

THE VINTAGE BULLETIN



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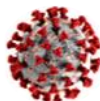
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General Meetings in 2026

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.

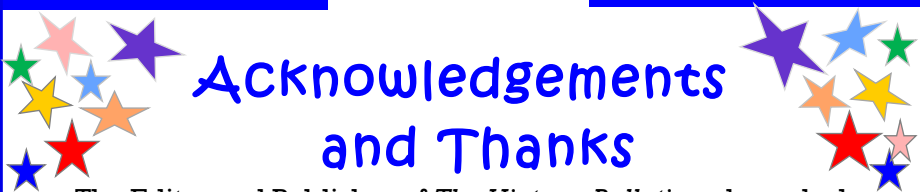
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COPY for **June** DUE midnight
Thursday **11th June** 2026





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, Doug Gordon, Frank Reed, 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

THIS EDITION CONTAINS INFORMATION about coming events from our Club and other sources. Included is advance notice from the organisers of the 2026 Bay to Birdwood. Entries will open in July. The Federation's Motorfest will be on again too, this year with two "Free Days" at the end of the fortnight! Entries are open.

While on the subject of events ... **The Committee has plans for the President's Run and for a Mystery Train Ride and Lunch. Please confirm your attendance by notifying the Secretary and the Treasurer, respectively. More on page 7.** There is also some advice on how to cope with the fuel crisis besides pumping up the car tyres and removing roof racks. Interesting.

Later in the year the Sporting Car Club will be conducting a Vintage Grand Prix Carnival. **Doug Gordon** has provided an interesting summary of what the event is about. No doubt he will provide updates when they become available. To whet your appetite, the Editor's pictures of the Double V-8 car referred to by Doug have been included on page 28.

The Overland Adelaide to Darwin and back got underway on the 18th May. There was quite a turn-out of interested people, including the Whittenbury and Taylor families, to farewell the travellers. The ABC had quite a good story on the 7'oclock News. More will be reported next month. **Ralph Richardson** has written about his involvement in a "Fiat Run" from Perth to Melbourne. He would like to catch up with some of us as he passes through Adelaide.

A serious article, in the form of an Executive Summary, has been provided by the Australian Motor Heritage Foundation. The material is the result of the 'Economic Value Study of Australia's Historical Vehicles Sector'. Food for thought, even if some of the methodology needs a more detailed explanation.

No serious cricket. However, the Editor discovered that in 1896 a prominent Test Cricketer may have been a bit of a petrol head. Worth investigating.

Anyway,

that's what I think.

Wayne Wood

MAY 2026



E and OE Thank You

FROM THE COMMITTEE

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

- ♦ **COMING EVENTS SCHEDULED FOR 2026**

Sunday 14th June

Wednesday 1st July

Sunday 19th July

Sunday 16th August

Tuesday 1st September

Sunday 13th September

Sunday 25th October

Sunday 15th November

TBA xth December

Friday 11th December

President's Run

Mystery Train Ride and Lunch

Annual Lunch

Ladies' Day

Old Car/National Wattle Day

The Bert Pope

Down Under London to Brighton

Club Picnic

End of Year Run

Christmas Dinner

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

FIRST ONE will be

Wednesday 1st July

Mystery Train Ride and Lunch

Please see on Page 7



ANNUAL MEMBERSHIP SUBSCRIPTIONS

These fall due on 1st July each year.

Invoices have been sent out 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 **David Marshall** as a Full Member.

David owns a 1922 WANDERER Tourer undergoing restoration.

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 29th May 2026

Come and join us

Return of "Meals before the Meetings"

Clubrooms open 6.00pm for a meal at 6.30pm

PIZZA

\$5 per head

Tea, coffee and biscuits included

RSVP Caroline

Phone/text: 0412 685 527

Email: treasurer@vscsa.org.au

Then the following (Friday) General Meetings:

26th June 2026

31st July 2026

28th August 2026

25th September 2026

30th October 2026

27th November 2026



PRESIDENT'S RUN

Sunday 14th June 2026

The President's Run this year will be a
"Progressive Lunch" style event.

We will be at the Clubrooms for an 11.00am start.

There will be "three stops."

The **first stop** will be for home-made soup provided by the Club.
The **second stop** will be a bakery for a pie, pasty or anything else which
is available. However ... be aware that the **third stop** will be for coffee
and cake.

