



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	
Secretary	Jeffrey Johnson	0414 525 061	NORTH EAST	Brian Davey 0400 826 969 or 8265 1358
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Committee Members	Cynthia Davey	8265 1358	EAST/LOWER MURRAY	Arthur Doecke 8569 7353
	Charlie Mifsud	0417 878 857	CCC Rep	Brian & Cynthia Davey
	Ron Atkin	0418 800 736	Federation Rep	Cynthia Davey
	Steve McNicol	0411 716 231	Assistant Federation Rep	Arthur Doecke
Membership Secretary	Libby Ottaway	8431 4054	Newsletter Production	John & Robyn Sommers
Editor	John Badcock jbadco@internode.on.net	0437 210 896	Swap meet Reports	Vacant
Historic Vehicle Registrar	Brian Morgan Unit22/98 Newton Rd. Campbelltown	0418 829 998	Webmaster	Steve Thiselton
Public Officer	Steve Thiselton	8431 4326	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; The Grange, Captain Charles Sturt's residence in South Australia. Photo is the children's wing that now houses Captain Sturt's artifacts. Report starts on page 8.

Bottom; Bob & Marie Winen's 1969 Volkswagen 1500 Beetle powered by a 1493cc, 53hp air cooled motor that can push the Beetle to 130 kph (80mph)



Editor

Hi Members,

Jenny and I have been able to attend 3 runs - events last month, catching a bug stopped us attending a couple more.

I have added a report on the original 1906 Burra

to Morgan run, you realise how good our road systems are now. Over 100 years ago most of the roads in SA were nothing more than tracks, thanks to Libby & Ric for removing the rough edges and making the old newspaper report easier to read. See you at the meeting and or at the club run on the 21st. Till next month John



October Newsletter Deadline is the 30th September

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 19th September 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.

AAA Club Run Sunday 21st September Arthur Clisby Memorial Picnic Day

Our AAAC run is going through the Adelaide hills, destination the Annual Federation All Car Club Picnic.

Entry into the Oval is FREE yep No entry fee.

Many other car clubs attend this picnic so it is a great opportunity to meet up with other motoring enthusiasts and to check out a variety of vehicles.

You can BYO your lunch, drinks, tables, chairs etc. Alternatively there will be food available to buy at the oval.

To allow for catering, at the August and September AAA General meetings, I will be asking for numbers attending this run, and if you intend to buy food.



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.



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 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.



Chamberlain 9G Tractors

While traveling in the WA Kimberley Region, the Grays come upon a group of Chamberlain 9G tractors towing caravans. Edd said they were cruising along at 45mph (72kph),



AAA Club & Invitation Events

Date	AAA Club Event	Organiser	Comment
September 19th	GENERAL MEETING		
September 21st	Arthur Clisby Memorial Picnic Day		at Macclesfield Oval
October 17th	GENERAL MEETING		
October 19th	Bay to Birdwood view run at Gumeracha	John Badcock	
November 21st	GENERAL MEETING		
November 23rd	TBC Club Run		
December 7th	Club Run & Christmas bbq		Note; No Club Meeting in December
Invitation Events			
September 14th	Dubs by the River, Morgan Foreshore Reserve		9.30am to 2.00pm
September 19th-21st	Victor Harbor Rock & Roll Festival for information check out Poster on page 7		
September 21st	Arthur Clisby Picnic Day at Macclesfield	FHMCSA	
October 5th	Barossa Vintage Collingrove Hill Climb	Sporting Car Club of SA	
October 5th to 11th	Motorcycle Ride Week events every day	Festival of Motorcycling SA	
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 19th	Bay to Birdwood		
November 2nd	Lions Bike Show Macclesfield Recreation Ground		9am to 3pm
November 2nd	GM Show n Shine Tolley Reserve Nuriootpa		check out poster on page 7
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 TBC	38th Power of the Past at Mt Barker Showgrounds		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			
September 21st	Gawler Mega Swap Meet		Buyers from 7am
September 28th	Morgan Swap Meet at Morgan School Oval, Morgan		Buyers from 7am
October 5th	Balhannah Motorcycle ONLY Swap Meet Sellers 6.30am	Buyers 7am V&VMCCSA	
October 5th	Orroroo Swap Meet, 5th Street Orroroo		10am to 2pm
October 10th	Balhannah Motorcycle only Swap Meet	V&VMCC of SA	
October 12th	Strathalbyn Swap Meet at Strathalbyn Oval Complex		
November 2nd	Shed-Farm-Garage Swap Meet Meningie Cheese Factory Museum Fiebig Road, Meningie		8am to 2pm
January 18th	Hahndorf Swap Meet		Hahndorf Oval

Minutes of the AAAC General Meeting held on 15th August 2025 at CCC Clubrooms

Meeting opened at 8:08pm; 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 28 members

Visitors: Bram Fynnaart

Apologies: Renee Jaye, Rod Harris, Liz Brown, Lisa Thiselton, John Farrugia, Frank Hargreaves, Arthur Doecke

Minutes of the previous meeting were accepted by John Badcock and seconded by Cynthia Davey

Correspondence in: Invitation to Drive-it Day on Monday 1/9/25 at Bethany Reserve 11am, Federation Motorfest entry form, Klaxon newsletter, minutes from CCC general and committee meetings, invitation and entry form for the London to Brighton run for 26/10/25. (vehicles must be at least 100 years old to be eligible) an email was received from Joshua Warren enquiring about a Holway Sports Racer. This will be included in the next newsletter

Correspondence out: nil

Treasurer's report: \$6251.15 in the administration account and \$9000 in the investment account

Editor's report: John thanked the Atkins and Daveys for their reports. John had some technical issues, but managed to get the magazine out on time. John also reported on the Burra to Morgan run of two weeks ago. It was well organised and the round trip was 400ks. It was only spoiled by the wet weather and winds

Historic Vehicles report: Brian was busy last month but is up to date now

Club Captain Report: The Club Captain position is still vacant.

