

THE VINTAGE BULLETIN



ANZAC DAY

A decorative illustration of a laurel wreath, consisting of green leaves and small purple flowers, is positioned to the right of the 'ANZAC DAY' text, partially overlapping the word 'DAY'.

At the going down of the sun and in the morning
We will remember them

Lest We Forget

Friday 25th April 2026

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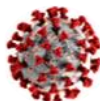
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**General Meetings in 2025
in the Combined Car Clubs Clubrooms
Clark Avenue, Glandore
7.30pm on the last Friday of the month
except December**

**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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FRONT COVER: **ANZAC DAY**

BACK COVER: **SHANNONS** (advert.)



COPY for **May** DUE midnight
Thursday **14th May** 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 Steve Ford, Ralph Richardson, Brenton Taylor, Jim Thompson, Brenton Whittenbury, 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 was obtained for inclusion for the entertainment and/or benefit of Members and Readers.

BULLETIN ARTICLE LOTTO

is officially in abeyance, but Members and Readers are invited to submit items for publication; and thereby have their name listed in the panel above this notice—in addition to their contribution to Readers of the journal.

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 Editor also reserves the right to edit all contributions to maintain an acceptable standard and length.

PREFACE

In this edition there are some interesting events listed—with a dollop of hope that Members will respond and take part in them. The Overland to Darwin and back is one example—and no need to sign up for the whole trip to take part. The start in Rundle Street on the 18th May may be enough. The two Brentons are looking forward to our involvement.

As an acknowledgement that ANZAC Day is not far away, there are two articles and a poem. The first article is about Lancelot Edin de Mole who designed a tank. Sadly, he was, as some would say, “before his time”. His ideas were initially rejected and by the time they received serious consideration the War was almost over and others had been designed and built. Was his treatment because he was a colonial? See what you think.

The second article contains stories about motorised ambulances in the Great War. It probably wouldn't happen today but public donations and some wealthy, patriotic people made it possible for motorised ambulances to be used in the War—even if Australian women could not join the AIF other than as nurses, so had to resort to joining Allied organisations or armies.

On the 18th May the Club has a role to play at the start of the aforementioned Overland to Darwin and back. (See pages 9–11.) There are reminders about Nostalgia Night and the Club's Log Book and Auction Day. The money saved by not driving in the current “fuel price crisis” could find a home in the Club's coffers at the Auction! Jim's Puzzle and Rex's “What Car is That?” appear as usual. Nothing to buy or sell though.

In other news ... the Editor's grandson has agreed to build him a computer. The old one makes life difficult and with the lack of support for the ‘Publisher’ program a change is warranted. Any ideas for software to use in place of ‘Publisher’ for *The Vintage Bulletin* would be appreciated.

The Editor's Cricket Club's ‘B’ team was winless at Christmas but stormed home to defeat the top team and sneak into the finals. Won the Semi-final. Took the first innings points in the Grand Final but couldn't do the same in the second dig. Runners-up. A tremendous effort.

Anyway,

that's what I think.

Wayne Wood



E and OE Thank You

APRIL 2026

FROM THE COMMITTEE

- ◆ Meals before Meetings have been reintroduced on a trial basis, from with the February General Meeting. \$5.00 per head. 6.30pm.

- ◆ **COMING EVENTS SCHEDULED FOR 2026**

Saturday 9th May Club Auction and Log Book Day

Monday 18th May

VSCC Vintage/Veteran Vehicles to support the Re-enactment of "Overland to Darwin" expedition

Sunday 14th June

President's Run

Sunday 19th July

Annual Lunch

Sunday 16th August

Ladies' Day

Sunday 13th September

The Bert Pope

Sunday 25th October

Down Under London to Brighton

Sunday 15th November

Club Picnic

TBA xth December

End of Year Run

Friday 11th December

Christmas Dinner

Due to uncertainty about the availability and price of fuel, the Committee cancelled the proposed Stanton Ohlmeyer Memorial Run.

Interesting Runs involving public transport will be arranged if Members are interested.

ANNUAL MEMBERSHIP SUBSCRIPTIONS

These fall due on 1st July each year.

Invoices will be sent out shortly and must be paid by 30th June to ensure that vehicles registered as "Historic" etc are able to be driven on public roads.

NEW MEMBER

On behalf of the VSCC the Committee extends a warm welcome to **Paul Ghanem** as a Full Member.

Paul owns a 1991 FORD Capri Tourer.