Vehicles with running boards will be particularly welcome.

**Please let the Secretary know if you will be
joining the President for the Run.**
(Cut-off date for bookings is Thursday 11th June 2026.)

secretary@vsccsa.org.au

MYSTERY TRAIN RIDE and LUNCH

Wednesday 1st July 2026

We will use our Senior status for a free ride there and back to a place
most of us will not have been before.

In fact, even the organisers don't know yet where it is.

And, even when they know, they might still keep quiet to retain the
"Mystery".

What is known at present is that it will start somewhere before lunch;
will include lunch; and finish sometime after lunch.

Simple, eh?

**The Committee asks for expressions of interest now
so that the "Mystery" can be properly planned.**

Treasurer, **Caroline Wood**
treasurer@vsccsa.org.au **0412 685 527**



FUEL CRISIS

“INEVITABLY THE PETROL SHORTAGE WILL RESTRICT THE ACTIVITIES of Veteran and Vintage clubs along with all other forms of motoring sport. It was very creditable that when the petrol shortage was foreshadowed some clubs immediately announced cancellation of events, the continuance of which would no doubt have been out of line with the Government’s appeal to save petrol. It is very encouraging to know that there exists within the committees of some clubs in our movement a true sense of responsibility at a time of national emergency.

It is quite clear that every club which has not already done so should examine at once the advisability of the cancellation or postponement of events likely to lead to the extravagant use of petrol and instead try to plan meetings to be held at points easily accessible by public transport. It would be everyone’s wish that club secretaries should wrack their brains to organise meetings of their members so that club life should not be unduly affected. Will we be able to count ourselves lucky that these petrol restrictions will only cover the Winter months?”

“No doubt, the Vintage clubs with their usual resourcefulness and ingenuity, will manage to hold quite a number of rallies to the satisfaction of both the participants and spectators...

For others this is a golden opportunity to take one’s car off the road and carry out those countless tasks and improvements which owners are always promising themselves to do on a rainy day. Depressing as these coming months may seem, they may prove a blessing in disguise. The work done in the garage could produce tremendous satisfaction when the owners enter their cars in the first post-ration rallies.”^(a)

^(a) Editorial: *The Veteran and Vintage Magazine*, December 1956, Page 133

This Editorial was published during the “Suez Crisis” of 1956.

Europe depended on oil shipped from the Middle East through the Suez Canal. Egypt nationalised the Canal in July 1956, causing disruption to Europe’s oil supplies. Britain, France and Israel took military action against Egypt which was the recipient of support from Russia. The USA advocated diplomacy.

Although the military action was largely successful, political pressure caused the invaders to withdraw in favour of a United Nations Peace-Keeping Force. In April 1957 the Canal was re-opened — (and consequently the blockade of the Gulf of Aqaba was lifted).



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.



**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



MOUNT BARKER
DISTRICT COUNCIL

CLUB AUCTION and LOG BOOK DAY

Saturday 9th May 2026

IT WAS A PLEASANT ENOUGH BUT RELATIVELY COOL MORNING when the Treasurer arrived at the Clubrooms at around a quarter to eleven. Some-one waved from one of the cars in the car park but tinted windows masked the identity of the occupants. A few minutes later **Bob and Jane Preuss** emerged and offered their assistance. So, thank you Bob and Jane who helped set up inside and then had the barbecue going well to welcome Members who turned up to renew their Memberships. There is nothing like the smell of a barbecued sausage to get the saliva flowing. Snag, onions, white bread, tomato sauce ... yummm!

It was not long before the Members trickled in to renew their Memberships so the **Treasurer** was busy until the Club's Authorised Persons, **David Bristow** and **John Clare** arrived with their helpers—**Roger Bennett, Steve Ford** and **Ian Nicholls**—to endorse Log Books and issue new ones when necessary. Meanwhile, snags were running off the hot plate.

Next on the Agenda was the Auction. Unfortunately, some Members could not stay. Others waited—but lack of action pending the 1.30pm starting time may have prompted them to leave. As it turned out, by the scheduled starting time the bulk of the paperwork had been completed.

Members helped **Chris Rees**, the Auctioneer, lay out the goods for sale. As it seemed that rain might be a possibility, the chairs were arranged under the veranda around the goods for sale. Each year the number of items are reducing in number. That doesn't seem to affect sales though, possibly because the boxes of what may be called "junk" are becoming rarer. Not so long ago boxes of bits and pieces would be bought one year and brought back the next to be sold again. That was not evident this time.

