copyright.

Innes and Mills added to their stock the American manufactured 1½ h.p. De Dion-engined Thomas Auto-Bi motorised bicycles in December 1901. They quickly sold one to Mr. W. J. McKinney from Gundagai and another to Mr. T. T. Alkin from Yass. In July 1902 Innes ventured up country on a motor tricycle, presumably to encourage sales as he had arranged with local bicycle shops to be agencies. One local paper reported that: "A stir was caused in the streets of Inverell yesterday by the arrival of a motor - the first one seen here".¹¹

Motor cycling, while in its infancy in Australia, was growing. Innes and Mills provided motorised pacing machines for bicycle races, although races between motorcycles were unknown here. However, in August 1902 the Sydney bicycling fraternity permitted a test of motor cycles for road races. P. Thompson competed in a motor bicycle built by Innes and Mills against one built by Isaac Phizackerley and another provided by F. Drury. The success of the test prompted the first motor cycle race in Sydney held in November 1902 at the Cricket Ground. The contest was easily won by Robert Mills, on a machine Innes and Mills advertised as their own build, and third place went to one of their Thomas Auto-Bi's.

Motor cars too were starting to be seen more in the city, with three established firms in Sydney dealing in motor cars, including Innes and Mills who were trading in motor cars, motor cycles, motor tricycles and quadricycles as well as bicycles and oil engines. Sydney's first organised motor gathering was to Sandringham and Tom Ugly's Point on 14 September 1902. The run reportedly included many of the cars then in Sydney - Mr. Highland's 4 h.p. Cudell, Mr. C Highland's quadricycle, Mr. J. Spencer-Nolan's 4 h.p. Cudell, Mr. H. Jones's 5 h.p. Decauville, Mr. G. Bradwyn's ex-Innes Pieper and George Innes with an 8 h.p. Winton car.¹²

Innes and Mills continued to market bicycles and motor cycles while motor cars increasingly engaged Innes's attention. When he visited family in Tasmania in February 1903 he took with him a Panhard-engined Stirling motor car with two seater body. It attracted considerable interest and, naturally, Innes offered it for sale. It was reportedly bought by a prominent Hobart businessman.

By December 1903 Innes and Mills were advertising shipments of 5 and 6 h.p. cars of the best French make and other unidentified new cars with 5½ and 4½ h.p. engines, as well as new 3 h.p. motor cycles, the Thomas Auto-Bi and new, 2½ h.p. motor cycles built on their premises.¹³ They were rightly cautious in naming the makes of cars they were importing as Sydney firm Bennett and Wood had been appointed De Dion Bouton of London's sole and exclusive agents for NSW and Victoria, and they were pro-active in guarding that agency and genuine complete De Dion cars against vehicles called De Dion but only having a De Dion engine. In January 1904 Innes sold one of his carefully un-identified French cars to Mr.

W. B. Wilkinson, a prominent businessman from Stawell, Victoria. Wilkinson had driven to Sydney in a small Covert car, where he tried several vehicles and purchased a 6 h.p. single cylinder voiturette from Innes and then, with his passenger W. A. Whitehead, continued his interstate tour back to Stawell in the new car.¹⁴

George Innes and Co. 1905-1915

The business partnership with Mills ceased at the end of 1904. Mills later rode competitively and worked for the Antoine motorcycle agency and then for a time had his own motor car business and the Napier car agency. By 1905 the newly established Geo. Innes and Co. of 84½ Bathurst Street was offering a variety of cars from £120-£300. The hitherto unidentified cars began to be both advertised and noted in the press as Innes cars, perhaps to get around the Bennett and Wood De Dion agency issue. The bodywork on the Innes cars was practical and uncomplicated, possibly supplied by the French factory from which Innes imported his cars. Certainly one large Innes was landed in December 1905 complete with side entrance bodywork for Ritchie of Ritchie Brothers, engineers and railway carriage builders.

