

THE VINTAGE BULLETIN



**ANNUAL GENERAL
MEETING**
Friday 31st July 2026
Clubrooms
7:30 pm
Please join us

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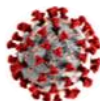
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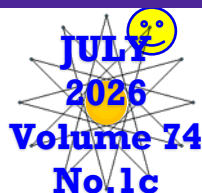
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**General Meetings in 2026
in the Combined Car Clubs Clubrooms
Clark Avenue, Glandore
7.30pm on the last Friday of the month
except December**

**Committee Meetings
On the second Thursday of each month**

THE VINTAGE BULLETIN

Published every month

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**For the Down Under London to Brighton Run
downunderlondontobrighton@gmail.com**



THE VINTAGE BULLETIN

THE JOURNAL OF THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC.

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COPY for **August** DUE midnight
Thursday **13th August 2026**



Acknowledgements and Thanks

The Editor and Publisher of *The Vintage Bulletin* acknowledge inclusions and assistance from Members and non-Members of The Vintage Sports Car Club of South Australia Inc.

THANK YOU to Staff at the National Motor Museum, Jim Thompson, Rex Wilson, Caroline Wood and Wayne Wood for your assistance and/or contributions of words and/or pictures to enable this Month's '*The Vintage Bulletin*' to be available for publication and distribution.

Thanks too, to all others who provided reports or pictures, ideas and snippets from which information and/or ideas were obtained for inclusion for the entertainment and/or benefit of Members and Readers.

BULLETIN ARTICLE LOTTO

is now officially operating again. (See page 26)



Congratulations to the first lucky winner, **Rory flope**, whose prize is to provide an article, on a topic of his choosing, for the September issue of *The Vintage Bulletin*.

DISCLAIMER

Readers are advised that the views and opinions expressed in 'The Vintage Bulletin' are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Editor, Management or Membership of The Vintage Sports Car Club of S.A. Inc.



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The Editor is always pleased to receive copy but reserves the right not to publish material which he considers prejudicial to the interests of the Club. The right to edit contributions to maintain an acceptable standard and length is also reserved .

PREFACE

THE SOCCER WORLD CUP HAS PROVIDED, both on and off the screen, some interesting entertainment over the last few weeks. One lesson reinforced by some teams, or their coaches, is that negativity does not generally produce good results. (e.g., England?) Others of the better fancied teams persisted with negative tactics too; whereas some of “the minnows” provided inspiration as they ran around trying to score goals.

Just like life and our Car Club. No use being negative. Realistic, perhaps, but not negative. Some Members and the Committee have made positive suggestions about aspects of the Club, particularly “Runs and Events” in the light of our changing general circumstances. Pages 5,6,7 and 8 convey some changes which will be implemented unless Members demand otherwise. They are aimed at scoring goals by a Club which has played a significant role in the Old Car Movement in South Australia,

The Bulletin Article Lotto has been reintroduced. **Rory Hope** is the first winner and he has already undertaken to provide an article. Before the Soccer Tournament, **Rex Wilson** volunteered an article about “an interesting car”. He leads a busy life but nevertheless has written an article which begins on page 19. Perhaps the Spanish round ball kickers were motivated by the news of his subject matter, eh?

Sadly, **Alan Robinson** has written offering his resignation from the Club. It coincides with the death of his wife, **Carolyn**, whom most may know as Carol. The Robinsons were active in the Club for many years before they moved to Queensland where they continued to maintain an interest in our Club.

Now for another reminder: July is the time for the Club’s Annual General Meeting. Please don’t just “consider”, but actually volunteer to help. We don’t need an army; just a few people willing to help.

The Australian Women’s Cricket Team did win their T20 World Championship—while the men have not been so successful lately.

Anyway,

that’s what I think.

Wayne Wood



E and OE Thank You

JULY 2026

FROM THE COMMITTEE

Meals before Meetings will continue. \$5.00 per head.
Clubrooms open after 6:00 pm. Meal available after 6:30 pm.
Meetings commence at 7:30 pm. Free super at conclusion of Meetings.
Please note that for some meals a higher price may be charged.

COMING EVENTS SCHEDULED FOR 2026

Sunday 16th August
Tuesday 1st September
Sunday 25th October
Friday 11th December

Ladies' Day
Old Car Day/National Wattle Day
Down Under London to Brighton Run
Christmas Dinner

CONDOLENCES

On behalf of the Vintage Sports Car Club of South Australia
the Committee extends condolences to
Alan, Judith, Fairlie, the extended family, friends and
acquaintances of
Carolyn (Carol) Robinson
who passed away on
Friday 19th June 2026 aged 86 years.

Carol, a work colleague of VSCCSA Member
Elise Gardiner in the Botany Department of the University
of Adelaide, in September 1985 joined her VSCCSA
Member-husband Alan in the Club. They were active until
moving to Queensland some years ago. Once there, they
joined the Veteran Car Club of Australia (Qld) Inc. where
Carol later took on the role of Editor of *Veteran Torque*, the
Club's monthly magazine. (Her last one was the June 2026
issue.) Carol was a tremendous help and support for Alan,
who wrote that he used Carol's cheque to buy his beloved
"Reggie", a 1909 two seater, two cylinder, 8 hp Renault,
from Len Vigar in Adelaide. Of course there was more to
their relationship than that. Some say that her care for Alan
has contributed significantly to his longevity.