DUE TO COVID-19, 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

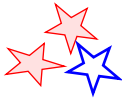
in the Combined Car Clubs Clubrooms
Clark Avenue, Glandore

Clubrooms open 6.00pm
Formal proceedings 7.30pm



GENERAL MEETING

Friday 24th April 2026



'NOSTALGIA NIGHT'



Come and join the fun



Bring photos, memories, stories and mementos

Return of "Meals before the Meetings"
Clubrooms open 6.00pm for a meal at 6.30pm

Meat Pie and Vegetables

\$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:

- | | | |
|-------------------|---------------------|----------------|
| 29th May 2026 | 26th June 2026 | 31st July 2026 |
| 28th August 2026 | 25th September 2026 | |
| 30th October 2026 | 27th November 2026 | |



NOSTALGIA NIGHT



NO CHARGE

CCC Clubrooms, Glandore
From 7.30pm
Friday 24th April 2026

Come along and Join in the Fun
Bring photos Bring Memories
Bring Mementos Bring Stories

Rex has taken lots of pictures over the years. He will bring some which will be available to Members who are able to identify their car(s) in them.

Supper will be provided.

There will be a meal available before the Meeting.





CLUB AUCTION and LOG BOOK DAY
TRADING TABLE
BBQ + Free Tea/Coffee
Saturday 9th May 2026

Time to start saving coins and collecting items
for sale.

There will be Logbook signing and a barbecue
before the main event



12 noon Start for Barbecue
&
Renewal of Memberships



Logbooks not available until 12.30pm

Auction starts approximately 1.30pm

Bring items for sale, friends, and money

Mark produce, plants, cakes, books
for the Trading Table with a reasonable price



Come along
Join in the Fun



OVERLAND TO DARWIN AND BACK 1926/2026

By Brenton Taylor and Brenton Whittenbury



BACKGROUND

Australia's first transcontinental (coast to coast) commercial motor tour, and the world's longest at the time, occurred in May–June 1926 and drove twelve paying tourists from Adelaide to Darwin and back in five weeks. Brenton Whittenbury's great grandfather and son of the founder of their family business, Grundy's Shoes, was one of those pioneering tourists and an amateur filmmaker.

We are re-enacting that journey following the exact 7000km route in two near-identical vehicles, (1925 Studebaker Special Six Duplex Phaetons), departing Adelaide on the same date 100 years later, showing Clarence's film and raising money for the Royal Flying Doctor Service along the way.

DEPARTURE AND FIRST FEW DAYS

On **18th May at 9:30am to 10:30am** our send-off is a public SA History Festival event from **Grundy's Shoes Store at 188 Rundle St., Adelaide.**

The RFDS will be represented and the two Studebakers will be accompanied by similarly aged vehicles from The Vintage Sports Car Club of SA along with friends, family and supporters from across the country as we make our way to **Gawler for a civic welcome at 12:00 noon.** Following the original route we will proceed to **Clare (19/5) for display at their Rotary Art Show, Hawker (20/5) and on to Beltana for a Community BBQ and Film event as part of History Festival put on by the Beltana Progress Association on 20th May 6:00pm–10:00pm.** 🚗

Overland to Darwin and back (cont'd)

We hope you will join us for some or all of these first few days or beyond as we follow the Overland Telegraph route North to Darwin.

Here are some links we have set up for you to be able to follow us along and donate to the Royal Flying Doctor Service, (RFDS):

Facebook Page: **Overland to Darwin& Back 1926-2026**

Royal Flying Doctor Service fundraising website:

<https://sant.doyourthing.org.au/fundraisers/OverlandtoDarwin/overland-to-darwin-and-back-1926-2026>

PROGRESS UPDATE

We're on the count-down to 18th May 2026!

FUEL AVAILABILITY AND ROAD CONDITIONS

Under review with a final “go/no-go” decision a week or two before we depart. From chatting to outback contacts along the route, roads are getting back to normal (bring on the amazing wildflowers!) and retail fuel is generally available as the tourist visitor numbers are expected to drop due to high diesel prices.

THE CARS

The “brass coloured” NSW car—sump and valve cover gasket replacement; bearing replacements; tightening king-pins; wooden spoke wheel maintenance and regular driving.

The red SA car—also plenty of regular driving; bearings and differential seals checked/replaced; generator overheating issues resolved (touch wood); focussing on reducing high oil losses and experimenting with Sand Mat materials for the re-enactment of crossing of the Finke River and its tributaries on May 28th–29th.