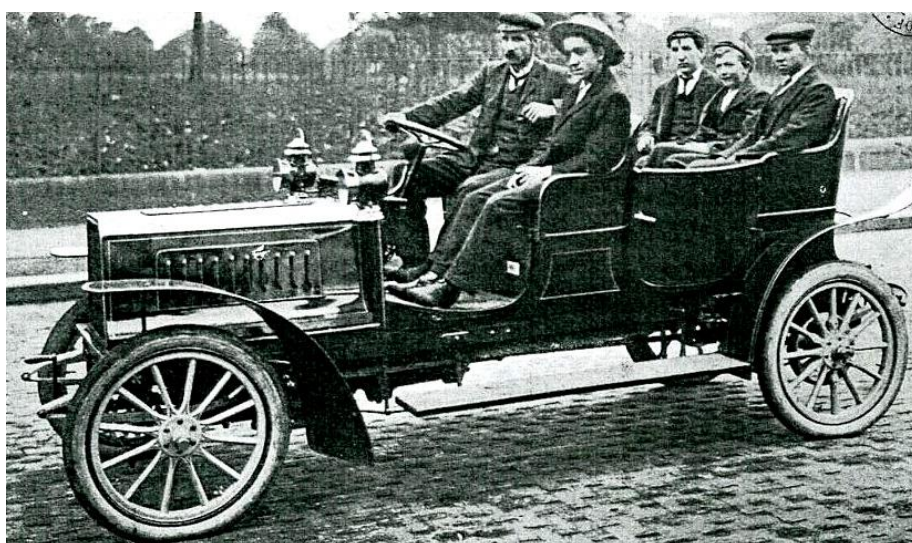


Figure 2. “Mr George Innes and His Assistants.” *New South Wales motorists' and cyclists' annual*, 1905. (Sydney: Batson & Co., 1905).
Image supplied by George Seymour, used with permission.

Innes's motorcar customers had included several prominent Sydney businessmen but in 1905 perhaps none was more widely known than J. M. and H. R. Arnott of the Arnott Biscuit Company at Homebush NSW. The Arnott brothers purchased an Aster-engined 4 cylinder 19-20 h.p. five passenger Innes and a 9 h.p. De Dion-engined two-seater Innes, and entered their cars in the February 1905 Dunlop Motor Reliability Contest from Sydney to Melbourne, in the Heavy Car Class category. Capt. J. M. Arnott took his chauffeur and a good friend, A. B. “Banjo” Paterson. Paterson, then the editor of the *Evening News*, sent reports back daily

on the drivers, their cars and incidents. His four special articles were titled “Overland to Melbourne on an Automobile. The History of the Haste Wagons”, and were illustrated by Lionel Lindsay. Paterson wrote of their trip:

When you get a bit of really good road...smooth gravel for choice, and the car is at her best, the engine working with a rhythmic hum, but everything else as noiseless as the tomb, and you feel her answer to every least touch of acceleration, while the milestones slip past one after another in surprisingly rapid fashion, and you put the watch on her and find she is doing thirty miles an hour, and only sauntering along at that.¹⁵

The journey also inspired Paterson’s poem *The Lay of the Motor Car* published in the *Evening News*, February 20, 1905.

We're away! and the wind whistles shrewd
In our whiskers and teeth;
And the granite-like grey of the road
Seems to slide underneath.
As an eagle might sweep through the sky,
So we sweep through the land;
And the pallid pedestrians fly
When they hear us at hand.

We outpace, we outlast, we outstrip!
Not the fast-fleeing hare,
Nor the racehorses under the whip,
Nor the birds of the air
Can compete with our swiftness sublime,
Our ease and our grace.
We annihilate chickens and time
And policemen and space.

Do you mind that fat grocer who crossed?
How he dropped down to pray
In the road when he saw he was lost;
How he melted away
Underneath, and there rang through the fog
His earsplitting squeal

As he went -- Is that he or a dog,
That stuff on the wheel?