What was evident was a willingness to bid seriously for valuable items, although there were some things that were obviously real bargains. That's the nature of auctions, I suppose. More fun than seriousness in our case. And, on the day there was a tidy profit to be added to Members' funds courtesy of all who bought something at the auction or from the barbecue.

Thank you to all who attended, especially our Auctioneer and his **Mum and Dad** who he coerced into spending a few bob.



Club Auction and Log Book Day (cont'd)



Wayne Wood

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Sunday 18th October 2026

Entries will open in early July

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 Veh' 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
Day Seven	Sunday 18th October	BAY TO BIRDWOOD
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

Steve's Post Marques®

BUICK FOUR SERIES

Also known as the “Buick Model 10”, the Buick 4 Series was a range of passenger cars from the Buick Division of GM from 1909 through 1918, and was available as a touring car, phaeton or roadster. It was available alongside the original Buick Model B 2 cylinder as a larger alternative offering, with a bigger engine and better durability. It became the junior sedan in 1914 when the Buick Six was introduced.

The Janney automobile it is derived from offered a four-cylinder engine that was a break from the many one and two-cylinder-engined vehicles produced at the time and it caught the attention of William C. Durant. The Janney Motor Company was set up in the old Buick plant in Flint, in the State of Michigan.



1909 Buick



First Buick 1913 (top)
with 1970 model (below)

Two prototypes and four production versions were built before the company was absorbed by Buick. Later, the Janney cars were redesigned, adding the overhead valve architecture perfected by Walter Marr and Enos Anson DeWaters—who had previously worked for the Thomas Motor Company and Cadillac before joining Buick in 1904. Together they introduced the 1908 Buick Model 10 as a competitor to the Ford Model T.



The Model 10, (1908-1910), was equipped with an overhead valve, in-line 165 cu in., (2,703 cc), four-cylinder engine developing 40 bhp. Installed in the front, the engine drove the rear wheels through a transmission shaft. There were three forward gears; with the gearshift lever positioned to the right of the driver. The brake pedal operated the drum brake on the rear wheels. The Model 10 had a wheelbase of 88 inches, (2,235 mm), and was offered as a 5-passenger touring car, a 4-door landaulet or a 4-door sedan. 23,100 were manufactured.



1913 Buick Roadster

- 1B
- 1B
- 1B
- 1B

The Model 32, (roadster), and Model 33, (touring car), were built in 1911. The only changes were the wheelbases at 89 inches, (2,261 mm), for the roadster and 100 inches, (2,540 mm), for the touring car. 1,150 Model 32s and 2,000 Model 33s were manufactured. It had a listed retail price of US\$1,000.

The Model 34, (short wheel-base roadster), 91 inches, (2,305 mm), Model 35, (long wheelbase touring car), at 102 inches, (2,584 mm), and Model 36, (long wheelbase roadster), were manufactured in 1912. 1,400 Model 34s, 6,050 Model 35s and 1,600 Model 36s produced. The 1913 Model 24 roadster replaced the previous Model 34 and 36, while the Model 25 replaced the Model 35 touring sedan, and shared a wheelbase of 105 inches, (2,667 mm). The mechanicals were unchanged from previous years, producing 2,850 Model 24s and 8,150 Model 25s.

The model designations changed again for 1914—now identified as the B-24 roadster and B-25 Touring sedan, with 3,126 B-24s roadsters and 13,446 B-25s assembled. The dimensions and mechanical features were unchanged, except for a standard folding windscreen. For 1915, the roadster was the C-24 and the touring sedan was the C-25. Manufacturing was the same. 3,256 C-24s and 19,080 C-25s were built.