THE DRIVERS AND SUPPORT CREW

People are firming up their plans for involvement, and we have a solid core of ten volunteer friends and family who will do the whole journey (7,000km / 6.5 weeks) with us. Many folks are planning to join us for parts of the journey such as the first three days from Adelaide to Beltana (18/5–20/5) but are also welcome as we get closer to Queensland and NSW. All are welcome—the more the merrier!!



Overland to Darwin and back (cont'd)**THE HISTORY**

As part of the SA History Festival held across South Australia every May, *Overland to Darwin & Back* features in the following events:

1. **Mon 4th May 11:00am–12:30pm**
Innamincka Films present Clarence Judd's movie of the same title at the State Library of South Australia
2. **Mon 18th May 9:30am–10:30am**
Send-off from Grundy's Shoe Store 188 Rundle St., Adelaide
2. **Wed 20th May 6:00pm–10:00pm**
BBQ and Film and Talk
Beltana Community Hall, 11 North Terrace, Beltana SA 5730

We will also be presenting the Film and Talk at various places along the route, currently planning Oodnadatta Pink Roadhouse (24th/25th May), Alice Springs National Womens Museum and Old Alice Springs Gaol (31st May 12:00noon–4:00pm), Darwin '1934 Qantas Hangar' and other venues (8th to 10th June).

FUNDRAISING

Our Royal Flying Doctor Service website is available for donations and so far we have raised \$2,671 of our target of \$26,000. We hope that once we are underway we will exceed our target for this vital service to remote travellers and communities.

If you are interested in finding out more or think you can help or want to join us please call

Brenton Taylor on **0417 694 037**
or email bjdmtay@gmail.com

or

Brenton Whittenbury on **0434 686 667**
or email brenton@grundysshoes.com.au



Royal Flying Doctor Service





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 Inc. for its financial assistance; and also the Clubs and individuals who attended the 2026 Historic Motor Vehicle Gathering to ensure its success.



Lancelot Eldin de Mole

13th March 1880–6th May 1950

Australian inventor of ideas for the (Army) Tank

Born in Willunga on Saturday 13th March 1880, when he was seven Lancelot de Mole moved to Melbourne with his family. There he attended the Melbourne and Berwick Grammar Schools.

After school and leading up to the First World War he was employed in various States as a draftsman. Three years before one was introduced in the United States, he invented an automatic telephone. Unfortunately, the Australian Postal Department refused to test it.

In 1911, whilst surveying in the Western Australian bush near Geraldton—about 400 kilometres north of Perth—he had an idea for an articulated vehicle which he thought might be useful for the British Army. With the drawings he submitted to the British War Office he described his invention thus:

“It can be steered to the right or left, when proceeding forwards, by altering the direction that the chain-rail is laid in by screwing the front portions to one side or the other ...; or steered, when proceeding backwards, by pressing the bogie nearest the rear end of the tank to one side by means of the screw gear ... or a hydraulic ram controlled by the steersman, thereby causing the body of the vehicle to be thrown to the right or left as required so that, as the vehicle proceeds, the links of the chain will be laid to the right or left of the line that the vehicle has been proceeding on and so form a curve, which as the vehicle proceeds will alter the direction of travel.”

Although not all his drawings were returned to him, in June 1913 he received a reply from the War Office advising that his idea was rejected.

When friends wanted him to consult the German Counsel in Perth, he rejected their advice.

de Mole and Harriet Josephine Walter married on the 21st July 1915 in the Adelaide suburb of Kensington. Employed as a draftsman in the South Australian Engineering Department, he re-submitted his drawings to the War Office. It replied, requesting a working model before his invention could be evaluated. (At the time there was an Australian Inventions Board, but it was not interested in his ideas.)



Lancelot de Mole - Army Tank Inventor *(cont'd)*

After having a model made he tried enlisting in the Australian Imperial Force as a means of travelling with it to London. Deemed to be medically unfit, he was rejected.



De Mole's original model of his invention

In 1916 the first British tanks—called the “Mark I”—appeared in battle. They convinced de Mole that his design was much better.



Mark I tank during the Battle of the Somme
Daimler-Knight 6-cyl 105hp sleeve-valve 16-litre petrol engine

With the help of (Sir) Harold Leslie Boyce, then a Lieutenant in the 10th Battalion—and who later became the first overseas-born Lord Mayor of London—on 26th September 1917 he was accepted for active service. When he embarked for Europe, he took his model with him and was able to show it to the British Inventions Committee. Encouragingly, the Committee recommended it to the Tank Board.