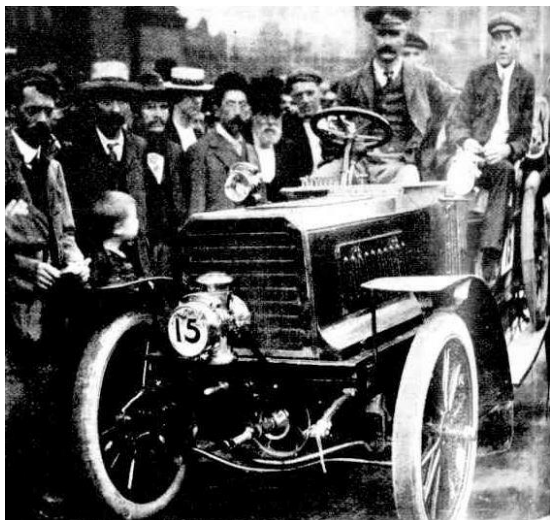


Figure 3. J.M. Arnott's 19-20 h.p. Innes. **Figure 4.** H.R. Arnott's 9 h.p. Innes. Cars at the Start of the Dunlop Reliability Contest. *Souvenir of the Sydney to Melbourne Motor Contest 1905.* (Melbourne: Dunlop Tyre Co., 1905). Images supplied by the RACV Heritage Collection, used with permission.

The bigger Innes performed well until the Albury section when, "we had 70 miles to do in under two hours. . .the car was sent headlong into dust and holes".¹⁶ H. R. Arnott's smaller Innes, possibly carrying Innes as passenger, maintained a steadier pace. Any competitive chance ended for Captain Arnott when, as Paterson recorded:

near Tarcutta...Bang went some spokes of a wheel...Some flour-mill mechanics at Albury bolted stout timber supports on to either side of the wheel, and with many stoppages we got into Melbourne just before the speeches of welcome were quite finished.¹⁷

Both Innes cars finished the Trial, placed seventh and eighth out of the nine cars that competed in their class.

Capt. J. M. Arnott entered the return Reliability Contest from Melbourne to Sydney in November 1905. After the near front wheel of his Innes was shattered hitting a bridge near Mullengandra, he repaired it by fitting two crosspieces of timber on each side of the wheel and continued on. Innes made the best of the accident in an advertisement in the *Sydney Morning Herald* of Saturday 18 November:

An irresistible force strikes an immovable mass. The big Innes car demolishes a bridge and comes home on three legs. Have a glance at her as she glides

silently past. She has lost a few marks, but has beaten many others costing a mint of money. Make a few comparisons, and you'll decide on one of our cars. They cost little, run well, and keep running.¹⁸

Unfortunately, spectators did not see the big Innes glide into the Contest Finish at Sydney. Near Picton the repaired wheel hit a culvert and collapsed, throwing out passenger Lieutenant J. Cox, who sustained ankle and head injuries. Arnott and the chauffeur were uninjured and the car was taken by wagon into Picton.

That advertisement though was typical of the style George Innes used. Where his competitors' advertisements were formal, Innes often used a conversational style: "Shrewd business men who have ordered our cars are now patiently waiting for their orders to be executed. Please note our cars are all built in Paris, and bear the adopted name of Innes, which we find is now recognised as a sufficient guarantee of their value for money".¹⁹

In 1906 Innes started to acquire vehicle agencies, starting with Humber cars, H. R. Arnott was one of the first buyers. By April the business name had changed to The Humber Motor Depot and Innes began championing the British-made car, a habit he became well known for in the motor trade. Nevertheless, he continued to import and sell his brand-named Innes cars from France. One of these, with a 4 cylinder Aster engine, was bought by prominent sportsman Les Pye, who was credited as being the first Parramatta citizen to own a motor car, a 1904 Innes.²⁰ His 1906 Innes was admired as the best motor car in the district. By this time Innes claimed that more than twenty Innes cars were on the road with dozens of satisfied owners.²¹ His cars were also successful in motoring competitions. In the Automobile Club's Sydney to Bathurst and return Reliability Trial in January 1907 Innes won the gold medal for single cylinder cars and Pye won the gold medal for cars up to 20 h.p. Pye's success was repeated in several other events with his Innes car during 1906 and 1907.

George Innes probably imported the last of the French-made Innes cars, a 12-14 h.p. model, in September 1907.²² He advertised Innes cars only a few more times and then concentrated on marketing Humbers, as well as various second-hand cars and motorcycles. His business moved into new and prominent showrooms at 156 Castlereagh Street, Sydney in April 1908. The following year he took over the Darracq agency and in mid-1909 he added the most successful of his agencies, that of Vauxhall Motors. In October, despite holding an ideal trio of quality vehicles, Vauxhall, Humber and Darracq, Innes announced he would also be selling the McIntyre Motor Buggy, presumably to capture some of the rural market.

