



Auto News



CLUB DIRECTORY			OTHER APPOINTMENTS NON COMMITTEE	
President	Brian Davey	8265 1358	VERIFICATION OFFICERS—	
Vice President	Stephen Thiselton	8431 4326	PLEASE CONTACT A V.O CLOSEST TO YOUR LOCATION	
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Treasurer	Brenton Watkins	0428 171 659	EAST	Ric Ottaway 8431 4054
Club Run Coordinator	Ross Brown	0419842220	SOUTH	Alistair Buckley 8370 5560 Basil Rowe 0409 656 714 Brian Collins 8381 4484
Committee Members	Cynthia Davey	8265 1358	EAST/LOWER MURRAY	Arthur Doecke 8569 7353
	Charlie Mifsud	0417 878 857		
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Historic Vehicle Registrar	Brian Morgan Unit22/98 Newton Rd. Campbelltown	0418 829 998	Assistant Federation Rep	Arthur Doecke
Public Officer	Steve Thiselton	8431 4326	Newsletter Production	John & Robyn Sommers
			Swap meet Reports	Vacant
			Webmaster	Steve Thiselton
			Name Badges	Libby Ottaway

AAAC WEBSITE

www.adelaideantiqueauto.org.au

Have a look its in colour, if you would prefer an electronic copy please contact the club Webb Master, Steve Thiselton, he will add you to his mailing list. Show your friends on their computer ! They are also welcome to our club.



Front Cover

Top; 6/80 & MO Oxford & Cowley Club vehicles parked in front of Clarence Station on the Zig Zag railway NSW. Two of our members attended this National Gathering, report starts on page 12.



Bottom; Phil Franklins Ford GQ Maverick 4x4 at Athur Clisby Memorial Picnic. Report starts on Page 10.



Editor

Hi Members,

Enjoyed putting this issue together, plenty of variety and the next issue will be the same. Could the members that have entered in the Bay to Birdwood please let me know what



you are driving and your entry number. Don't forget to stop in Gumeracha and say hi. Will have the stove and kettle there for cuppa, bring chairs and snacks. Looking forward to this months guest speaker, if you have aviation friends bring them along to the October General Meeting .

Till next month John

November Newsletter Deadline is the 4th November

The articles and views expressed in this newsletter are not necessarily those of the editor, the committee of the AAAC or the contributor

AAA Club General Meeting 17th October 2025

Meeting starts at 8.00pm at the CCC Rooms Clark Terrace Glandore.
Stay around after the meeting and have a cuppa chatting with friends.

Guest speaker this month is Rod Lovell information on page 7

2025 Bay to Birdwood Run 19th October Viewing at Gumeracha

Members that wish to view the Bay to Birdwood Run as a group I will be at this bus stop (Lew's Café) in Gumeracha. There is plenty of parking in Gumeracha Oval grounds, clean toilets close. I will be there early, bring a chair, snacks and drinks enjoy the run with friends. First vehicles appear around 9.00am, access is from either direction. See you there.

Members entered in the B to B stop and say hi.



AAA Club Run Sunday 23rd November Military Museum at Edinburgh

Charlie Mifsud has arranged the November run for the 23rd to the Military Museum. Cost will be \$8 per head and bodies allowed in for free. Lunch is BYO and older vehicles will be appreciated. Meet at the clubrooms at 0900 for a 0930 start; meeting up with Northerners at Carisbrooke Park opposite the Old Spot Hotel for a BYO morning tea and leaving at 1115 for Edinburgh.



LOG BOOKS

A number of LOGBOOKS posted to the club's Historic Vehicle Registrar for updating have recently gone missing.

The posting of LOGBOOKS to Brian Morgan was only introduced during the COVID period when we could not hold General Meetings.

Due to these issues with Australia Post Brian no longer wants Logbooks posted to him.

The clubs preferred method of updating your LOGBOOK is at a General Meeting.

Brian attends virtually all monthly General Meetings,

so come along with your book, the current registration papers and proof you are Financial member of the club and Brian will action your book at the meeting.

(Note: Your membership receipt issued by the Treasurer will be evidence of financial membership)

Alternatively if you cannot attend a General meeting, Books can be presented to Brian Morgan at his home (mob 0418 829 998 home 8336 7239).

Note Brian does shift work, so you will need to ring him and arrange a convenient time to get your book actioned.

Be mindful you can't cold call on him and expect him to be available.

Also as of July 2023 Brian has moved and is now living in a gated community so you can't just rock up, you need to contact him first.

If you cannot get hold of Brian you can also get your LOGBOOK processed by any one of the clubs 6 VERIFICATION OFFICERS.

Again the contact details of the Verification Officers can be found in the club magazine.

Logbooks processing includes:-

- Issuing of a new logbook due to new club registration of a vehicle.
- Updating an existing logbook for each financial year as a condition of club registration.
- Updating an existing book and details on starting a new period in registration (1 year or 3 years registration renewal available)

Finally, remember, before you present your log books, please check on the inside cover to make sure it is less than 3 years old.

If the 3 renewals have been used, please bring \$3.00 to pay for the new book.

Murray Pioneer and Australian River Record 2nd May 1940 Motor Cyclist and Pillion Rider Injured Barmera, May 1

When the clothing of a pillion rider became entangled in the rear wheel of a motorcycle on which, she was passenger, it caused the rider of the machine to lose control and resulted in both rider and pillion rider being thrown heavily on to the road. The accident occurred on the Berri to Barmera Road, on Anzac Day, and the injured persons were Mr. Reg. Sichler and Miss Joy Richardson, both of Barmera. Both were conveyed to the Barmera Hospital by Mr. Frank McBride.