RIP

MORE FROM THE COMMITTEE

At the General Meeting held on Friday 26th June 2026, Members talked about the Club's Runs and Events. They noted that due to various valid reasons attendances have been down. As a result, it was proposed that the Club modify its programme in favour of more "informal" events similar to the "Coffee and Chrome" gatherings which have become popular elsewhere.

The Committee has agreed to arrange such events but will retain the Club Auction, the President's Trophy Run, the Down Under London to Brighton Run, the Early Birds' Run and the Historic Motor Vehicle Gathering. Ladies' Day will continue, as in the recent past, without necessarily meeting to travel together to a venue. In spite of the change, if someone wishes to arrange a "traditional run" then they can and will be welcomed. Meanwhile, page 8 contains the current list of coming events.

It has been suggested that we ought to invite other Clubs to join us from time to time. The Committee will explore options in that direction.

Times are changing and to continue as a vibrant entity the Club must adapt to and embrace the changes. Please let Committee Members have your thoughts and ideas about these matters. (Positive and negative!) Silence will be interpreted as acceptance of the changes.



ANNUAL MEMBERSHIP SUBSCRIPTIONS

These fall due on 1st July each year.

Vehicles registered pursuant to the Conditional Registration Scheme for historic, individually constructed, left-hand drive and street rod vehicles, (the Scheme), must not be driven on public roads, including car parks, unless the owner is a financial member of a registered car club.

There is no grace period.

Offenders may be treated as driving an unregistered and uninsured vehicle. Fines are severe.

Please make sure that your Membership is up to date before you, or anyone else, drives your conditionally registered vehicle on a public road.

ALL CLUB MEETINGS AND EVENTS ARE
REVIEWED AND CONDUCTED IN THE LIGHT OF GOVERNMENT
DIRECTIONS AND THE RISK TO MEMBERS.

COMING VSCC EVENTS

GENERAL MEETINGS IN 2026

in the Combined Car Clubs Clubrooms
Clark Avenue, Glandore

Clubrooms open 6:00 pm
Formal proceedings 7:30 pm

 **ANNUAL GENERAL MEETING**
Friday 31st July 2026
Come and join us

“Meal before the Meetings”
Clubrooms open 6:00pm for a meal at 6:30 pm

Spaghetti Bolognaise

\$5 per head

Tea, coffee and biscuits included

RSVP Caroline

Phone/text: 0412 685 527

Email: treasurer@vsccsa.org.au

Then the following (Friday) General Meetings:

28th August 2026

25th September 2026

30th October 2026

27th November 2026



MORE COMING VSCC EVENTS

LADIES' DAY

Sunday 16th August 2026

Will be a visit to a plant nursery
Details will be circulated by email when finalised

REGIS MARLESTON AGED CARE

Wednesday 19th August 2026

10:30 am

18 Cudmore Terrace, Marleston SA 5033

OLD CAR/DRIVE IT DAY

National Wattle Day

Tuesday 1st September 2026

REGIS BURNSIDE AGED CARE

Thursday 3rd September 2026

1:30 pm

6 Booth Avenue, Linden Park SA 5065

DOWN UNDER LONDON TO BRIGHTON

Sunday 25th October 2026

CHRISTMAS DINNER

Friday 11th December 2026

EARLY BIRDS' RUN January 2027
HISTORIC MOTOR VEHICLE GATHERING March 2027

Please Note

As explained on page six, this list of
Coming Events replaces previous lists.





39th



Down Under

London to Brighton Run

for

Self-propelled Vehicles, including
Motorcycles, at least 100 years old

Sunday 25th October 2026

London Road, Mile End South
to Brighton Beach

Hosted by The Vintage Sports Car Club of SA Inc.



The Club acknowledges and thanks the Federation of Historic Motoring Clubs for its financial assistance; and also the Clubs and individuals who attended the 2026 Historic Motor Vehicle Gathering to ensure its success.



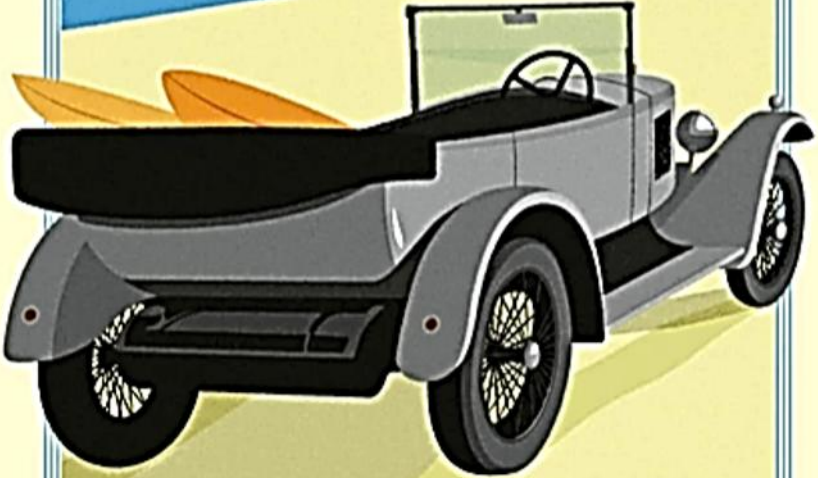
100 Celebrating YEARS



Refer June 2026 issue of The Vintage Bulletin on pages 17 and 18 for more information