Lancelot de Mole - Army Tank Inventor (cont'd)

Unfortunately, the model was “lost” for six weeks, during which time its inventor was sent to France. That was March 1918 when de Mole and others were reinforcing the 10th Battalion. He was returned to London in January 1919 and attached to AIF Headquarters as a Temporary Corporal. That year he was able to lodge papers with the British Royal Commission on Awards to Inventors. The Royal Commission released its adverse findings in November.

Two British inventors received credit for the tanks used in the War, but the Royal Commission noted that:

“The case of this claimant was heard a few days after the conclusion of the other cases. We consider that he is entitled to the greatest credit for having made and reduced to practical shape as far back as the year 1912 a very brilliant invention which anticipated and in some respects surpassed that actually put into use in the year 1916. It was this claimant's misfortune and not his fault that his invention was in advance of his time and failed to be appreciated and was put aside because the occasion for its use had not then arisen.”

It also found that:

“a claimant must show a causal connection between the making of his invention and the user of any similar invention by the Government.”

Acknowledging that de Mole's designs—which the War Office had held since 1912—had not been used, it nevertheless awarded him £965 “for expenses”. (In today's money, approximately \$A175,000.) It also appointed him an Honorary Corporal. Later, early in 1920 he was made a Commander of the British Empire, (CBE).

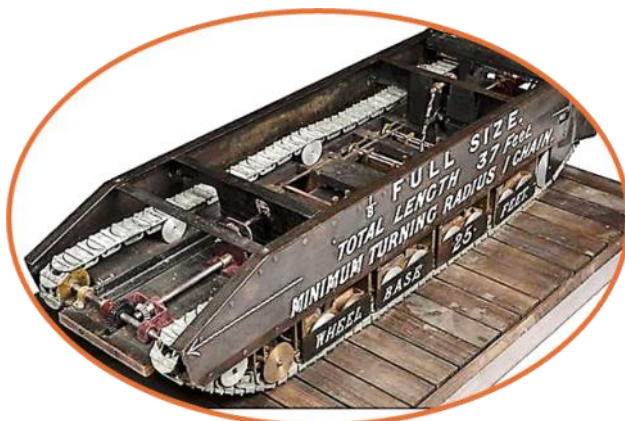
Upon returning to Australia in February 1920, he worked as a Design Engineer with the Sydney Water Board. Subsequently, research shows that he applied for patents both in Australia and elsewhere. Some were apparently granted while others were not followed through.

After a long illness, Lancelot Edin de Mole died in the Liverpool (NSW) State Hospital on Saturday 6th May 1950.

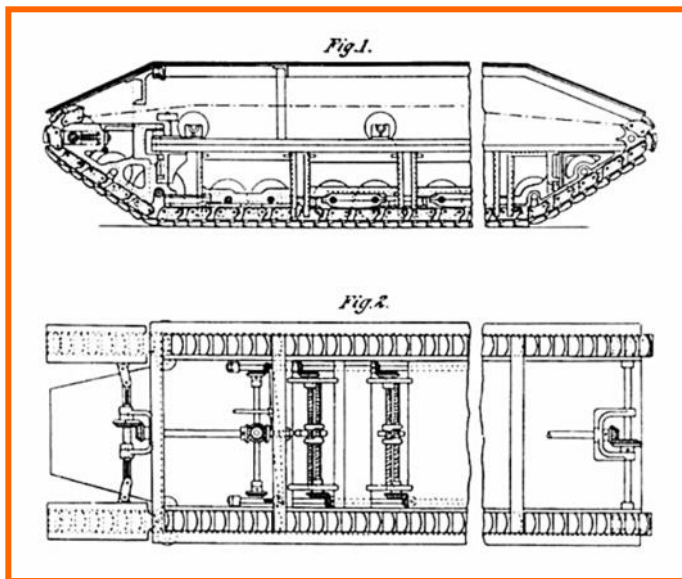
Primary source of information for this article:

Chris Clark, 'de Mole, Lancelot Eldin (1880–1950)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <https://adb.anu.edu.au/biography/de-mole-lancelot-eldin-5950/text10149>, accessed online 9th April 2026.

Lancelot de Mole - Army Tank Inventor (cont'd)



De Mole's model in the Australian War Museum



Part of De Mole's original design for his armoured vehicle

ARTICLE COMPILED FOR THE VINTAGE BULLETIN BY *Wayne Wood*



Steve's Post Marques[®]

CISITALIA

The name "Cisitalia" derives from "Compagnia Industriale Sportiva Italia", a business conglomerate founded in Turin in 1946 and controlled by the wealthy industrialist and sportsman Piero Dusio. Work on a new racing car began just one year after the company was founded. For this, Dusio brought Fiat designer Dante Giacosa on board. He set the original parameters for the monoposto, (i.e., "one-seater"). After the end of the war, however, Giacosa went back to Fiat and Giovanni Savonuzzi took over the project. He managed to complete the car, called D46, in 1946 despite a shortage of materials. The specially created spaceframe contained a 1.1-litre Fiat engine of 70 hp. Between 30 and 40 examples of this first Italian post-war racing car for private racers were subsequently built—and were the basis for the 202 Spider Nuvolari, with which Tazio Nuvolari took part in the 1947 Mille Miglia.