SWAZILAND

10c

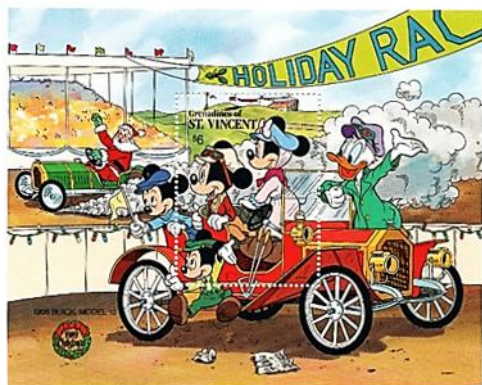
Buick Tourer



Series D and E-Four, (1917-1918), the new four-cylinder models, had an engine with a displacement of 2,786cc and a power output of 35bhp, (25.7 kW). The wheelbase of roadsters, (D-34), and Touring cars, (D-35), was 2692 mm. Their appearance was similar to that of the larger models D-54 and D-55 of the same year. The roadster offered two seats and the touring car five. The following year, the four-cylinder engine was built without further major change as E-Four Series. Another model, a five-seat sedan, came with 2 doors (E-37). A total of 56,740 cars were produced over the two years, of which 49,538 were the touring car. This makes it by far the most common Buick of the period. In 1919, the four-cylinder models were no longer offered. From 1918, there was a break in the production of a four-cylinder model. When production resumed in 1922, the bodies had become slightly rounder and lower. The cars used an unchanged four-cylinder engine from the 1918 model year.

1923 saw the launch of a new five-seat model as well as a sport-tourer with two doors, (23-38), and a two-seater sports roadster with two doors, (23-39). As with the six-cylinder models, the bodies had been revised slightly. The bowl-shaped headlights had gone to make way for cylindrical specimens. 1924 accounted for the sports models and the two-seater coupe but without technical and stylistic changes.

33,481 four-cylinder Buicks were built in 1922. In 1923 there were 66,604 cars made and 1924 saw 38,195 cars manufactured. As of 1925 the standard six replaced this model.



1908 Buick Model '10'



Steve Ford

**SELF PROCLAIMED
CAR GEEK
AND
STAMP NERD**

**WITH HELP FROM
WIKIPEDIA,
(THE FREE
ENCYCLOPAEDIA)
AND OTHER SOURCES**

VINTAGE GRAND PRIX CARNIVAL

The Sporting Car Club of South Australia has announced the following regarding this exciting series of events.

“We are excited to introduce a new event series under the banner of the Vintage Grand Prix Carnival—a celebration of historic motorsport marking the 90th Anniversary of the 1936 Centennial Grand Prix. The programme begins on 26–27 September, featuring a sprint event on Saturday and a circuit celebration on Sunday, bringing the historic streets of Port Elliot and Victor Harbor back to life.

Following will be an exciting October long weekend programme, including the Nuriootpa Grand Prix circuit celebration (Saturday 3 October), Vintage Collingrove (Sunday 4 October), and the Woodside F1 celebration (Monday 5 October). Entries for these events will be opening soon—stay tuned for further details on how to get involved.”

IN MODERN TIMES, IT MAY NOT BE WIDELY KNOWN that the Adelaide Hills and southern Fleurieu Peninsula hosted some very significant Grand Prix events for cars and TT events for motor-cycles in both the Pre-War and early Post-War periods.

Notably these racing circuits were created on public-roads at Lobethal, Victor Harbor, Nuriootpa and Woodside.

Not everyone will want to enter, but if suitable vintage sporting and competition cars are available, some VSCCSA members might choose to participate—entry details will be available soon. Otherwise, any one of these events will make a fine spectacle for spectators from car-clubs or the general public.

The 90th anniversary of the Victor Harbor Centenary Grand Prix of 1936, will be a particularly interesting couple of days that will probably not be repeated until the Centenary year in 2036.

Both the Alexandrina Council and the Victor Harbor Council have been very supportive of this historical celebration.



Vintage Grand Prix Carnival (cont'd)

Significant cars that competed at Victor Harbor in 1936 have been found—located both interstate and in South Australia—and a number will be present for demonstrations on the original racing circuit. The track stretches from Victor Harbor and through the main street of Port Elliott, after-which it returns to the main Adelaide Road through a back straight and the famous Nangawooka Hairpin bend. As a result of modern traffic-flows, this year's tour of the circuit will run in an anti-clockwise direction, whereas the original event was conducted in a clockwise direction. The original event drew huge crowds and it was the first time such a Grand Prix was conducted outside of the eastern States.

A great deal of information about the 1936 Grand Prix, including details of the track layout, can be found online with a simple internet-search.

The winning combination was Les Murphy, from Melbourne, driving an un-supercharged MG P-Type. The car still exists in the hands of the Steinfort family in Melbourne and will be present for the Anniversary event.