Les Pye continued to buy cars from his friend Innes, a Beeston-Humber in 1908, which did not meet his expectations, and a Vauxhall in June 1909, a car which convincingly won at its

first and very testing Automobile Club competition. Pye's victories with this Vauxhall throughout 1910 and 1911 drew considerable favourable attention to the Innes agency.

At that time Innes was experiencing ongoing and serious problems with the Customs Department, as was fellow pioneer motor dealer Isaac Phizackerley. They were issued with writs in December 1910 over disputed valuations for their imported cars. To discuss their customs problems Innes and other motor traders held an informal meeting in Sydney on 9 December.²³ Out of this group, in 1911, was established the Motor Traders Association of NSW with George Innes a founding member. The Customs Department focused again on Innes in April 1914. He was ordered to pay £1350 for undervaluing the imported bodies on Humbers. Innes contended that the true valuation was not ascertainable at the time they were entered for assessment of duty due to delays in communication with England, Mr. Justice Duffy accepted this and found that there had been no deliberate attempt to defraud.²⁴

Away from the concerns of the motor trade for a while, Innes accompanied Pye and Dr. Collins to Tasmania to compete in the Tasmanian Automobile Club's 1911 Reliability Trial. Unfortunately, Pye's Vauxhall was dropped from the ship during unloading in Hobart and considerably damaged but Collins's Humber, driven by Innes, went on to win the Trial. A useful win as Innes held the agency for Humber cars in Tasmania as well. Innes's involvement in club motoring events increased during 1911 and 1912, and not surprisingly he drove a variety of vehicles including a 4 cylinder De Dion in a Petrol Consumption Test, and a 14 h.p. Humber in the M.T.A. Hill Climb. He also competed in a Vauxhall from time to time, but was unplaced in an Automobile Club Trial because he arrived at Goulburn, ahead of time!²⁵

With Australia's first Motor Show in Sydney in October 1911 George Innes had an opportunity to show-off his handsome Humbers and victorious Vauxhalls. He transacted a substantial number of sales at the Show and received significant publicity.²⁶

The second Sydney Motor Show in October 1912 saw Innes and Mr. Boyd Edkins share one of the largest display areas available; Innes and Co. exhibiting Humber, Vauxhall and De Dion vehicles and Edkins's rural supplies company Kingloc displaying Durkopp lorries. Boyd Edkins began his association with Innes with the purchase of a Humber in 1911, which he entered in Automobile Club event events. In December 1912 in an Innes supplied Prince Henry Vauxhall Edkins set the Sydney to Brisbane record, the first of many motoring records he held. His association with Innes provided Edkins not only with an entrée into a motor sport but also into a successful and prominent career in the Australian automotive industry.



Figure 5. Geo. Innes & Co. exhibit at the 1912 Sydney Motor Show.
Image supplied by Philip Virgona, used with permission

Innes formed a new motor company in November 1913, George Innes and Co., Ltd., with Boyd Edkins and himself as directors.²⁷ Days later though a notice indicated that a new company, the Motor House Ltd. had been registered, the permanent governing director listed as Mr. Boyd Edkins. Within weeks George Innes and Co. Ltd. had moved to the Motor House premises at Balfour Street, Chippendale, and Innes's range of vehicles was advertised over the Motor House name. Late in 1914 and throughout 1915 there was a distinct change in the advertisements of the Motor House, the text was repetitive and the vitality of the Innes-style of advertising was gone. In fact Innes had retired in 1915 and sold his interests in the business to Edkins.

Later life 1916-1936

By November 1916 had Innes returned to the motor trade selling cars and lorries, windscreens, hoods, bodies and motor accessories from 106 Castlereagh Street, Sydney till early 1918. At the 1920 Sydney Motor Show he exhibited "an old 9 h.p. Innes, built in Sydney 12 years ago".²⁸ George told journalists that the car had only required a new spark plug, a coil and a new battery, the valves cleaned and some petrol, then he drove it out to the Showground. For a short time in 1926 he managed the Sydney branch of Humbers Ltd., with temporary offices at Circular Quay where he apparently had a service station. By this time, as the *Sydney Sportsman* noted, Innes was "an identity in the motor trade, who enjoys considerable popularity with those actively engaged in the industry".