CISITALIA *Pinin Farina coupé 1946*

Dusio commissioned several cars from Europe's leading designers. (E.g., he provided Pinin Farina with the chassis on which to add a handcrafted aluminium body.) When shown to the public at the Villa d' Este Gold Cup show in Como, Italy, and at the 1947 Paris Motor Show, the two-seat 202GT was a resounding success—but not commercially, because it was coach-built and expensive. Only 170 were made between 1947 and 1952, mostly coach-built by Pinin Farina with some by Vignale and Stabilimenti Farina.

Building on aerodynamic studies developed for racing cars, the Cisitalia offered one of the most accomplished examples of coachwork conceived as a single shell. Hood, body, fenders, and headlights are integral to the continuously flowing surface, rather than added on.




Before the Cisitalia, the prevailing approach followed by designers when defining a volume and shaping the shell was to treat each part of the body as a separate, distinct element—a box to house the passengers, another for the motor; and headlights as appendages. In the Cisitalia, there are no sharp edges. Swellings and depressions maintain the overall flow and unity, creating a sense of speed.

For the 1947 season, Giovanni Savonuzzi, who had designed most of the 202, sketched a coupé body for Cisitalia's competition car. The design was executed by Stabilimenti Farina upon two chassis—numbered 101 and 102 respectively. After the two coupés had been finished, a spider version—called the SMM for Spider Mille Miglia—was completed, adorning all subsequent competition cars bearing the MM designation. At the 1947 Mille Miglia, the Cisitalia Spider proved itself by—in the capable hands of Tazio Nuvolari—leading most of the race. Despite competing with cars with engines three times larger, Nuvolari held back the competition until troubles ensued in the rain. In the end, the Cisitalia took second overall and first in class. For this epic effort, subsequent competition Spiders were known as 202 SMM Nuvolaris.

Since the 202 SMM received much attention at the Mille Miglia, Stabilimenti Farina continued production of the design for several customers. In total around 20 cars very similar to Nuvolari's winning car were made. It is easily identified by its large rear fins, twin windscreens and usual Italian red paint scheme. The 202 didn't make large-scale production and all the cars were handmade. The small, talented group at Cisitalia, including Carlo Abarth⁽¹⁾, Dante Giacosa and Giovanni Savonuzzi, made several variants of the 202. In total, around 200 cars were built. They made a large impact on the later marques, including Abarth's subsequent range of cars.



(1) Abarth was the Sporting Director of the Cisitalia Racing Team and, backed by Armando Scagliarini, took over Cisitalia's assets when it folded. Abarth and C was founded on 31st March 1949 and is now part of the FIAT group owned by Stellantis. 

Like the D46, the Cisitalia 202 was based largely on Fiat technology. The 1.1 litre four-cylinder engine from the Fiat 1100 served as the power source but with its own cylinder head and up to 65 hp. The front axle was taken from the Fiat 500 "Topolino"; the rear from the 1100. In 1951, the further developed Cisitalia 202D debuted with a 160 hp, 2.8-litre boat engine from Botta e Puricelli. The following year, the displacement was reduced to two litres and the power to around 130 hp. Visually, the Coupé and Cabriolet, which were only built once each, differed from the normal 202 only by a wider radiator grille. Only a few of the Cisitalia 203 vehicles were built. They had the drivetrain of the Fiat 1400.

Subsequent projects by Cisitalia for Ford (808XF) and with Abarth were less successful. Car production ended in 1964.



**CISITALIA Pinin Farina
coupé 1948**



Steve Ford

**SELF PROCLAIMED
CAR GEEK
AND
STAMP NERD
WITH HELP FROM
WIKIPEDIA,
(THE FREE
ENCYCLOPAEDIA)
AND OTHER SOURCES**

CISITALIA



D46

Thought of the month

It would be nice if someone with a vintage vehicle volunteered to give an old man a ride for his last birthday present.



DID YOU KNOW?

The FIAT Club of Victoria is planning a crossing from Perth to Melbourne in October 2026.