On arrival at the Hospital, Mr. Sichler was found to be suffering from his injuries and in an unconscious condition. Miss Richardson received abrasions and bruises and suffered from shock. The latter was discharged from the hospital on Sunday; but Mr. Sichler at the time of this report, was still an inmate. His condition is reported to have improved.

AAA Club & Invitation Events

Date	AAA Club Event	Organiser	Comment
October 17th	GENERAL MEETING	Guest speaker is Rod Lovell, he will talk about the 1994 DC3 crash landing in Botany Bay info on page 7	
October 19th	Bay to Birdwood view run at Gumeracha	Information on page 3	
November 21st	GENERAL MEETING	John will be giving a talk on 2,000km Murray river trip	
November 23rd	Club Run to the National Military Museum Edinburgh	info on page 3	
December 7th	Club Run & Christmas bbq	Note; No Club Meeting in December	

Invitation Events

October 13th-22nd	Federation Motorfest 2025 Entries close on the 5th October ask at club meeting or look on the Federation Web site www.fhmcsa.org.au Don't miss out.		
October 18th	MAGNA40 - CELEBRATING 40 YEARS OF THE MITSUBISHI MAGNA 1985-2025 Tonsley Park District (old Mitsubishi factory) Open free to the public from 10am-1:30pm 120 vehicles expected		
October 19th	RAA Bay to Birdwood	Information on page 3	
October 26th	38th London to Brighton Run information poster in September Newsletter For Vehicles at least 100 years old		
November 2nd	Lions Bike Show Macclesfield Recreation Ground	9am to 3pm	
November 2nd	GM Show n Shine Tolley Reserve Nuriootpa	check out poster September issue	
November 7th	Climb to the Eagle Celebrating 40 years since the 1st Aust GP	sportingcarclub	
November 9th	Forktree Yankalilla Classic Motor Show	Yankalilla Showgrounds	
November 9th	Woodside Crankup	Woodside Recreation Ground replacing Power of the Past	
	More relaxed event more information at meeting www.ahmrc.org		
November 21-23rd	Shannons Adelaide Rally		
December 7th	SA Toy Run sadly this will be the last Toy Run Starts Victoria Park		

Swap Meets

October 12th	Strathalbyn Swap Meet at Strathalbyn Oval Complex		
November 1st	Port Augusta Show & Shine and Swap Meet	Chinnery Park Oval Port Augusta	
November 2nd	Shed-Farm-Garage Swap Meet Meningie Cheese Factory Museum Fiebig Road, Meningie 8am to 2pm held in conjunction with the Vintage Caravan Club visit		
January 18th	Hahndorf Swap Meet	Hahndorf Oval	

Minutes of the AAAC General Meeting held on 19th September 2025 at CCC Clubrooms

Meeting opened at 8:02pm; chaired by Brian Davey

Brian welcomed those in attendance and invited members to socialise after the meeting and enjoy Cynthia's cakes and biscuits

Present approximately 34 members

Apologies: Renee Jaye, Rod Harris, Lisa Thiselton, Bram Fynnaart, Phil Franklin, Tony Kester, Trevor Goodwin

Sick list: Arthur Doecke

Minutes of the previous meeting were accepted by John Sommers and seconded by Ric Ottaway.

Correspondence in: Con-rod magazine, SA Move, an email was received from Madelene Pierce asking if a member would be willing to drive her father from Wyn Vale to North Adelaide at the end of the month for his 90th birthday.

Correspondence out: a get-well card was sent to Brian Collins.

Treasurer's report: \$6015.53 in the administration account and \$9000 in the investment account. Accepted by Cynthia Davey and seconded by Steve McNicol. Carried unanimously

Editor's report: John requested that members continue sending reports and photos for the magazine. Last month's edition was 22 pages and this looks like repeating again in the upcoming issue, including reports on two paddle boats.

Historic Vehicles report: Brian reported a quiet month.

Club Captain . Ross Brown has put his hand up for a trial as runs coordinator. The committee will render all assistance necessary to encourage his endeavour. Ross asked for a volunteer to do a run report for this Sunday.

Membership is 86 and one pending.

Charlie Mifsud has arranged the November run for the 23rd to the Military Museum. Cost will be \$8 per person. Approximately twenty members indicated they will attend. It was decided to make the lunch BYO and older vehicles will be appreciated. Meet at the clubrooms at 0900 for a 0930 start; meeting up with Northerners at Carisbrooke Park for a BYO morning tea and leaving at 1115 for Edinburgh.

Brian Davey reported on the previous run to Sturt's cottage. There is now a new building replete with memorabilia. A good variety of vehicles attended.

Swap meets; this Sunday at Gawler.

Federation report: Brian has booked accommodation for the Federation Tour through Clare, Peterborough, Quorn, Burra, Port Pirie and Ardrossan. Steam Town is only open for bookings and all are encouraged to come. The train fare was \$160 so it was decided to drive instead. There will be a Federation handout of flyers at Macclesfield. The Motorfest run still has some vacancies, but our run is full, with 33 coming.

Continues on Page7

General Meeting Minutes Cont.

Marion council reduce our rent for supporting community events, such as Touch A Truck, which will be held on Thursday 2nd October. All members are welcome, and cars will be on display for photo opportunities. Contact Brian or Cynthia for more details

John has received an email re All British Day, which will be on the same day as All American Day

Rod Lovell will be a guest speaker at our next meeting. It will be an enthralling talk about the 24th of April 1994 when he ditched his plane into Sydney Harbour, saving 25 lives. He was stripped of his pilot's license and has written a book entitled From Hero To Zero (\$39)

Meeting closed at 8:38 pm

After the meeting closed, Brian conducted another music quiz for everyone's delight

October meeting guest speaker

The Truth Behind the Ditching of DC3, VH-EDC in Botany Bay that saved 25 lives

On 24th April 1994, 25 passengers were saved when a pilot decided to ditch a DC3 Aircraft into Botany Bay after encountering problems just seconds after taking off from Sydney Airport.