One of our local owners is Richard Fewster who has the AMILCAR driven in 1936 by Jack MacDonald. The car is fitted with a very special overhead-valve conversion as it had installed from new when sold by Drummond's Autos of Adelaide. Jack's is one of only 4 OHV conversions of this type surviving in the world and is the only AMILCAR to ever enter and complete an Australian Grand Prix.

In both the Pre-War and Post-War periods in Australia it was common to see a wide-range of hand-built and heavily-modified vintage-based racing specials, of great ingenuity, competing in early circuit racing events and hill climbs. One of the best examples of this might be the Eldred Norman Double-V8. Although the original car no longer exists, Darren Visser, from Melbourne, regularly brings his replica of the Norman car to Adelaide for some exciting vintage racing. (Refer page 28)

**Wilson &
Little
AMILCARS**



**Woodside
October
6th 2025**



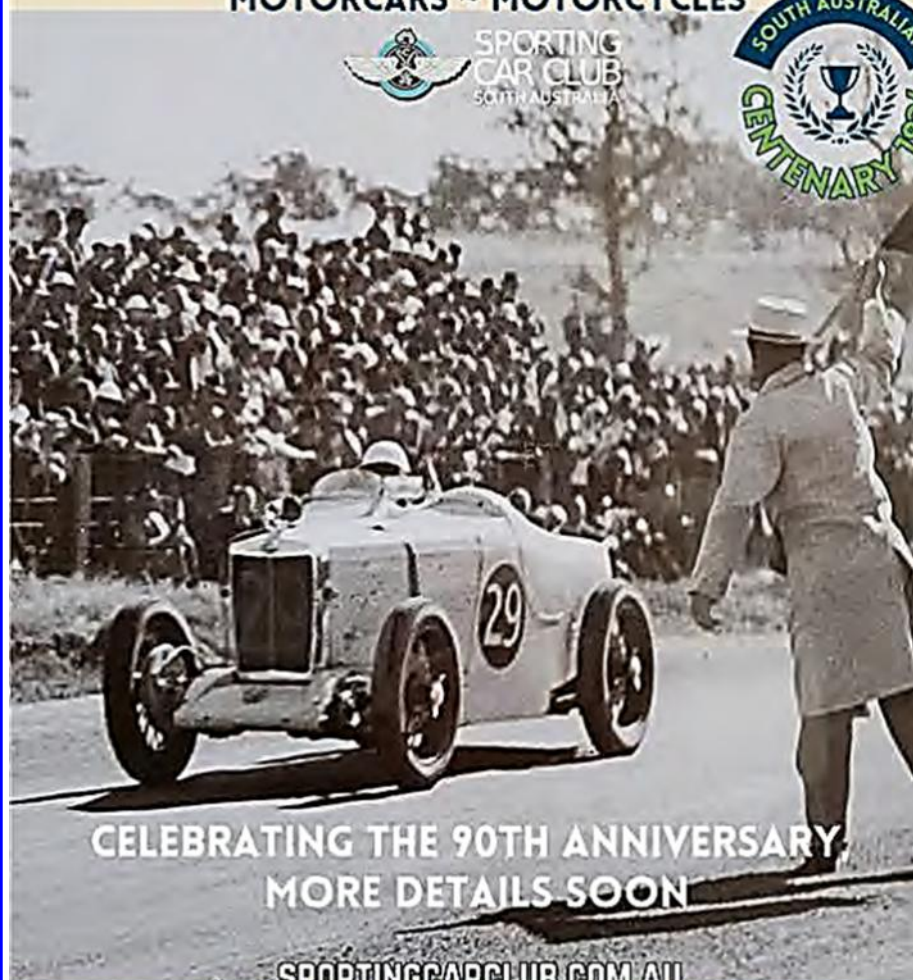
Vintage Grand Prix Carnival (cont'd)

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



Vintage Grand Prix Carnival (cont'd)