B40 RALLY

TORQUAY 21ST-23RD AUGUST



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

CONTACTS:
CALLUM WALSH
0447 766 724
BRANDON PRICE
0473 646 536



RSVP NOW 

CALLUM WALSH: 0447 766 724

BRANDON PRICE: 0473 646 536

NATIONAL WATTLE DAY

Tuesday 1st September 2026



September 1st
“DRIVE-IT DAY”
“OLD CAR DAY”



Old Car Day
Tuesday September 1st, 2026.
Bethany Reserve; Bethany Road, Bethany 11.00am
BYO Lunch



The first day of Spring, September 1st is promoted by the Federation of Historic Motor Vehicles SA as “Drive It Day” in SA. You are encouraged to take your historic vehicles out so that the public can see them. Take them to work, take them shopping, go for a drive, organise a run.



The Gawler Veteran Vintage and Classic Vehicle Club invite your club or club members to join us at Bethany Reserve; Bethany Road, Bethany at around 11.00am on Tuesday September 1st, 2026.

The Gawler Club has organised runs to Bethany starting as follows:

Fremont Park, Elizabeth

Princes Park, Gawler Showgrounds, Gawler

All runs meet at 9.00 am for 9.30 am start.

You are welcome to join us, organise your own runs, or just turn up.

It is all very informal, BYO lunch, toilets and a large shelter are available, but we suggest that you bring chairs.



It is a great opportunity to mix informally and share our hobby. So, come along, meet with fellow enthusiasts, have a chat, give the old vehicle an airing.

More Information: Alvin Jenkin 85292504 or email e-torque@gawlercarclub.com.au

NATIONAL WATTLE DAY





Sunday 18th October 2026

ENTRIES ARE NOW OPEN



FEDERATION MOTORFEST 2026



12th October to 23rd October

Entries close 1st October 2026

Day One	Monday 12th October	Milang Vintage Machinery Club AUCHENDARROCH HOUSE AND GARDEN
Day Two	Tuesday 13th October	Adelaide Allmake Automobile Club OUR LOCAL WILDLIFE EXPERIENCE
Day Three	Wednesday 14th October	Gawler Vet, Vint. & Classic Vec'Club CARS TO THE PORT
Day Four	Thursday 15th October	Military Vehicle Preservation Society AN EVENING WITH AUTOMOTIVE HISTORY IN KHAKI
Day Five	Friday 16th October	Mercedes Benz Club of SA BATTUNGA COUNTRY
Day Six	Saturday 17th October	No Event BAY TO BIRDWOOD
Day Seven	Sunday 18th October	
Day Eight	Monday 19th October	Adelaide Allmake Automobile Club SMELL THE ROSES
Day Nine	Tuesday 20th October	Motorfest Committee THE GRANGE IN GRANGE ... WHO IS CHARLOTTE?
Day Ten	Wednesday 21st October	Early Ford V-8 Club of SA GIANTS OF STEAM
Days Eleven and Twelve	No Events www.fhmcsa.org.au	



**VICTOR HARBOR
GRAND PRIX**

MOTORCARS - MOTORCYCLES

SPORTING CAR CLUB
SOUTH AUSTRALIA

CELEBRATING THE 90TH ANNIVERSARY
MORE DETAILS SOON

SPORTINGCARCLUB.COM.AU
26-27TH SEPTEMBER 2026



SPORTING CAR CLUB
SOUTH AUSTRALIA

Barossa Vintage
COLLINGROVE HILLCLIMB
A Celebration of Race Circuits

PRE WAR & PRE 1972 CARS & MOTORBIKES
HISTORIC CAR DISPLAY & CIRCUIT DRIVES

NURIOTPA GRAND PRIX CIRCUIT-SAT 3 OCT
COLLINGROVE HILLCLIMB-SUN 4 OCT
WOODSIDE F1 CIRCUIT-MON 5 OCT

3-5TH
OCTOBER
2026

FINCH
RESTORATIONS
SPORTINGCARCLUB.COM.AU



**Arthur Clisby
Memorial Picnic Day**
Sunday 20th September 2026



Macclesfield Oval & Sporting Complex
Crn. Davies & Kingrose Streets Macclesfield

Join us for a nostalgic club drive and picnic
The ideal chance to give your vehicle a test run
before the Bay to Birdwood!

Entry is FREE

BYO Lunch or Food is available to purchase from the Lions Club (BBQ)
and at the Macclesfield Footy Club Kiosk

Please can all Clubs provide a head count of attending vehicles
and indicate who would be purchasing food on the day.

RSVP Brian Davey (0400 826 969) By Friday 11th September.



The "Federation" in its various forms has been serving the interests of historic motorists in South Australia since 1971.