The Great War had encouraged Innes's inventive nature - he patented improvements in rifles sights – and in the early 1920s he invented a commutator and high-tension distributor for internal combustion engines; a patent for machine belts; and a commutator drive gear for

certain internal combustion engines. These were followed in 1928 by patents for an internal combustion engine, an anti-wheel wobble device for automotive use and a variable ratio transmission gear. In 1927 a new company, Innes Springs Limited, was established to acquire the “inventions from G.P. Innes, known as ‘Improvements to laminated springs’ and carry on the business of manufacturers”.²⁹ Innes Springs, however, does not seem to have gone into production.

George Innes died in April 1936 at his residence in Shirley Road, Wollstonecraft. Friends and fellow early motorists L. W. Pye and H. J. Vale were among the mourners.

Conclusion

At the outset this research had a simple aim, to answer the question “How many Innes cars were there?” Newspaper accounts clearly confirm six named as Innes cars – Pye, three, Arnott brothers, two, Dr. Farrell, one. But in consideration of the number of new cars with De Dion or Aster engines that Innes advertised between 1903 and 1908 then perhaps one should accept his 1906 declaration of more than 20 Innes cars. The question, nonetheless, proved less interesting than George Peacock Innes himself. He was there at the beginning of our automotive history, contributing as an early motor engineer and businessman in the fledgling motor trade, as one of our first motor importers and a supporter of the beginnings of motor sport, as an automotive inventor and, as he was regarded by his contemporaries, a popular pioneer motorist.

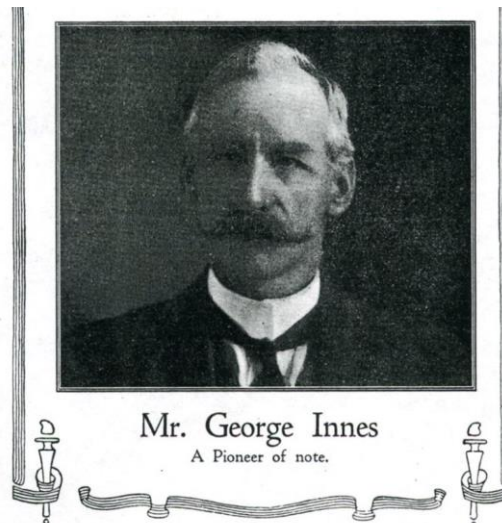


Image 5. “Mr. George Innes A Pioneer of Note.” *Motor Life in Australia*, Sept.12, 1925. Image supplied by George Seymour, used with permission

Endnotes

¹ “How many Innes cars were there?” When initially focussing on this question it was apparent that there was a dearth of carefully researched and verifiable information on Innes and his cars in books, journals or online covering Australian automotive history. Indeed most writings circulated the same minimal statements and provided no in-depth details, while some it was discovered were erroneous or confused as to who George Innes was, what his cars were and who owned and drove them. To write this paper it was therefore necessary to start with a clean slate and use period newspaper items that could be cross-checked for accuracy, genealogy searches and period journals to compile Innes’s biography, chronicle his automotive interests and estimate the number of Innes cars he sold based on the writings of his time.

Of the perhaps twenty or more Innes branded cars from between 1904 and 1907 just one Innes survives, a delightful little rear entrance tonneau built on a 1904 Lacoste et Battmann tubular chassis with an 8 hp De Dion Bouton engine. Restored some years ago by Veteran Car Club member Geoff Lewis and accredited by the Veteran Car Club Dating Committee the 1904 Innes is now in the Australian Motor Life Museum collection at Kembla Grange.