A vintage-style poster for the Barossa Vintage Collingrove Hillclimb. The background is a photograph of a dirt road curving through a green landscape, with a crowd of spectators lining the right side. In the foreground, the front of a yellow vintage car is visible. The text is overlaid on the image. At the top is a winged logo. The main title 'Barossa Vintage' is in a large, red, cursive font. Below it, 'COLLINGROVE HILLCLIMB' is in bold black capital letters. Underneath that, 'A Celebration of Race Circuits' is in a white cursive font. Further down, 'PRE WAR & PRE 1972 CARS & MOTORBIKES' and 'HISTORIC CAR DISPLAY & CIRCUIT DRIVES' are in bold black capital letters. A red banner in the middle contains the event schedule: 'NURIOOTPA GRAND PRIX CIRCUIT-SAT 3 OCT', 'COLLINGROVE HILLCLIMB-SUN 4 OCT', and 'WOODSIDE F1 CIRCUIT-MON 5 OCT'. A red circle on the left says '3-5TH OCTOBER 2026'. At the bottom is a red banner with a winged logo, the text 'FINCH RESTORATIONS', and the website 'SPORTINGCARCLUB.COM.AU'.



Barossa Vintage

COLLINGROVE HILLCLIMB

A Celebration of Race Circuits

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

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

**3-5TH
OCTOBER
2026**

 **FINCH**
RESTORATIONS
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SPORTING
CAR CLUB
SOUTH AUSTRALIA

Doug Gordon



“THE CROSSING”

IN MARCH, 1925 THE FIAT CLUB OF WESTERN AUSTRALIA was formed. Its November Meeting was addressed by Mr George F. Pitchford, a prominent Perth retailer. He spoke about his trip to Adelaide in a Fiat 501. That journey was the return part of an expedition from Adelaide to Perth and back by Arthur Hiscock, his wife and his brother-in-law. George declared that the whole club could enjoy a similar adventure. Subsequently, the following was printed in a Perth newspaper. (Believed to be Perth's '*Sunday Times*'. &)

PERTH TO MELBOURNE

Fiat Club's Overland Tour

At 10'0clock yesterday morning the Fiat Club of Western Australia commenced an interesting tour to Adelaide and Melbourne and back. This is the first tour of the kind attempted by any club in Australia, with the exception of members of the Harley-Davidson Motor Cycling Club who set off for Sydney a week or so ago. The Fiatists will be away for over a month. The president of the club (Mr. W. Campbell) leads the party while it is accompanied by Mr. J. N. Easton, of the British Imperial Oil Co, as marshal, and Signor Deriola, an executive officer of the Fiat Company of Italy who journeyed over from Sydney to participate in the tour. A motor truck accompanies the tourists for the carriage of equipment, spares, etc.

On 25th October this year Members and Supporters of the Fiat Club of Victoria will leave Perth at the start of a re-creation of the Western Australian Club's 1926 expedition to Melbourne and back. Ralph Richardson, one of our Club's Members who lives in Queensland, plans to take part in the adventure. He hopes to be passing through Adelaide just before the "Bay to Birdwood" in October. There may be an opportunity to catch up with him then—as well as on his return on Thursday 3rd October. We will keep in touch with Ralph to make arrangements if possible.



"The Crossing" (cont'd)

RALPH RICHARDSON HAS WRITTEN AS FOLLOWS:

"I, along with a contingent of Fiat enthusiasts from Melbourne were planning to take part in the B to B on the 19th October enroute to Perth for the Fiat re-enactment of the 1926 rally to Melbourne, although it makes it difficult to get to Perth by the 23rd. The contingent is due to arrive back in Adelaide on the 2nd November, but the plan is to overnight at Gawler and make the grand entry on the 3rd.

Not sure if fuel prices/availability will have any impact then. One way or the other I look forward to catching up with members."

Ralph says he will be trailering the 501S behind a Fxxx Transit motor home. He needs a volunteer to help drive the van/Fiat back again from Perth. It is a small van but is self-contained and there is currently a spare bed available. The main issue at present is that potential drivers will need to be included in the insurance policy and therefore need to be identified in time to do that. It is a 6 speed manual and the Fiat is a 4 speed very manual. Form a queue!

By selecting the 501S, he says he has chosen the most uncomfortable car of his fleet, but the one which is the most fun. He has written:

"I believe it is genuine 'S' from Adelaide, still with original crankcase repaired after thrown rod at Port Wakefield post WW2 and original crankshaft and flywheel as lightened for racing at the time, standard 501 block and 503 head pending the return of the Silvani. It has close ratio gearbox and 3.82 cw&p. Not an ideal combination at present but a barrel of fun."



Wayne Wood



A NOD TO MOTHER'S DAY

MRS BELL WAS INTERVIEWED IN SYDNEY by BEEDEE after she had driven from Perth on her way around Australia with her eleven year old daughter.