RENMARK VINTAGE & CLASSIC CAR CLUB

Renmark Red Mud Run



Saturday and Sunday
24th and 25th
October 2026

SATURDAY

Register from 11:00am
at 'Olivewood'

Registration Forms:

rvccc.com.au



**38TH****POWER OF THE PAST****14th & 15th November 2026****Echunga Recreation Grounds****Echunga Rd Echunga SA**

Veteran, Vintage & Classic Cars, Trucks and
Motorcycles, Heritage Stationary Engines, Machinery
And Tractors. General Displays, Trade Stalls.

Children's Activities, Fully Catered.

Swapmeet Sunday 15th

Sellers 6.00am Buyers 7.00am



10:00am to 5.00pm Saturday and 9.00am to 3.00pm Sunday

Information:

Allan Wheaton 0408 899 775. Bev Hunter 0427 970 518

pop@ahmrc.org



MYSTERY TRAIN RIDE and LUNCH Wednesday 1st July 2026

ON A COLD, WET WINTER'S DAY, eight of us travelled independently on the Seaford Line up track to the Adelaide Railway Station. There, we gathered on the platform before joining the outward bound Gawler Central train on the Gawler line.

At Gawler Central, the rain began pelting down as we arrived. **Lloyd Mott** met us and briefly explained the day's itinerary. A Gawlerite, he provided each of us with a small booklet he had prepared. "*A brief overview of the History of Gawler*", it contained some text but we were mainly drawn to the pictures of the main street, Murray Street, from the past. We were able to identify many of the old buildings still in use. A difference between "then" and "now" is that there is no longer a railway line down the middle of the street. Nor did we see any horse-drawn vehicles in use—and, thankfully, there were no piles of manure nor dead horses abandoned in the street.



The Train

On our walk to the Exchange Hotel where we were booked in for lunch, we passed Pioneer Park—site of Gawler's first cemetery—and the wall under which were found human remains. Quite old, these are being scientifically examined to identify their origin. It is known that burials took place in the area—but do they pre-date the founding of Gawler by European settlers in 1839?



Sheltering from the rain

We were half an hour early for lunch so we did the right thing and welcomed the opportunity to be inside, out of the weather. That is, we sat near the wood-fire, chatting and thawing out. When it was time to order our meals, we sprang to life and in no time were lined up.



Mystery Train Ride (cont'd)

My meal was generous, reasonably priced, and tasty. I heard no complaints from others so assume we were all satisfied.



Lunch. Tour Guide, Lloyd, bottom left

Editor went in to look for names of his relatives, he was encouraged to leave because, according to the two blokes playing pool, it was a private club and “there are other boards in the corridor”. Mmmm.

Meanwhile the rest of the group had begun walking so he waited for them. The next hour or so was spent in the Civic Centre.

As part of South Australia's 2026 History Festival—from 1st to 31st May—there was an exhibition called “*Grit and Grace: Gawler Women in War-time*”. It was “exploring the contributions of Gawler's women from the Boer War to Vietnam, on the front lines and at home”.

After we had eaten, the Editor was asked to go up the street to see if the National Trust Museum was open as advertised. There was a rumour that demolition of the building next to the Museum had made the Museum building unsafe. The rumour was correct. The Museum was closed. However, the Library, located in the Civic Centre, was open so he went in and discovered that there was a display downstairs that the staff recommended. Down there too was the Gawler Club, with honour boards on the walls. Unfortunately, when the



Institute and Town Hall now ‘Civic Centre’



Mystery Train Ride (cont'd)

The display “honours their sacrifices, celebrates their achievements, and reflects on the evolving roles of women as mothers, daughters, nurses, fundraisers, and volunteers in wartime”.



The Bus

signals from enemy forces while others worked in the munitions factories—as well as undertaking their full load of domestic duties at home.

The visit over, Lloyd walked back to his car. The rest of us caught a bus to the Gawler Railway Station—which used to be the main Gawler station/goods yard/terminus—for the train back to Adelaide. As somewhat of a surprise, there is a small café now operating in the station building.

While waiting for the bus outside the Civic Centre, we saw a Vintage Studebaker tourer barrelling past us along Murray Street. Going like a modern it was—keeping up with the traffic.

Perhaps to emphasise the often unacknowledged talents available, among the exhibits was an elaborate dress on which was printed a whole edition of *The Bunyip* newspaper.

We were fortunate to have the curator of the exhibition as our guide. She added interest to the display with anecdotes and some interesting facts and figures. For example, the number of female “drivers” the Army employed in Gawler. Hundreds of them worked in bunkers monitoring and decoding



Our tour guide left his flag home so used his umbrella instead.



Mystery Train Ride (cont'd)

Adelaide to Darwin and on the way back! Very impressive for those who managed to catch a glimpse. The Studebaker was one of the two—the other one, resident over East, had “turned left” earlier in the journey home—which we farewelled in Adelaide on Monday 18th May at the start of its “Overland to Darwin and Back” expedition. One of its aims was to raise funds for the Royal Flying Doctor Service.