² “Motoring News and Notes.” *Sunday Times*, July 26 1914. Accessed June 9, 2016, <http://nla.gov.au/nla.news-article126758393>,

³ “Motor Sport & Motoring.” *Referee*, December 9, 1937. Accessed May 15, 2016, <http://nla.gov.au/nla.news-article127614708>

⁴ “Innes and Mills.” *Evening News*, December 16, 1899. Accessed April 1, 2014, <http://nla.gov.au/nla.news-article114046089>

⁵ “The Motor Car.” *Barrier Miner*, April 24, 1899. Accessed June 12, 2016, <http://nla.gov.au/nla.news-article44232522>

⁶ “Import Entries.” *Daily Commercial News and Shipping List*, April 15, 1901. Accessed June 10, 2016, <http://nla.gov.au/nla.news-article157835100>

⁷ “Patents.” *Government Gazette of the State of New South Wales*. July 30, 1901. Accessed April 15, 2016, <http://nla.gov.au/nla.news-article222067858>

⁸ “Motoring” *Sunday Times*, January 4, 1920. Accessed June 9, 2016, <http://nla.gov.au/nla.news-article120527283>

⁹ “Motoring.” *Sunday Times*, January 4, 1920.

¹⁰ “Trying a Motor Car.” *Evening News*, August 27, 1901. Accessed June 9, 2016, <http://nla.gov.au/nla.news-article114027531>

¹¹ “Local and General.” *The Inverell Argus*, July 8, 1902. Accessed May 18, 2016, <http://nla.gov.au/nla.news-article176973754>

¹² “Cycling.” *The Sydney Mail and New South Wales Advertiser*, September 17, 1902. Accessed June 10, 2016, <http://nla.gov.au/nla.news-article165385450>

¹³ Advertising. *The Sydney Morning Herald*, December 19, 1903. Accessed April 4, 2014, <http://nla.gov.au/nla.news-article14587810>

¹⁴ “Cycling and Motoring.” *The Sydney Morning Herald*, January 7, 1904. Accessed April 1, 2014, <http://nla.gov.au/nla.news-article14591466>

¹⁵ Choat, Colin. “Motoring to Melbourne.” September 2006. Accessed May 29, 2016. <http://gutenberg.net.au/ebooks06/0607731h.html#s60>

¹⁶ “Motoring to Melbourne”. *Evening News*, February 2, 1905. Accessed May 29, 2016, <http://nla.gov.au/nla.news-article112751090>

¹⁷ “Banjo” Paterson Tells His Own Story: A Reliability Drive to Melbourne.” *The Sydney Morning Herald*, February 18, 1939. Accessed June 1, 2016, <http://nla.gov.au/nla.news-article17544194>

¹⁸ Advertising. *The Sydney Morning Herald*, November 18, 1905. Accessed March 31, 2014, <http://nla.gov.au/nla.news-article14727211>

¹⁹ Advertising *The Sydney Morning Herald*, December 19, 1905. Accessed June 3, 2016, <http://nla.gov.au/nla.news-article14714123>

²⁰ “First Car Owner.” *The Cumberland Argus and Fruitgrowers Advocate*, March 2 1933. Accessed June 5, 2016, <http://nla.gov.au/nla.news-article107800395>

²¹ Advertising. *The Sydney Morning Herald*, June 16, 1906. Accessed June 4, 2016, <http://nla.gov.au/nla.news-article14779630>

²² Advertising *The Sydney Morning Herald*, September 4, 1907. Accessed June 12, 2016, <http://nla.gov.au/nla.news-article14901464>

²³ "Motor Traders Association." *The Sydney Morning Herald*, December 12, 1910. Accessed April 7, 2014, <http://nla.gov.au/nla.news-article28141667>

²⁴ "Motor Car Case." *The Brisbane Courier*, April 30, 1914. Accessed April 1, 2014, <http://nla.gov.au/nla.news-article19956857>

²⁵ "Motor Contest." *The Sydney Morning Herald*, March 8, 1910. Accessed June 5, 2016, <http://nla.gov.au/nla.news-article15136222>

²⁶ "George Innes and Co." *Cowra Free Press*, October 21, 1911. Accessed June 4, 2016, <http://nla.gov.au/nla.news-article99628623>

²⁷ "Notes and Comments." *The Sydney Morning Herald*, November 14, 1913. Accessed April 8, 2014, <http://nla.gov.au/nla.news-article15465662>

²⁸ "Motoring". (1920, January 4). *Sunday Times*, Accessed March 23, 2014, <http://nla.gov.au/nla.news-article120527283>

²⁹ Advertising. *Daily Commercial News and Shipping List*, November 2, 1927. Accessed February 16, 2016, <http://nla.gov.au/nla.news-article160040152>