"Mrs Bell spoke so calmly and dispassionately about her marvellous accomplishment at the wheel from Perth to Sydney via the north of Australia, that it seemed as if she were talking of a mere morning's run. I have heard a woman work up more pride about cooking a good dinner. But Mrs Bell was tired, very, very tired—she looked like a woman who had done too much.

The first impressions by the way, after I met Mrs Bell and her eleven year old daughter who accompanies her, was the wonderful condition of their skin. Certainly Mrs Bell is tanned, but, apart from that, her skin is clear and fine and smooth; and little Marion's is lovely, sun-kissed to a pale cream which goes beautifully with her mop of deep golden hair and eyes just like her mother's. I asked Mrs Bell how she kept their skin in such wonderful condition

"I did not bother about my own," she said. "I got instructions about it before leaving Perth, and was warned not to do anything to it by way of creaming before setting out or during the day-time otherwise I would blacken like an aborigine. (sic) So I did not do anything to my skin all day, except give it a dust of powder before starting. It was well laden with dust and dirt at night, and all this grime I removed with grease, any kind of clean grease, but principally lard—ordinary clean lard that one uses for cooking.

Every time Marion left the car during the day-time, which was seldom, I made her hold a bath towel over her head straight out like the fly of a tent."

But here is the great feminine touch—Mrs Bell took two large trunks of pretty frocks and feminine fripperies for herself and the small daughter."

Excerpts from

"Nothing to Get Excited About" – Mrs Bell's Amazing Motor Feat

From *The Australian WOMAN'S MIRROR*, January 12th 1926, page 11



ECONOMIC VALUE STUDY OF AUSTRALIA'S HISTORICAL VEHICLES SECTOR

ACCORDING TO THE AUSTRALIAN MOTOR HERITAGE FOUNDATION'S (AMHF) landmark 2024 Automotive Heritage Economic Impact Survey, Australia's motoring enthusiasts pour \$1.316 billion annually into events, automotive related holidays and travel and racing—making it the equal third-largest category of spending in the sector.

As AMHF Chief Operating Officer Geoff Piggott puts it:
"That \$1.3 billion isn't just passion—it's a serious contribution to Australia's economy."

And that's only part of the story.

The survey reveals a staggering \$9.9 billion total annual contribution to the Australian economy, driven by spending on such things as bodywork, parts and accessories, mechanical repairs, fuel, lubricants, insurance, registration, publications and lifestyle.

"This level of contribution is a reminder that motoring enthusiasts should not be overlooked," Piggott said.

Motoring enthusiasm also supports 42,000 direct jobs and generates \$2.8 billion in wages every year—a powerful engine for employment across the country.



AMHF 2024 Economic Value Study (cont'd)**EXECUTIVE SUMMARY****INTRODUCTION**

THIS STUDY INTO THE ECONOMIC VALUE of the Australian motoring enthusiast-owned historical vehicle sector was commissioned by the Australian Motor Heritage Foundation (AMHF) and produced by economic and advisory consultancy, The Mercurius Group (TMG)

It sets out to measure the contribution of the motoring enthusiast-owned historical vehicle sector to the Australian economy in terms of output, value added, jobs and wages/salaries.

This was done in three steps:

- an analysis of the fleet of Australian motor vehicles to derive an estimate of how many motoring enthusiast-owned historical vehicles are in existence;
- a survey of motoring enthusiast historical vehicle owners (through motoring clubs across Australia) to determine their average annual spend on their historical vehicles; and
- the use of a recognised input-output model of the Australian economy to estimate the impact that direct spending by motoring enthusiast-owned historical vehicle owners has on the economy.

SUMMARY**OUR MAIN CONCLUSIONS ARE:**

- 1 it is estimated that there are approximately 970,000 motoring enthusiast-owned historical vehicles in Australia out of a total fleet that we estimate is around 21.8 million vehicles (4.48%);
- 2 a survey distributed via 834 motoring clubs across Australia was determined as the best way to access and communicate with these historical vehicle owners about how much they spend on their vehicles and related activities each year;
- 3 6,296 people responded and those people in turn owned 19,200 vehicles. This is one of the largest data sets TMG has ever worked with to determine economic value;



AMHF 2024 Economic Value Study (cont'd)