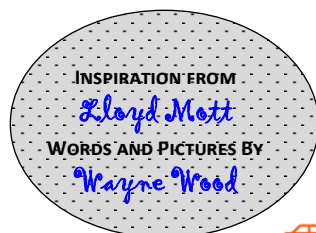
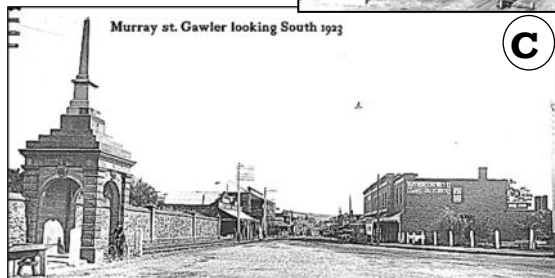
It was unanimously agreed that Lloyd had organised an enjoyable and interesting “Mystery Train Ride and Lunch” which the cold, wet and windy weather did not spoil. **Thank you Lloyd.** Thank you Christine, Richard, Margaret, Garth, Rodney, Barbara, Caroline and Wayne for your enthusiastic attendance.



Pictures A and B are of the Gawler Railway Station, once the terminus of the line from Adelaide. Now the extended line is electrified for a comfortable, relatively quick, relaxed service to and from Adelaide

Pictures B and C (right and below) from the Gawler History Trust, (respectively 1904 and 1923).

We sheltered in the tower shown below.



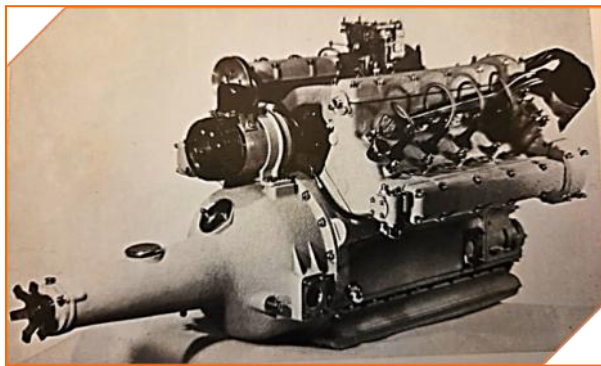


PEGASO: The Ricart Diamond and the Flying Horse

PEGASUS PRIMARILY REFERS TO THE IMMORTAL WINGED HORSE in ancient Greek mythology and is used widely as a motif representing nobility, freedom and the liberation of the soul.

The PEGASO was a jewel of a motor car. It was perhaps too far advanced for its time and was therefore doomed to failure right from the start.

Señor Carreras of ENASA, (i.e., Empresa Nacional de Auto-camiones SA—or National Lorry Manufacturing Company), announced "We in Spain are poor people making jewels for the rich". It was late 1951 and a Pegaso car newly introduced by his firm answered his description perfectly.



Introduced in 1951, the Pegaso V8 with various cylinder capacities ranging from 2472 cc to 3178 cc

The very high price of the car confirmed that it was exclusively for the rich, and the elaborate specifications and superb workmanship qualified it as a jewel of a car, a jewel of outstanding quality and exceptional rarity.



Pegaso (cont'd)

ENASA's principal business was making buses for the relatively poor: and lorries too, all carrying the emblem of Pegasus, the flying horse.

The logo opposite
was used from
1946 until 1990



In 1990 the letters were
removed and the horse was
refined and modified; and
stood out of the frame

The factory in which they worked was of no less surprising origin: it was where those noble Hispano-Suiza cars were made from 1910, (when the original factory near the centre of Barcelona proved too small), until the Spanish Hispano-Suiza company came to its end in 1944.

It was a very complete and spotless, clean factory in which the assembly of the Pegaso engine was conducted as though it was a surgical operation. The firm's technicians maintained the strictest control over every little component—and indeed, almost everything in the vehicles was made on the spot.

Such things as steering gears, transmissions, springs and all the many other parts that other manufacturers buy from outside suppliers, were made by ENASA themselves: they even worked out in their own laboratories how to make aluminium bearings, a secret formerly known only to a few German technologists, but important to Spain because of the then shortage of copper—an ironic situation in a country that had been the ancient world's main source of it, where the Rio Tinto, (Red River), used to run red with the stain of the metal.

In such conditions, it would be relatively easy to produce in small numbers a superb car, and the decision to do so was based on an unusual motive: it was not primarily to make money, but to train apprentices.



The original Pegaso Z102 prototype



Pegaso (cont'd)

There, as in other factories, newcomers to the industry's crafts had to learn to work to the very highest standards: they would necessarily work slowly and the reject rate would be high, but the work-pieces that emerged would be far superior to anything that might be seen coming from an ordinary mass-production factory.

Why not give them something interesting to work on, something suitably small in scale, something that would attract attention and approval from all sides, such as might improve the reputation of the company and thus aid the sales of its heavy vehicles.

To design the car they had Wilfredo Ricart, who had been with Alfa Romeo from 1936 until 1945. He was a Spaniard, born in 1898, with a history of design including sports cars, racing cars and diesel engines; and during his period with Alfa Romeo he added a 28-cylinder aero engine to his record and a V16 three-litre Grand Prix car whose engine incorporated 64 valves, five superchargers, two carburettors, and roller bearings everywhere.

He was one of those extraordinary engineers who make a fetish of doing things thoroughly or not at all, and he antagonised Enzo Ferrari so much when he went to Alfa Romeo that Ferrari soon left.



A most unusual body. The 1952 Z102 "Cupula" Berlinetta capable of 160 mph 🚗

Pegaso (cont'd)

Ricart used to wear shoes with exceedingly thick rubber soles, and when one day Ferrari asked him why, Ricart replied that a great engineer's brain must be carefully sprung against the inequalities of the ground, in case its delicate mechanism were disturbed.