Retired pilot Rod Lovell gives a candid account of why he chose to ditch the aircraft and how he had just 46 seconds to make a decision that changed his life forever.

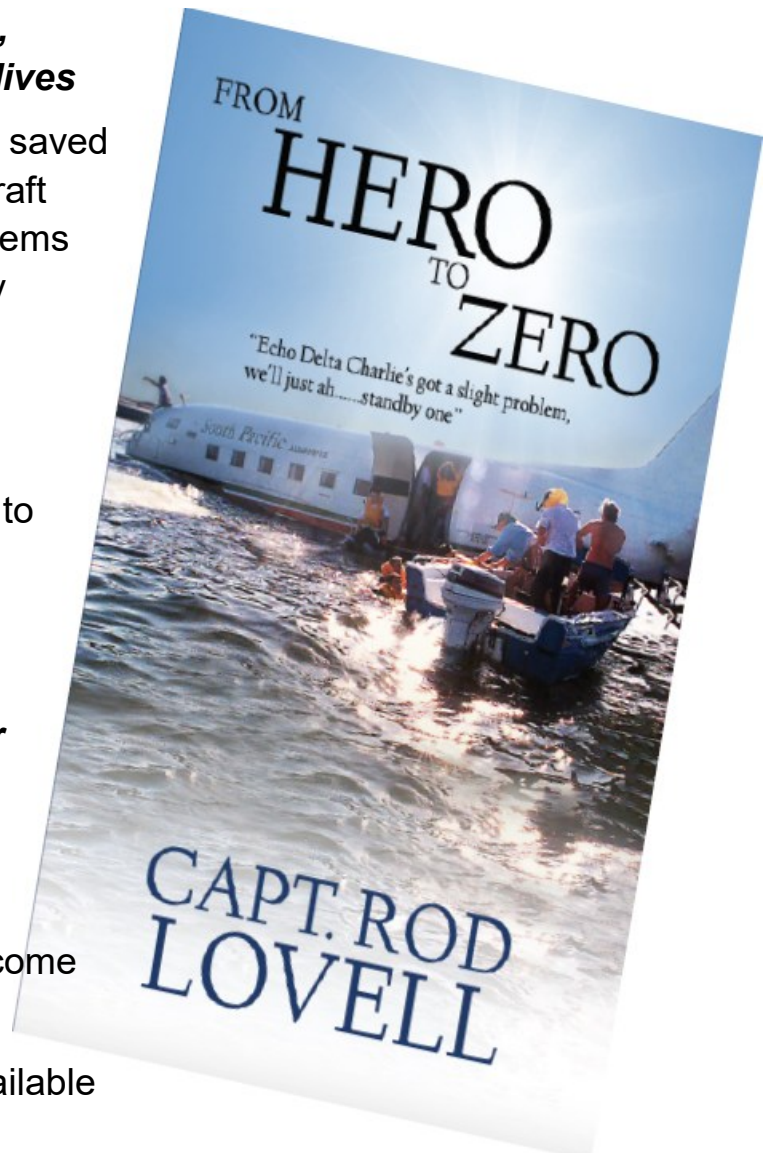
He was Hailed as a Hero by the community but stripped of his honour by authorities.

MEET THE AUTHOR

At our October Club Meeting visitors welcome

More information and links to videos available on the web site.

www.fromherotozero.com.au



Mildura Holden Museum

In late May we had the opportunity to meet interstate family at Mildura in western Victoria. It was an easy 5 hour drive from Adelaide extended a little with a morning tea stop at Blanchetown and lunch at the Renmark Club on the river bank. Mildura has lots to offer a tourist.

We had planned a 4 day stay and on day 3 visited the privately owned Mildura Holden Museum. This is the culmination of one man's passion for all things Holden. The collection which is open to the public for a very nominal fee of \$10 is just over the river at Buronga in NSW.

There is about 35 cars in the museum with examples of most models on display. Some of these include a 2005 Monaro, purchased new by the museum founder and which is yet to have its first service having only travelled 2000km. Another is a unique FJ Convertible that was actually registered in SA and was "cut down" and refinished by an Adelaide enthusiast. Both fantastic examples.

All of the cars are wonderfully presented, sparkling clean and easy to view. Most are original cars, many from the immediate area, and a few are restored examples. In no particular order there are 2 FJ Holdens (one the convertible), an FX 48/215, FC, FE. FE Station Wagon, FB, EK, EJ Premier, EH Premier Station Wagon, HD, HR, HX, early Torana, A9X Torana, SLR5000 Torana, Customised last model HSV Maloo Uteyou get the picture.

Some of the treasures include all the factory paint refinishing codes from 1978 to 84, plus a catalogue of original Holden Dealer Factory Workshops spanning many models to the 1970 HG series. Every space on the walls are factory posters, signs detailing the NASCO accessories available and a very long timeline spanning the inception of GMH in Australia and the growth, numbers of cars built for each model and the expanding manufacturing facilities throughout Australia over their automotive history. The timeline showed the slowing demand and the gradually but fateful death of the factories. It showed clearly the huge impact the loss to Australia of the automotive industry and the simply staggering numbers of people losing their jobs. Such a loss.

In the canteen at front there is an endless loop showing many of the Holden TV adverts over the years. Who could forget ..Meat Pies, Kangaroos and Holden Cars. Its iconic. One loop must have predated TV and run at cinemas perhaps as it feature, right down to the same colours, a 50's Holden sedan same as Charlie M's. I sent him a few photos of these as well. Around the walls of the canteen were numerous items for sale which would celebrate particular models and years, for example a large enamel sign with a HR Premier in Metallic Bronze.

Overall a very worthwhile visit enjoyed by everyone...and they were not all necessarily "car" people.