4. the owners of these vehicles spend, on average, \$10,240 each per vehicle owned—around 12.5% more per vehicle (excluding finance costs) than owners of regular vehicles;
5. the three largest areas of expenditure (of the 19 surveyed) on motoring enthusiast-owned historical vehicles are mechanical repairs, parts and accessories and bodywork;
6. by multiplying the number of motoring enthusiast-owned historical vehicles by the average spend estimate derived from the survey, we can deduce the total amount spent in 2022 on motoring enthusiast-owned historical vehicles in Australia;
7. the motoring enthusiast-owned historical vehicle sector has a much bigger economic footprint than most people imagine. Once all related expenditures are considered, the aggregate direct turnover of the sector is \$9.92 billion;
8. this \$9.92 billion expenditure also has two “multiplier” or “indirect” impacts on the economy—a supply chain effect and a consumption effect. This means that each \$1 spent on an historical vehicle has more than a \$1 overall impact on the economy;
9. the total value of expenditure on motoring enthusiast-owned historical vehicles is—including direct and indirect effects—\$25.2 billion;
10. the impact of motoring enthusiast-owned historical vehicle expenditure creates 78,670 jobs across the country (42,150 direct and 36,520 indirect);
11. these jobs generate \$6.2 billion in wages and salaries (\$2.8 billion direct and \$3.4 billion indirect; and
12. the motoring enthusiast-owned historical vehicle sector’s value-added (i.e., contribution to Gross Domestic Product) is \$11.4 billion (\$4.3 billion direct and \$7.1 billion indirect).



Thought of the month

Self-driving cars will not need wind-screen wipers to enable them to see where they are going in rain or snow. Headlights too?



MOTORUMOUR

Rumour has it that owners of electric and steam cars are preparing to get their cars on the road for permanent use during the petrol rationing. If petrol rationing persists next summer, (Heaven forbid!—Ed.), why not a special rally for these cars?

The Veteran and Vintage Magazine
December 1956 Page 153
Column "Vapour" by Paul Pry

A funny thing about averages!

With one game to go in the season, Alf and Midge have each taken 57 wickets for 121 runs.

In their last games, Alf takes 9 for 77 and Midge takes 1 for 53.

Would you believe that Alf's average for the full season is no better than that of Midge?

Work it out and you'll see.

Frank



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



Darren Visser's replica
Eldred Norman Double V-8
at Woodside, October 6th 2025.
(Refer page 18)



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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:
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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

Jim's Puzzle[©]

Find the Words – WHIPPET

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

1920	W	I	L	L	Y	S	O	V	E	R	L	A	N	D
S	S	H	H	E	T	A	R	E	L	E	C	C	A	O
C	2.387	L	I	T	R	E	S	P	I	R	A	L	R	T
E	L	15.6	H	P	S	I	F	A	X	L	E	V	E	B
S	L	A	S	T	P	1929	R	O	I	R	E	P	U	S
20	1931	C	Y	S	R	E	D	N	I	L	Y	C	4	E
R	B	L	U	I	D	E	T	S	I	L	6	L	2.4	W
E	E	U	S	D	E	E	P	S	E	E	R	H	T	O
D	T	T	T	E	B	R	A	K	E	S	E	M	A	N
N	A	C	G	V	L	E	E	H	W	R	U	O	F	O
U	L	H	B	A	S	E	D	O	N	O	I	1926	—	1930
G	P	M	35	L	E	D	O	M	1919	I	M	E	S	D
M	Y	C	1927	V	E	R	S	I	O	N	6	C	S	A
55	R	A	C	E	L	L	I	P	T	I	C	C	2400	R
S	D	40	—	O	N	O	I	S	N	E	P	S	U	S

1920 WILLYS OVERLAND
NAME NOW WILLYS WHIPPET

1927 FOUR WHEEL / BRAKES

1927 VERSION 6C / 2400 CC

ACCELERATE / 0 – 40 MPH UNDER 20 SECS

WHIPPET SERIES 1926–1930

RESTYLED / 1929

2.387 LITRES

4 CYLINDERS

SIDE VALVE

2.4 L 6 LISTED

LAST CAR 1931

15.6 HP

35 MPG

SEMI / ELLIPTIC / SUSPENSION

BASED ON / 1919 MODEL

SUPERIOR WHIPPET 1929

DRY PLATE / CLUTCH

THREE SPEEDS

SPIRAL / BEVEL AXLE

55 MPH





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