The mechanism was still functioning well a decade later, when he returned to his homeland and to the design of the Pegaso.

The car had the most mouth-watering specification of any in the world, being tantamount to a de-tuned Grand Prix racer with road-going body and equipment. Indeed, when the first car to be shown to the public appeared at the Paris Salon in the autumn of 1951, its engine capacity of 2474 cc was remarked on as fitting the limit for Grand Prix racing from 1954 onwards; and when the course for the Spanish Grand Prix a few weeks later was opened by three Pegasos driven round it at a spanking pace, people could not forebear to ask whether Pegaso might enter the lists of racing. At Grand Prix level, they never did, while in sports car events their ambitions and attainments were mostly modest.



The "Cupula's" interior

In their intended role as very fast road cars, though, they quickly acquired a reputation that entirely justified the promise of their specs.

The first model was the Z102—and was a sensation.

Its V8 engine, (bore 75 mm, stroke 70 mm), had dry sump lubrication, four overhead camshafts and one, two or four Weber carburettors. Fuel being still of poor quality in those days, the standard compression ratio was 7.5 : 1 but the engine nevertheless gave a minimum of 175 bhp at 6,300 rpm with considerably more to come from higher compression and elaborate carburation.

The gearbox was a five-speed close-ratio dog-engaged type integral with the final drive, which incorporated a limited-slip differential of the ZF type.



Pegaso (cont'd)

Around the transmission complex was arranged the rear suspension, of reversed de Dion type: the dead axle beam passed in front of the transmission and was located by a pair of radius arms which converged on a single point well to the rear. Thus, the motion of the axle was geometrically purer than that of any other de Dion axle of the time, (or for many years later), while the suspension loads could be taken out at widely separated points: thrust and braking forces were fed through the rear pivot, spring loads transmitted through linkages to torsion bars, anchored to the chassis ahead of the rear axle. Torsion bars also featured at the front, where the wheels were independently mounted on paired wishbones. All four wheels carried copiously ventilated brakes of exceptional size and power, the fourteen inch drums housing Lockheed components that—together with the Bosch ignition and the Borrani aluminium-rimmed wheels—were practically the only components of foreign origin. The Pirelli tyres were made in Spain and were of generous size by the standards of the day, combining with the excellence of the suspension and the carefully arranged distribution of masses to give the Pegaso superb handling.

The Pegaso was one of those well-balanced cars that could be driven in whatever style the driver chose; its relatively short wheelbase of 92 inches and its high polar moments of inertia in pitch and yaw giving it a balance akin to that of Grand Prix cars, while its suspension geometry was actually superior. Only in its chassis was its design questionable: this was a multi-tubular fabrication based on square-section steel tubes

and was amply rigid at each end, but beam and torsional stiffness appeared to be compromised in the shallowest part of the chassis under the door sills at mid wheelbase.

The choice of carburettors and compression ratios was



A 'Touring of Milan' bodied convertible

the prelude to a proliferation of changes and options following in rapid succession.



Pegaso (cont'd)

Any of the cars could be supplied with a Roots supercharger and one of the blown cars covered the flying mile at the Jabbeke Highway in Belgium at 152.001 mph in 1953, by which time the make had already made some tentative forays into motor sport. It was a Pegaso that set a new record for the hill-climb at Rabassada.

By 1953 the company felt tempted to enter a pair of cars for Le Mans, so built very special asymmetrical versions of the blown 2.8 for the purpose. They were faintly reminiscent of Taruffi's twin-boom record-breaking cars, but one crashed in practice for the race, killing the driver, Jover, and the other was withdrawn.

In the following year, a Pegaso owned by the son of Cuba's President Trujillo was driven by Joaquin Palacio in the formidable Carrera Pan Americana; it had mounted to second place overall when it was eliminated by somebody else's accident,



The 1954 Pegaso V8 sports-racing car that competed in the gruelling Pan-Americana race—owned by Cuba's President Trujillo's son, driven by Joaquin Palacio

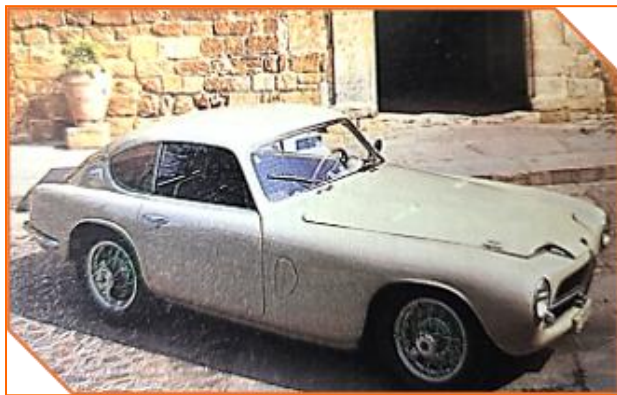
If mechanical specifications could be so variable, the variety of bodies carried by the Pegaso was even more noteworthy. The firm's own standard body, a two-seater GT coupe in the Italian idiom, was nevertheless distinctive in appearance and quite handsome, very simple and almost severe in its external appearance.