Shane Conry



Photos Shane Conry

Old Car Day or Drive It Day - 1st September 2025

Each year we like to drive one of our vehicles on 1st September and in the past when we still had jobs we drove to work in our older vehicle.

But now, we usually go to Bethany as the Gawler Veteran, Vintage & Classic Vehicle Club host a picnic day at Bethany Oval with free entry.

This year the skies looked very very bleak, but we were ready with our sandwiches and thermos, chairs etc. and off we went. We were headed to Carisbrooke Park to meet up with John Clare at about 9 am. The weather was still looking ominous but not raining, just chilly.

We headed off at about 9.15 pm by-passing Gawler and headed toward Tanunda. Didn't see too many vehicles but we were thinking maybe the weather had put lots of people off and of course it was a weekday and some still work.

On arrival, quite a few vehicles here already, so some had made the effort too. And after parking they cars seemed to trickle in and we were able to catch up with lots of friends and fellow enthusiasts. Also no rain and when the sun came out it was lovely and warm.

From our Club we caught up with Michael Williams who came on his own. Spoke to many from the CCC Clubs too.

Some vehicles put a spray of wattle on their vehicles as it is also Wattle Day in Australia as it is the start of our Spring.

Perhaps next year we can organise our members to come as a club group as many clubs do, so keep it in mind. The FHMC SA Inc. always has it on their website.

Next year it will be on Tuesday 1st September 2026.

Great to catch up with so many and thanks to John and Sandy for organising a starting point for us this year.

Brian and Cynthia



Graham Paige



1962 Valiant R Series





Federation's Arthur Clisby Memorial Picnic run 21st Sept.



The day started out rather dismal but did not deter a small group of our club members from attending. 7 member's cars met at the club rooms and a further 7 met us at Macclesfield.

We left the rooms at 9.30am and were met with heavy traffic conditions on Cross Roads due to road works redirected traffic and City to Bay fun run detours. 15mins latter, we got through the South Road intersection where it cleared up. Nothing much to see on the hill climb up to Windy Point as it was foggy.

The detour taken off Clarendon Rd onto Potters road and Turners Rd before reaching Clarendon was an intestine change to the route. We were immediately on a steep decline and a narrow road that seemed to be taking us through residents backyards. The weather cleared a bit as we travelled through the green pastures of Yaroona, Kangarilla and Meadows.

Once at Macclesfield, Brian directed us to our allocated section. The weather was changing constantly, but there was plenty of undercover roofing to go under so as not to spoil the day.

The Lions Club and Macclesfield Football Club had plenty of food available. Our congratulations to the A grade football team on their winning the Grand Final recently.

The Arthur Clisby Run is an annual event which has been held since the passing of a stalwart of the historic car movement. So, who was Arthur Clisby. The following is an extract of his involvement in a number of motoring events posted on the internet at the time of his passing by the President of the Federation of Historic Motor Vehicles Club. He was a member of the AAAC as well as many other clubs. Arthur's widow, Nola attended again this year. His son Paul & daughter Lisa drove his cars
Brian & Cynthia

Attendees

Steve Thiselton	Ford Festiva	1993
Ross & Liz Brown	Honda CRX	1992
Ric & Libby Ottaway	Mercedes	1973
Bram & Klara Fynnaart	Mercedes	1998
Michael & Winnie Koh	Honda ZRV	2023
Brenton & Keryn Watkins	Zephyr Mk 2	1959
Brian & Chris Bennett	Mazda 3	2017
Cynthia & Brian Davey	Ford Thunderbird	1965
Dennis Fordham	Vauxhall Victor	1957
Barry, Brian & Basil	Ford EB	1993
Kent & Mark Trestrail	Holden Commodore	1980
Phil Franklin & Trevor Goodwin	Ford Maveric	1992
John Clare & Sandy Nash	Renault	1976
Stan Forkert	80 Series Landcruiser	1997



Federation's Arthur Clisby Memorial Picnic cont.



Arthur Clisby 1941 – 2018

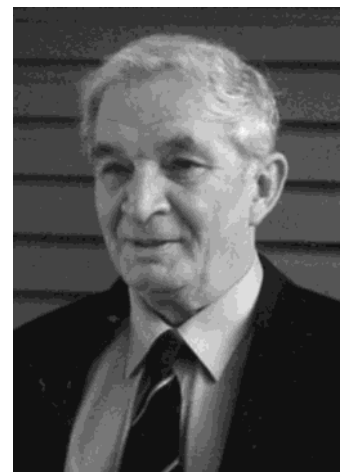
Arthur was a strong supporter of historic motoring both at a state and national level. He was an active volunteer and tireless advocate for motoring heritage. He served the Federation of Historic Motoring Clubs of SA for 40 years. He had roles as President, Committee Member and Webmaster. Arthur also served for many years on the Bay to Birdwood and Motorfest committees. He, along with his wife Nola, in order to encourage country clubs and promote historic motoring organised historic vehicle tours to all areas of the state. On top of this they organised two highly successful tours to Canberra.

Arthur was one of the instigators of what is now one of the world's great historic motoring events, the Bay to Birdwood. He served on the organising committee for several years, likewise for the annual fortnightly Motorfest.

Significantly, Arthur was on the committee that convinced the then government of the day in South Australia that conditional historic registration would be beneficial to historic motoring and to the Bay to Birdwood in particular. It was his idea to introduce logbooks to control authorised use of historic vehicles. This idea has since been adopted by all states and jurisdictions of Australia.

Arthur was the South Australian delegate to the national body, the Australian Historic Motoring Federation, for quite a few years. Amongst holding various committee positions he was its Public Officer for approximately 25 years.