Some people will be in Adelaide for the Bay to Birdwood on the way over to Perth from over east. Some will call in to Adelaide on 3rd November on the way to Melbourne.



The Crossing is a re-enactment of a 1920s by FIAT.

“WATCH THIS SPACE”

FIRST WORLD WAR MOTORISED AMBULANCES

Britain declared War on Tuesday 4th August 1914 in response to events in Europe. Before that, motorised ambulances were used by civilian organisations and services in Australia. However, in planning for the October embarkation of troops for Europe, the Australian military decided to send horse-drawn ambulances. Including motorised ambulances, the Australian Imperial Force, (AIF), was not to be equipped with any motorised transport.

There was a general public uneasiness when word got out that the ships would sail with only horse-drawn ambulances. Campaigns were launched to raise money and two motorised ambulances were on board when the ships departed Melbourne in October. Fund-raising efforts spread around the country, resulting in numbers of ambulances being donated to the Army. There were also instances of individuals donating their own vehicles to be converted into ambulances and sent to Europe.

It is interesting that the first Sydney City Ambulance was a donation to the Civil Ambulance Corps by Anthony Horden, a member of the department-store-owning family, on 27th May 1912. So there was an example that such acts were an acceptable way to behave, particularly if the suffering of war-wounded could be lessened.

Stories about some of the ambulances and their donors are on the following pages.

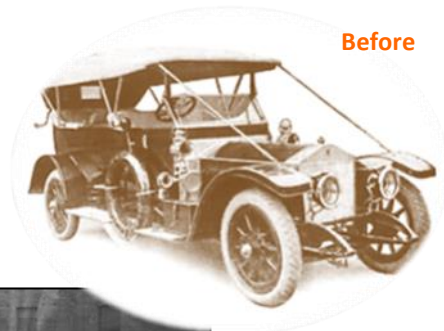
**A
Sydney Civil
Ambulance,
patient and
attendants
on exercise or
posing for a
photograph;
or both?**



Motorised Ambulances in WWI *(cont'd)***BEN CHAFFEY
RIVERINA**

Canadian-born, Ben Chaffey was the son of one of the Chaffey brothers who brought, via California, irrigation methods to the banks of the River Murray at Renmark and Mildura. Ben became a wealthy land-owner who allegedly used race-horse winnings to buy property. He was also patriotic and loaned his 1911 Rolls Royce Silver Ghost tourer, chassis number 1732, for use as an ambulance during the War. Afterwards, it was returned to him and converted to a roadster—which was later converted to a saloon.

Chaffey was a leader in the “Ambulance Movement” in the Wentworth District. The British wanted ambulances so he offered his car if the District would pay for its maintenance for two years. When the District had raised the money his wife and daughter paid for the car to be converted. Meanwhile, fund-raising continued and a total of ten ambulances were paid for by the people of the Wentworth District by August 1916. The people of Cal Lal were particularly generous, raising £500 in one night and overall enough for four ambulances. In addition, the 110 families sent 33 men to the war.



Before



After

Wentworth Museum

Ben Chaffey and daughter Mavis in 1911 Rolls Royce Silver Ghost presented to Minister of Defence on 28 August 1915



Motorised Ambulances in WWI (cont'd)

DUNCAN AND FRASER LIMITED ADELAIDE



Duncan and Fraser, coach builders, established their business in Adelaide in 1865 and occupied premises in Franklin Street, first at number 37 and later at 46. During the Boer War, some employees volunteered for service in South Africa and their positions were kept open for their return. So too, for the First World War. Unsurprisingly, the company produced motorised ambulances destined to assist the Allies in Europe.

In 1904 the organisation introduced changes to improve the comfort of patients in its horse-drawn ambulances. These were first mentioned in *The Register* of Wednesday 20th August 1902 in a column headed “A Perfect Ambulance”. Improvements included a better slung body; rubber tyres on wheels; and bevelled glass windows. The roof could be opened up for air or sunshine, disinfecting or drying. The inside could be hosed out. There was an “intercom” and a seat for an attendant. Up to three stretchers could be carried. From a coach-builder’s point of view, the ambulance was “perfection”, according to the columnist, and “practical men expressed appreciative opinions of it”. Further improvements were

made in 1912 when a motorised ambulance was introduced. Production of other horse-drawn vehicles continued alongside coach-building which included adding bodies to imported motor vehicle chassis.

Duncan and Fraser was granted, in August 1909, the sole Ford Model T Agency for South Australia and Broken Hill. Subsequent success necessitated that it became a limited liability company in 1913.