This sobriety was reflected by the firm's advertising, which always appeared as a masterpiece of elegance and understatement: but if an owner chose, the interior of the car could be just as severe, for the all-up weight of the fully trimmed and sturdy standard car could be reduced, from 24 cwt to near the bare ton, by drastic pruning which left nothing more than flock spray to decorate the inner surface of the body panels.



Pegaso (cont'd)

Many of the most outstanding bodies, however, were created by the great custom builders of the day, notable contributions being made by Saoutchik of Paris and by Touring of Milan.



'Touring of Milan' did many of the bodies on the Pegaso sportscars, in shape not unlike the Ferraris of the day

Pegaso's finish was unfortunately nearer than could be anticipated. After producing yet more variants known as the Z103 with push-rod V8 engines of 4, 4.5 and 4.7 litres, Ricart retired in 1958. The policy of the company then changed in favour of concentrating on the heavy vehicles that had always been its mainstay.

Only three or four Z103 cars were made and only 125 Z102s, mostly to special order. Perhaps this was as it should have been: jewels lose their allure when they become superabundant.



A Pegaso racer in Spanish racing colours: red body with yellow bonnet and hood

*This article
is in part written by
L.J.K. Setright
from
On Four Wheels
Volume:6 Part:83)*

Rex Wilson



BULLETIN ARTICLE LOTTO

With the Committee's support,
the Editor has reintroduced the "Bulletin Article Lotto".

The idea is that each month a Member will be selected
to provide material for '*The Vintage Bulletin*'.

Their name will be printed in the magazine
together with the month for which the article is requested.

The winner may select material about any subject
and may provide, among other things, a written article,
scribbled notes, photographs, or a sound recoding.

People who have had material published elsewhere
may wish to submit that.

On the other hand, we cannot condone plagiarism.
Nor will material produced by AI be accepted;
and copyright must be respected.

The Editor will accept that some people,
instead of producing an article, may be more comfortable
providing source material which he or others may use to write
for '*The Vintage Bulletin*'.

Finally, with twelve winners a year, each Member will
be required to produce only one article approximately every nine years.
However, if there are one, two or more regular contributors
then we can abandon the Lotto.

Keep Smiling,





Inverell, NSW

HOUSING OVER 200 INTERESTING MOTOR VEHICLES, the Volunteer-run Museum also has other collections, such as motor-bikes, bicycles, dolls, model cars and an electric train layout. The entry fee, (for example Adult \$20, Concession/Senior \$18, Child 5-16 yrs. \$5, Family 2+3 \$45), includes tea/coffee, (and when I visited, biscuits). Friendly for wheel-chairs and the aged. Non-Service pets allowed if carried or in pet strollers. Memberships are also available.

The oldest vehicle displayed in the Museum is a **1906 DAYTON Motor Buggy**, also known as the **"Reliable-Dayton Runabout"** advertised as *"The real first successor to the horse"*. Mostly unrestored, it proudly stands guard inside the front entrance of the building.

Apparently there were two Dayton Motor Car Companies—one named after its birthplace, Dayton, in Ohio; the other after its founder, William O. Dayton in Chicago, Illinois. It's the latter which built the Model 'C' displayed in the Museum.

Operating from 1906 until 1909 when production ceased due in part to the popularity of Ford's Model 'T', the company produced many High Wheelers. This one is, as far as has been ascertained, the sole survivor.

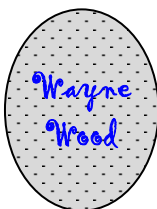
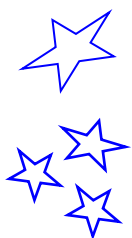
Equipped with a two-stroke, twin-cylinder, air-cooled 'Reliable' engine, it was purchased by a doctor in Bundarra, about 30 miles down Bundarra Road/Thunderbolt's Way from Inverell.

In the 1930's Mr Jack Gaukroger bought it and stored it, perhaps with an eye to the future. Family-owned F Gaukroger and Sons have been motor dealers in Inverell since 1926 and I understand have now passed the Buggy on to the Museum, (or have loaned it for display).

Reliable Dayton



National Transport Museum (cont'd)



Rex's "What car is that?"



The car is a 1950's 4.5 litre 240 bhp
TALBOT LARGO

*Congratulations to Steve Ford who
correctly identified it and asked that we
"Share the choccy at the meeting!"
We didn't do that but we did share the chocolate
being held for raffle prizes before it became
stale!*

TRAFFIC MARSHALL TRAINING

The Committee has planned for the SA Police to conduct
Traffic Marshall Training at the Club's General Meeting to be
held on Friday 25th September 2026.

Please mark your diaries.

TWO THOUGHTS OF THE MONTH

Winners never quit
Quitters never win



For Sale



Model Rolls Royce \$50 ono
Contact editor for details

2/4



**DONATE
HERE.**


Royal Flying
Doctor Service

The Overland to Darwin and
Back is a fund-raiser for the
Royal Flying Doctor Service

For Sale

1927 Model 10 Falcon Knight



Restored 1927 Model 10 FALCON KNIGHT

Excellent provenance with old documentation.

Has been in the same family since new, (2 owners).

Completely stripped and restored.