Arthur's success as an event and club organizer grew from hard work and personal warmth. He would carefully listen to others, astutely cut any issue to the bone and then argue the point using humour (often against himself) to defuse possible conflict. A voracious reader he would often quote from his favourite author, Terry Pratchett, in negotiations. He was a master of the Australian idiom but sometimes guilty of his own quip "why use one word when four will suffice". We have used more than four to say farewell, but he deserves it.



Morvan Green
President, Federation of Historic Motoring Clubs of SA

6/80 & MO Oxford & Cowley Club

National Rally August 2025

The Australian branch of the 6/80 & MO Oxford & Cowley Club held their annual national rally this year around Lithgow (NSW). Members attended from Queensland, New South Wales, Victoria and South Australia and most came in their club cars. However, we decided to go modern this year as we had some detours planned enroute, plus we didn't fancy driving our Morris Oxford through all the traffic and hills in the Blue Mountains.

On the Monday morning (25th August) we met up with AAAC members Ron & Anne Atkin, also Graeme Dorling and Michael Kohler, in the McDonalds carpark on the Nuriootpa bypass. We then headed for our first 'obligatory' stop at the bakery on the Waikerie bypass. Well nourished we continued to Renmark and Mildura onto our overnight stop at Balranald. For our first evening meal we patronised the Balranald Club and we were all impressed by the quality of our meals.

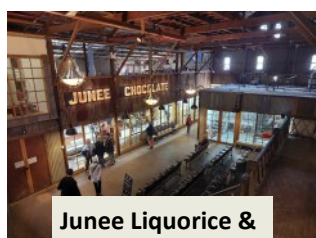
The following day our destination was Junee, via Hay, Narrandera and Coolamon. I suggested to our group that around halfway along the Hay plan we turn off and detour via Maude, as it had one of the few remaining old wooden bridges across the Murrumbidgee River and was worth a photograph. I hadn't been that way for quite a few years and when we arrived at Maude was disappointed to find out it had been replaced by a new modern concrete one. At least I have my old photos to look at. After Hay and Narrandera we detoured at Grong Grong for the rest of the journey to Junee along the Canola Way. We travelled along this road two years earlier and there were flowering canola plants as far as the eye could see, but this time we were a week or two early and there were only a few fields in full flower. In Junee we planned to visit the Liquorice & Chocolate Factory and Junee Railway Roundhouse the following day.

The next day we headed to the Liquorice & Chocolate Factory and after having a good look around we just had to buy something (no willpower). As part of the complex there was a small car museum which consisted mainly of Fords dating from the 50s to more recent times. Then we went to the Junee Roundhouse to check out the railway exhibits. They have a great set up using half of the roundhouse as a railway museum while the other half is still an active railway maintenance depot. From Junee we travelled to Cootamundra, Cowra and Bathurst, to our rally HQ at the Lithgow Tourist Park. On the way Ron & Anne had the misfortune of getting a large chip in their windscreen from a stone thrown up by a passing vehicle. Fortunately the windscreen repairer at Young had them back on the road again in less than 30 minutes. It is evidently a common occurrence with the condition of some of the roads in the area and they were well prepared.

We arrived at Lithgow late Wednesday afternoon and as we were a day early for the start of the rally we met up with friends from Queensland and spent the following day with them in the town stocking up with food and enjoying a relaxed morning tea in one of the cafes in the main street and lunch at the Valley Plaza Shopping Centre. Mid afternoon I drove to Wallerawang to photograph the railway station (which had just completed stage 1 of its restoration before the return of passenger trains in 2026) and the cooling tower from the old and mostly demolished Wallerawang Power station. Thursday night was our 'Meet & Greet' at the camp kitchen. We were given our rally packs and the rally organiser gave a brief run down of activities for the next four days. One of our members had travelled all the way from Port Augusta to Lithgow in his Wolseley 6/80 in just two days and he qualified as the furthest distance travelled in a club car.



Three Sisters



Junee Liquorice & Chocolate Factory



Railway viaducts



Junee Railway Roundhouse

6/80 & MO Oxford & Cowley Club cont.



Junee Liquorice & Chocolate Factory



Govett's Leap



Car museum at Junee



Lithgow Zig Zag Railway



1939 Chevrolet Panel Van

Early Friday morning we assembled outside of the tourist park alongside what used to be the old road into Lithgow. I am sure some of our readers will remember the clunk clunk as you drove over the joins in the concrete surface. We were soon heading off to Katoomba and after climbing out of Lithgow onto the Bell's Line of Road we headed east. After around 20 kilometres we turn right and headed for Mount Victoria where, upon arrival we turned left onto the Great Western Highway. On arrival at Blackheath we took the road to Govett's Leap lookout, where we enjoyed the panoramic views of the Blue Mountains. No matter how many times you visit Govett's Leap the views are still breathtaking. We then travelled as a group to Echo Point where we spent some time admiring more views of the Blue Mountains and the Three Sisters. The viewing area had changed a lot since we were last there and it is now very busy and very commercial. From Echo Point we had the option of going to Scenic World, with rides on the cable car and scenic railway included in the ticket price, but we decided on the 'do your own thing' option. We thought we would go to nearby Leura as it would most likely be quieter than Katoomba - how wrong can you be! It wasn't even a weekend, but the place was packed with cars and people everywhere. We eventually found a lovely cafe just off the main street that could accommodate our small group. As it turned out it was a great choice and the staff were fantastic, even rearranging the seating to accommodate us all. If you are ever in Leura and looking for a place to eat, we can certainly recommend Cafe Sana, right next door to the post office.

Our Saturday started with a trip on the Lithgow Zig Zag Railway, which we had to book online months in advance. The railway had only been operating again for a few years after being closed for over a decade due to the devastating bushfires which destroyed some of their rolling stock and infrastructure. It is a very professionally run railway and was extremely busy the day we were there. As part of the journey there were opportunities to detrain at Middle and Bottom Points to watch the loco run around its train. In the afternoon there was the option of visiting the glow worm tunnel but because it was over 20 kilometres of rough unsealed road to reach it we went back to Lithgow instead. A couple of cars did visit the tunnel and came back caked in mud (due to the overnight rain). They enjoyed the tunnel and saw plenty of glow worms, but not so much the journey to get there.