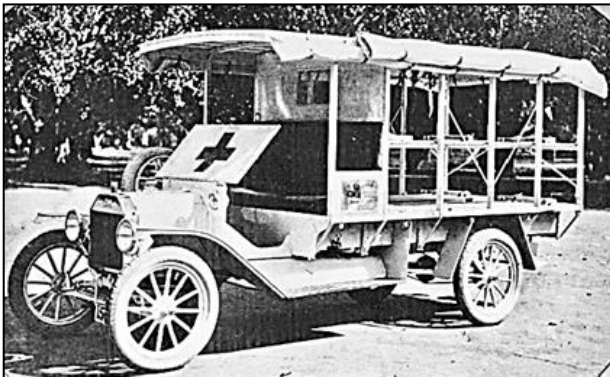
**1904 Horse-drawn ambulance
by Duncan and Fraser**
[State Library of SA: B1403-11]



Motorised Ambulances in WWI *(cont'd)*

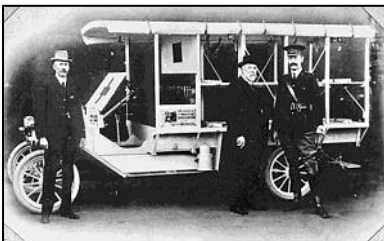
On 24th August 1915 the Governor of South Australia presented a motorised ambulance to the South Australian Military Commandant. It had been funded and produced by a joint effort between the employees and directors of the company. Following that, orders for motorised ambulances flowed in. They came from organisations and individuals wishing to support the Australian Imperial Force in Europe. Ford Model T chassis were fitted with ambulance bodies by Duncan and Fraser in accordance with military specifications.

Some examples include, two in May 1915 for the Women's Patriotic League South Eastern Division based in Mount Gambier; one in August 1915 and another in October for the Manchester Order of Oddfellows; and two for the Clare and District Motor Ambulance Fund in August 1915.



LEFT:
Duncan and Fraser
military ambulance
built on a
Ford Model T
Chassis

[State Library of South
Australia
B 21423]



ABOVE:
Ambulance built for Mt Gam-
bier Women's Patriotic
League. May 1916.

[State Library of South Australia
B21422]

BELOW:
For Clare and District Motor Ambulance Fund
at Keswick Barracks for hand over to Army
[State Library South Australia B34606]

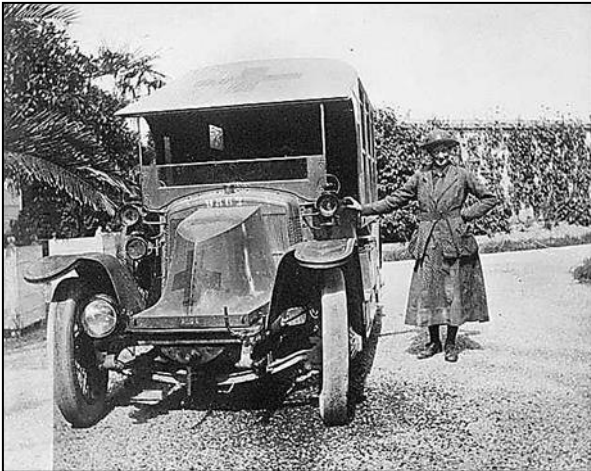


Motorised Ambulances in WWI *(cont'd)***OLIVE MAY KELSO KING
AND 'ELLA', HER AMBULANCE**

When Olive was fifteen her mother died and her father sent her to Switzerland and Germany to study. Born in Australia at Croydon, NSW, on 30th June 1885, Olive was in England visiting her sister when the first World War broke out. Within months, Olive was at the front with "Ella", her own ALDA-based ambulance.

Australian women were unable to join the Australian armed services as ambulance drivers. To be of service they joined the armed services of foreign Allies or worked for organisations of such Allies, which Olive did, such as "Scottish Women's Hospitals" or Belgium's "Allied Field Ambulance Corps". Olive served in Belgium, France, Greece and Serbia—the latter eventually in the Serbian army finishing as a Sergeant.

Olive's work was often dangerous and she was decorated for various acts of bravery and service, particularly by the Serbs. She returned to Australia in 1920 to a hero's welcome.



Olive with Ella (for "elephant" because of its weight). In both pictures, Olive is dressed in the Scottish Women's Hospitals Ambulance Driver uniform.

[Australian War Memorial P01352.002 and 001]



THE ANZAC SALUTE



Australia the nation. Hold up high a proud head,
look to the flag crimson as the sun, blue
as the sky and white of the white silver sands.
Salute with pride. Remember them. The living. The dead.