[see photographs <https://www.dropbox.com/scl/fo/27c3cfeyxlkrj8crrg4s7/AE1YjYTuhmomPqjOlUhhE8?rlkey=zzrnz905v35zggv33cbnm9nc&st=qx3y2a2v&dl=0>]

Electrics converted to 12 volt.

A number of spares included.

Car is in Stirling, South Australia.

Best offer over \$25,000.

Contacts:

0493 871 874

moralana@internode.on.net

For Sale

1929 Austin 20/6 Limousine



Fully rebuilt Engine and
Gear Box
New Radiator
New Tyres
Restored Dash Board
and Gauges
New Body Woodwork
Correct Carpet
Leather for Interior
Head and Side Lights
Spare 20/6 Rolling Chassis



Contact Denise Nye
0407 887 456



For Sale

1925 Amilcar C4 Roadster

Reg No. XX 359L

I've owned this Amilcar for nearly 14 years and now am reluctantly selling it due to health reasons.

The engine has been professionally rebuilt.
All five beaded edge wire wheels have been replaced.
It has Blockley tyres, electric fan, electric water pump
and new 'Wosp' starter motor.. Receipts included.

\$34,500

Contact
Rex Wilson
0412 813 415



For Sale

1930 Chevrolet Parts

I sold my beloved 1930 Chev. Roadster, and I hope there is someone who may be interested in buying the left-over spare parts.

Includes engine parts, (including block, head with valves, etc), gear boxes, brake parts, clutch, diff, axles, starter and steering gear. Also a radiator surround; windscreen frame; and a lot more.

These pictures may help.

Contact Peter Aschberger

0409 674 532

Email: paschber@optusnet.com.au



Wanted

1926 RUGBY 380mm Steering Wheel, Door handles and Side lights

Required to complete the restoration of a car which
has been in a Broken Hill family for 80+ years

2/4

Email: editor@vscsa.org.au

Hi all, we are chasing the trip odometer wheel assembly
from an oval Stewart Warner speedo for the Model A Ford
we are doing at the mens' shed. The rest of what we have is
all good but the trip wheel assembly is dinged up and jams at
certain points so we need to find a better one.

Anyone able to help out?

Cheers, Steve

Phone: 0497 377 774

2/4

Email: hupmobile24@gmail.com

For Sale

3/4

HOLDEN *Commodore* VR Sedan 1992

White. 4-door . Automatic.

Good straight body. No rust.

Duel Fuel. Tow Bar. Rear spoiler.

Not Registered. Can be heard running.

Needs some work.

Ideal project for Holden enthusiast.

Many Spare Parts.

Phone: 0456 415 811

Original Salt & Pepper Hood Material off the roll

2/4

Phone: 0456 415 811

Jim's Puzzle[©]

Find the Words – MORGAN

Find the words below. They go forward, backward, up, down and diagonal. IF THERE IS A REPEAT IT IS TO BE FOUND ONCE. When you have found them you will have 26 letters left. Circle them and write them in order to find the hidden message. Good luck.

M	A	L	V	E	R	N	L	I	N	K	R	E	N	O
O	G	N	I	R	E	E	T	S	T	C	E	R	I	D
R	MPH	80	S	T	R	O	P	S	R	E	P	U	S	1027
G	120	W	N	1950	Y	1.1	1936	4	W	4/4	E	N	D	C
A	8	C	L	R	R	CC	R	G	H	E	D	T	A	S
N	V	L	M	U	T	J	E	E	E	V	O	I	S	R
M	1968	I	O	O	N	A	V	A	E	I	G	L	S	E
O	S	M	U	F	E	P	O	R	L	R	C	1952	T	L
T	R	A	N	S	V	E	R	S	E	D	L	I	A	E
O	C	X	T	U	O	N	S	1973	D	N	U	P	E	E
R	O	R	E	L	C	G	T	B	R	I	T	I	S	H
C	C	1.122	D	P	1975	I	I	E	P	A	C	M	O	W
O	L	T	D	1910	S	N	N	S	H	H	H	A	W	3
C	Y	L	I	N	D	E	R	T	B	C	70	D	T	G
C	A	R	F	O	R	W	A	R	D	S	P	E	E	D

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MALVERN LINK
BEST / BRITISH / 3 WHEELERS
TRANSVERSE / MOUNTED / 1.1 CC JAP ENGINE
DOG CLUTCH / CHAIN DRIVE
TWO FORWARD SPEED
DIRECT STEERING
TWO SEATS
1927 SUPER SPORTS 80 MPH
MADE UNTIL 1952
1936 4 WHEELED 4/4
1.122 CC 4 / CYLINDER . COVENTRY / CLIMAX / ENGINE
PLUS FOUR 1950 / BHP
ROVER / 1968 V8 ENGINE 120 MPH
4 GEARS 1973
1975 / 5 SPEED



MORGAN MOTOR COMPANY





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PASSION LIKE SHANNONS.”



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

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■ Limited Use & Club Plate cover ■ Laid up cover ■ One excess free windscreen
claim per year ■ Total loss salvage options ■ Home & Contents Insurance including
\$10,000 enthusiast items cover for your collectables & tools ■ Towing & storage costs
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bike or your home, and speak with a genuine enthusiast.

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