Photos Steve McNicol

6/80 & MO Oxford & Cowley Club cont.

One rally option for the Saturday had been listed as the Lithgow Small Arms Factory Museum but due to a robbery where some de-commissioned fire arms had been stolen it had been closed to the public. However, just prior to our rally the museum had reopened and it was hurriedly added back into our program. Whilst I wasn't overly interested in just looking at fire arms we were told there was a lot more to see... and there was! I was astounded at the size of the place. It was huge and in its heyday had a workforce of around 6,000 people. Today a small portion of the factory is fenced off from the museum and is still in use with a workforce of around 160 people. What really surprised me was the diversity of the items it had produced over the years and this included household implements, hand cuffs, sewing machines, car parts (including parts for Borg Warner gearboxes), tools and shearing machine parts.

In 2019, the museum was placed on the UNESCO Australian Memory of the World Register which lists influential collections and documents considered key to Australia's history.

While the Saturday morning might have been quite fresh, with even a light sprinkling of snow in the hills, the Sunday morning was freezing with overnight temperatures below -3 degrees. It was a case of warming up the cars and removing ice from the windscreens, but not before putting on gloves and another layer of clothing.

Our destination on Sunday was the beautiful small town of Oberon, some 55 kilometres from Lithgow. The roads were undulating with many scenic views enroute, but it was on this trip we had a taste of how bad some of the sealed roads in NSW can be. There were lengthy sections that were littered with deep and wide potholes, some you could not avoid. However, this didn't stop us from enjoying our time in the town.

Once in Oberon the rest of the day was basically free to your own devices however there was a tour of Mayfield Gardens which quite a number of our members went too. Others enjoyed a walk down the street, patronising the local cafes and eateries, while a few went to attractions like the nearby dam and Rotary Lookout. I naturally gravitated to the railway museum, which unfortunately wasn't open that day, but you could see some of the exhibits through the fence. The military museum was also closed and by the time we reached it we were too late for the small car museum which closed at lunchtime. Our visit was not very successful in that respect but a very enjoyable lunch at the Oberon Cafe made up for it.

We were provided with a return run sheet which traversed different roads for the journey back to Lithgow, most travelled in small groups and we decided to stop at Tarana to photograph the beautifully restored and maintained railway station. A lot of the country railway stations in NSW have been restored back to their former glory which is a credit to the state.



Enroute to Oberon on the Sunday McKanes Falls Bridge



The first Pinnock sewing machine



A frosty start to activities



Remains of the blast furnace at Lithgow

6/80 & MO Oxford & Cowley Club



Manufactured at the
Lithgow Small Arms Factory



Govett's Leap



Club cars lined up in the main street at Oberon

Monday was our local day, visiting some of the historical sites in and around Lithgow. After our usual morning meet we headed first to the Blast Furnace site to inspect the ruins of this once immense industrial complex. From there we went to the State Mine Park where we were booked in for a guided tour. We were told about the mining history in the area and the tragic fire in the mine, which included a sound and light show in one of the old buildings. There were many small exhibits and afterwards we were allowed to walk around the site.

Next was a picnic lunch in Queen Victoria Park but as we didn't bring picnic tables and chairs opted for toasties at a local cafe. After lunch we visited Hassans Walls lookout, again over a very rough unsealed road, to the lookout which is the highest vantage point in the Blue Mountains. The view didn't disappoint.

It was then a short drive to Portland where we had a look at the silo art and the former Portland Cement Works. On the way we stopped and lined up the club cars up in front of Wallerawang Station for a group photo. That evening was our 'formal' get-together at the Lithgow Workies Club. Some members would be departing early the next day and we exchanged our farewells.

Tuesday and with the highly successful rally over we headed back to Adelaide. Our destination on the first day was Griffith, but we had planned to visit Bathurst railway station and Cowra roundhouse enroute. Lunch was from a local bakery in Cowra.

On Wednesday we drove to Mildura, staying at what was last years rally HQ, the Apex River Beach Tourist Park. It's a beautiful and quiet park on the banks of the River Murray. Our evening meal was enjoyed at the Mildura Workers Club.

Thursday was our final leg back home but from Mildura we chose to detour through Red Cliffs and Meringur to visit the pioneer museum. Afterwards we had a lunch stop at the bakery in Paringa and of course we had to have the obligatory visit to Cammies Antiques. Here we said our 'good byes' as Graeme and Michael headed south after Renmark going home via Loxton, Karoonda and the SE Freeway while Ron & Anne went ahead and turned off at Nuriootpa.

A very enjoyable rally with good friends, good food, good weather and great attractions. We are looking forward to meeting up again in Newcastle/Hunter Valley next year.

Steve & Anne McNicol

THE EVOLUTION OF ELECTRIC VEHICLES - Part 2

The proponents of E.V.'s often cite negligible running costs as an offset to the high initial purchase price of an electric vehicle. This may be the case for a small town-car if you have Solar Panels (another significant investment), but better performing longer range cars with larger Batteries can take up to 48 hours for a full charge on a home charger. High capacity Commercial Fast Chargers can do the job in around an hour at a cost in the range of 65 - 85 cents per KWH (can be more expensive than petrol).

Most manufacturers of Lithium Iron Batteries recommend charging up to 80% only to avoid long charging wait times and maintain good Battery health. E.V.'s perform best in the urban environment, they are well suited to lower speed stop-start driving where regenerative braking helps improve efficiency. You don't get much regeneration (where the motor turns into a generator and puts charge back into the battery) on highway runs, there is very little braking required on a long trip so the only chance would be on a long downhill run, but you would consume more power to climb to the top of a hill than is generated on the downhill overrun.