They thought nought for their safety, but only of ours,
these men and women of valour, let history record
their deeds of determination in factory and war.
They left beloved behind them with deep furrows in brows.

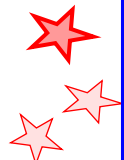
They fought the enemy oppression on land, sea and sky,
fighting the stench of the battle, the hardships
and the torments of dying in alien lands. But
Shoulder to shoulder gallantry showed on through ever high.

They made this nation, Australia. The land of the free.
for this soil they lived, to leave it firm in our
keep. For this soil they died, for their belief in
A country for children, and dignity for you and for me.

So look on past the heights. Hold up a proud head.
let there be remembrance forever for thee. The
heroes of life. Life as we live it this hour –
Salute the ANZACs today for the future they led...

By *Len Sommetville*

Elizabeth South



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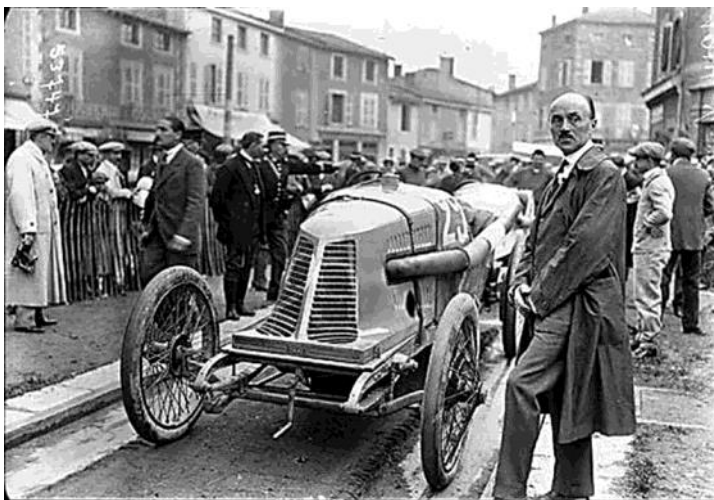
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ALDA MOTOR CARS

ALDA was an acronym for "Ah - La Délicieuse Automobile!", invented by the readers of the magazine *l'Auto*.

Fernand Charron was involved in the organisation which made ALDA vehicles. He, along with two others—Léonce Girardot and Emile Voigt—established Automobiles Charron, Girardot and Voigt in 1901. All three were champion cyclists turned racing drivers. Girardot left the company in 1906 and it was dissolved.. Nevertheless some sources state that the company produced ALDAs.

My research so far has not clarified the situation but Charron apparently had a hand in the organisation which produced ALDA cars before and after World War One—along with motor ambulances in between. His father-in-law was Gustave Adolphe Clément—known from 1909 as “Clément-Bayard”. That may have had something to do with it. Whatever the case, ALDA vehicles were manufactured between 1912 and 1922, mostly with 3.187cc flat four engines.



Fernand Charron at 1914 French Grand Prix with ALDA No. 29
[Wikipedia Commons]

Editor

Rex's "What car is that?"



Can someone identify this car?
A block of chocolate for the first person
with correct answer

Send answers to:
editor@vsccsa.org.au or text 0412 086 587



Charron Girardot Voigt model 1902 armoured car

Jim's Puzzle[©]

Find the Words – BEAN

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 13 letters left. Circle them and write them in order to find the hidden message. Good luck.

1929	O	T	1919	D	T	L	S	R	A	C	N	A	E	B
Y	B	B	S	F	I	R	S	T	M	O	D	E	L	11.9
B	U	S	E	D	P	E	R	R	Y	P	A	R	T	S
S	S	K	D	A	T	D	M	U	E	S	U	M	N	I
G	E	C	A	A	O	N	E	E	T	R	U	O	F	D
N	S	U	N	H	N	I	U	1924	2.3	L	I	T	R	E
I	R	R	S	R	W	L	N	O	D	N	O	L	I	V
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R	R	L	C	V	R	C	B	I	R	T	L	E	S	L
O	U	P	N	O	K	4	Y	E	N	D	Y	S	D	V
F	O	O	A	2.7	S	N	R	E	B	O	T	C	O	E
E	T	R	R	U	U	R	E	M	M	A	H	T	19	1.794
D	M	D	F	B	K	E	R	N	I	W	R	A	D	C
A	I	L	A	R	T	S	U	A	I	X	I	S	1927	C
M	E	A	D	O	W	S	E	N	G	I	N	E	S	23635

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