A couple of things I picked up while researching this article are that the optimum efficiency of an E.V. Battery (the criteria used to calculate the maximum range) are based on an optimum speed around 80 kph and Battery temperature of 22 degrees centigrade, so a trip at highway speed (110 kph) on a 30 plus degree day will result in a significantly lower distance than the theoretical range. Battery efficiency is reduced either side of the ideal 22 degrees, the effect is more severe at lower temperatures, that shouldn't be a problem in most parts of Australia but is something that an E.V. owner should be aware of.

I saw a report on TV News about a long distance Petrol versus Electric vehicle challenge organised by a company named Car Expert, I found a more detailed report on-line. The idea was to compare the cost of running similar sized E.V. and Petrol vehicles from Melbourne to Sydney (900 km) at signed speed-limits and using normal accessories such as air-conditioning. They used the fastest public charging network for the E.V. and most expensive 98 RON fuel for the Petrol car.

The vehicles chosen were both 7 Series BMW (priced out of reach for most of us). A 6 cylinder, turbo-charged Petrol Engine model retailing at \$272,900 and a twin motor E.V. with a massive (long range) Battery for \$344,900.



BMW 7 Series Sedan

(Cont. on Page 17)

THE EVOLUTION OF ELECTRIC VEHICLES - Cont.

(Cont. from Page 16)

The E.V. had a theoretical range of around 550 km which meant they could complete the 900 km trip with only one stop for charging, the petrol car had a range of around 1000 km so did not need to refuel along the way. The E.V. was a whopping \$72,000 more expensive than the Petrol model and a massive 605 Kg heavier.

The vehicles started at sea-level in Melbourne and climbed around 660 metres above sea-level resulting in about 20% higher Battery consumption than expected, they only had 2% charge remaining when they reached the proposed half-way refuelling site. Conversely the next part of the trip to Sydney was gradually downhill to sea level again, re-generation on the downhill sections improved economy by around 20%. Recharging the E.V. Battery to 100% at the half-way mark took a little over a hour, so effectively the E.V. took an hour longer to complete the trip. It took another 40 minutes to top up the E.V. at the end of the trip compared to 6 minutes for the Petrol vehicle. (There was also an issue of the re-charging "app" not working at some sites.)

Battery charging costs for the E.V. were \$131.92 while 98 RON Petrol for the 6 cylinder Turbo was \$117.82 a saving of \$14.04 in running the petrol vehicle. Car Expert achieved similar results when testing more affordable, similar sized EV and petrol vehicles from different manufacturers, but the EV lobby cried foul - not comparing apples with apples - the prohibitively expensive BMW 7 Series was the only brand they could get hold of that produced petrol and EV versions of the same model.

On the face of it, high-performance, long-range, electric vehicles do not pass the Pub test for a practical touring vehicle. Their high initial purchase price, heavy weight, slow re-charging rate, limited Battery life and negligible savings on running costs do not make economic sense.

The evolution of Battery technology is not yet at the stage where fully electric vehicles are economically viable for the average working family. It has taken around 100 years to get from Lead/Acid to Lithium/Iron Batteries, lets hope we don't have to wait as long for the next major Battery breakthrough.

It may appear that I am anti Electric Vehicles, this is not the case, nor am I a Climate Change denier, I was trained as an Industrial Electrician and spent most of my working life maintaining and troubleshooting complex automated machinery. I have confidence in the drive systems developed for today's Electric Vehicles but the very high initial purchase price coupled with a finite battery life (much shorter than the life of the rest of the vehicle) together with limited charging infrastructure, in my opinion make them very poor value for money at the present time. EV's are in their infancy, there are big questions over battery life, replacement availability and cost together with overall vehicle depreciation.

If you want to do your bit for the planet, I think Hybrids are a much safer bet at this point in time, batteries are smaller, cheaper and easier to replace than a full EV which is basically built around the battery. In a few years time there will be a glut of dead vehicle batteries, I haven't heard of any plans to recycle them locally and because of their weight they would be very expensive to ship back to the manufacturer.

Brian Bennett

Voyage on the PS Emmylou

In mid July we drove to Echuca/Moama to join our 4 day trip up the great Murray River. After checking in at Murray River Paddlesteamers secure parking shed in Moama, we boarded a mini-bus for the 45 minute trip to the Torrumbarry Weir where the Emmylou was waiting. After being shown to our cabin, we assembled in the salon for a welcome from the Captain followed by Devonshire tea. This was the first of many (probably too many) excellent meals and snacks prepared by the on board chef.

Once underway we settled into the sounds of the 1906 Marshall, Sons & Co, 2 cylinder, double acting, horizontal, fully restored, 15 hp wood fired steam engine. It was magnificent as it puffed along quietly, powering the boat to an impressive 12 knots. The boiler consumes about 1 tonne of wood in a full day's steaming along with 250 litres of water.

Day one we steamed up river into the night eventually mooring at the iconic Pericoota Station. The scenery, on the banks of the mighty Murray, is nothing short of spectacular. The gums are relatively young, approximately 100 years, as the old trees were harvested for the paddlesteamers in the 1800's. Also lots of wildlife, kangaroos and dozens of birds of all shapes, sizes and colours.

Day two after a hearty breakfast we were treated to a walking tour of Pericoota Station mansion homestead and surrounding out-buildings. The station was first settled in 1843 and consisted of approximately 120,000 acres. The property was used for grazing sheep and cattle. Following our walking tour we were taken to the Echuca Historical museum, a very interesting place. We were amazed to learn that a ball bearing factory was established in Echuca in 1945. It employed up to 400 workers and produced ball and tapered roller races for both civilian and military use. Production ceased in 1978. The factory building still exists.

Day three was a full day of steaming, eating and relaxing with fellow passengers. Lunch was at the beautiful St Anne's winery. In the evening we were treated to an on shore bon fire.

Day four was a history tour of Echuca followed by a one hour cruise on the PS Canberra. We moored at the Echuca wharf for our final dinner, after a cruise up river and back.

Next morning we farewelled our fellow travelers and the crew, picked up the car at the secure storage and headed home. All in all, a terrific trip which we recommend to all.

Ross Brown



PS Emmylou



1906 Marshall 15 hp wood fired steam engine



Pericoota Station Homestead

PS CANALLY

A 118-year-old paddle steamer transformed by dozens of dedicated volunteers, is expected to be running cruises along the River Murray by December.



The PS Canally at Maize Island near Waikerie during its journey in February to the boat slip at Berri to be surveyed. PHOTO: Paul White



The PS Canally, circa 1920s, was once the fastest steamboat on the River Murray. PHOTO: supplied.

Thousands of donated hours have been spent over the past 15 years restoring the PS Canally, once the fastest steamboat on the river, back to its former glory. Mid Murray Council and the community volunteers involved in the project, anticipate cruises on the historic boat will become a tourism drawcard for the district and neighbouring river towns. Mid Murray Maritime and Heritage Board chairman, and Mid Murray councilor, Kevin Myers is the brainchild behind the community project. "We have volunteers who are carpenters, welders, and a lot of people who have retired from various trades," he said. "Everyone has a little niche. "They have performed ongoing work the whole time and this will continue. "One volunteer is a retired electrician, and he is doing all the electrical work." The restored PS Canally features a galley, bathroom, and an old-fashioned woodstove will be installed. Inmates from Cadell Training Centre have also been contributing to her transformation by painting the rooms and walls. As well as the contributions by volunteers, the project so far has cost \$1.5m including \$446,000 received from the Federal Government's Murray-Darling Basin Economic Development Program in 2021.

After spending two years in Mannum undergoing a major part of its transformation, the PS Canally finally returned to Morgan in February. Fans of the paddle steamer and the hard-working volunteers followed her two-and-a-half-day journey home via Walker Flat, Swan Reach, and Blanchetown on social media. She was greeted at Morgan by about 50 people, many from other River Murray towns. Later that month, the PS Canally steamed to the boat slip at Berri and was assessed by a surveyor from Maritime Survey Australia who is also generously donating his time. "If we were a private commercial operation, we would be paying him a lot of money to do this job," Mr Myers said. "But because it is a heritage vessel, he does this for free," he said. "He also surveys the PS Industry at Renmark, and he doesn't charge, he must just have a love for these historic boats." The surveyor will give the final safety approval for the PS Canally to take paying passengers on cruises, hopefully by the end of the year. As part of the process, the surveyor also conducted a test in April to determine how many people the boat could safely carry on cruises by placing four 1000L drums, each weighing one tonne on board. A brand-new merbau wooden deck was constructed for the boat by a Goolwa-based shipwright who was contracted to do this work at Mannum. Myers said renovating the PS Canally was no different to working on a house. He said handrails were also installed as part of the safety requirements the boat needed to meet to carry passengers. A fire alarm system, emergency lighting, and plumbing system suitable to handle grey water, black water, and freshwater have also been put in.

Myers said the 2022/2023 River Murray flood and the Covid-19 pandemic caused some delays to the project. He said due to the high river levels during this period and the fact that the boat was moored behind a levee bank at Mannum, volunteers were unable to work on the project for several months. "The only way people could access the boat was to put a tinny in the river to check on it," he said. The Mid Murray Maritime and Heritage Board and Mid Murray Council are also hoping to collaborate with the neighbouring District Council of Loxton Waikerie to run cruises from the Waikerie riverfront in the future.

The PS Canally will use a mooring site formerly used by the now Loxton based Murray River Queen paddleboat, when Waikerie was its home. "It is in a bit of disrepair after the flood, but the District Council of Loxton Waikerie is more than willing for the PS Canally to moor there when it visits Waikerie, Mr Myers said. "It may also involve Cadell Training Centre prisoners to tidy up the mooring site and help fix it," he said. "At one stage there were plans to remove it, but we have shown interest in it and explained that it is still a safe and stable mooring facility." Myers said the boat is expected to be officially recommissioned next year during the Morgan Living River Festival planned for June.

Words: Christine Webster

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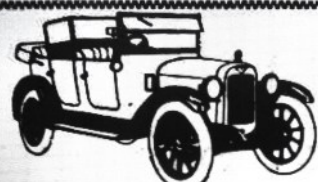
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General meetings: 8 pm, 3rd Friday (excl. December)
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Membership Fees: **Joining Fee \$10. Annual \$50 (half fee for new applicants after 1st January).**
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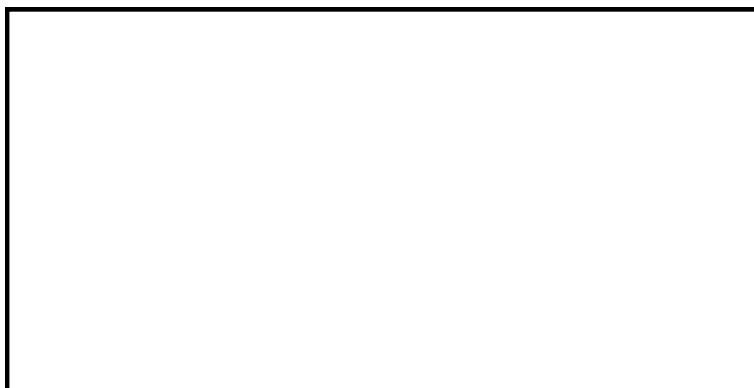
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