Membership is 86 and two pending

Anne Atkin has a birthday on the 18th of August

The Arthur Clisby run to Macclesfield will be in September

The Bay to Birdwood run will be in October. Our members will gather at the bus stop as usual

Charlie Mifsud will investigate the possibility of a run in November to the Military Museum

The two Charlies have volunteered to cook the barbecue at the Tramway Museum in January

All enjoyed the Highbury Hotel lunch

Meeting closed at 8:37 pm

After the meeting closed, Max Kavanagh presented an interesting talk on physiotherapy. Of particular interest were advice on reducing swelling with the use of ice packs and the importance of correct seating posture. The talk was for about 45 minutes and Max was available afterwards for further advice.

Arthur Clisby Memorial Picnic Day

Sunday 21st September 2025



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

An old-style club drive & picnic day plus perfect opportunity to give your vehicle a shakedown run prior to the Bay to Birdwood.

Entry is FREE

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

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

RSVP Brian Davey (0400 826 969) By Friday 12th September.



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

Barossa Valley **GM** Owners Club Inc.

2025 SHOW 'n' SHINE

Sunday 2nd November, 2025 10am - 2.30pm
Tolley Reserve (Train Park), Nuriootpa

All GM vehicles welcome
\$20 per entrant - prepaid judged only
Free public entry. Food, Drinks and Kids Activities
Email: bvgmoc.shownshine@gmail.com for entry form

Sponsors: Barossa Radiators, Simmonds Transport Pty Ltd, Angaston Motors, and many others.

MORGAN CLASSIC & CUSTOM CAR CLUB

SHOW & SHINE

INCLUDING SWAP MEET

Show & Shine Info
\$10 per car (includes driver & 1 passenger)
10 categories for trophies
Entry forms available at the gate
Music by DJ Style

Swap Meet Info
\$10 per Site for sellers
\$5 Entry Non Sellers
Saturday night camping available (no power)
Entry available from Saturday 2pm

Morgan School Oval, Morgan, SA 5320

For more information
Tom 0439855763
Steve 0475346743

Big thank you to our sponsors
Smarte Real Estate
Terminus Hotel Morgan
Commercial Hotel Morgan
Morgan Sawmill
Morgan Home Hardware
Green Bunyip

28
SEPTEMBER
FROM 7AM

SEE YOU THERE!

FAIRY PIG PRESENTS

VICTOR HARBOR ROCK 'N' ROLL FESTIVAL

19-21 September 2025

CLASSIC VEHICLES
*** LIVE BANDS ***
MARKET STALLS

Classic Vehicles
Hot Rods
Classic Bikes
Scenic Cruise
Twilight Run
Register Online

Community Bank - Fleurieu
Bendigo Bank
VICTOR HARBOR
www.rocknrollfestival.com.au

Charles Sturt Museum - Run Report – 17 August 2025

We had hoped to make this the first AAA Run with our 1923 ESSEX 4 Tourer, the long range weather forecast was not promising but I went ahead with prepping our vehicle which had been standing idle for almost five months. First check the 6-volt battery which I maintain with a trickle-charger from time to time (I have to top-up the electrolyte too often if I leave the charger on all the time), top-up various oil-cups, then see if the engine will run.

I use the crank-handle to start the engine at home, it usually starts easily from cold without using the choke. I wind the motor over a couple of times with the ignition OFF to draw a bit of fuel through, the car has battery and coil ignition, with the ignition ON I pull the crank-handle up rotating the crankshaft a half a turn, this is usually enough to get the engine to fire. On this occasion it took two tries then one cylinder fired, it coughed and spluttered a little bit then another cylinder chimed in followed by the other two and it settled into a smooth idle.

Our car still uses a vacuum-tank to draw fuel from the rear-mounted tank to feed the carburettor (it has worked reliably for around forty years since restoration – so why change it?). I have a clear fuel filter in the fuel-line near the tank so when the engine is running I can get under the car with a torch and see a surge of bubbles inside the filter which confirms the vacuum-tank is operating. Once happy that everything was working OK it was time top-up the fuel, give it a wash, fill in the log-book and load the chairs ready for the run on Sunday.

Sunday's weather forecast was dire, 95% chance of 15mm of rain, showers morning and afternoon, we left it until the last minute to decide if we would risk it but as the grey clouds built up we chickened out and decided to take a modern (Mazda 3). By the time we reached the CCC Clubrooms the sun was breaking through and it remained mainly sunny (not a drop of rain) for the rest of the day - Bugger!!!

There was a good roll-up of members at the Clubrooms for morning tea and a natter (I didn't count how many vehicles, but most were hood-winked by the weather forecast like us and resorted to moderns). We were provided with comprehensive route sheets at the start.

The run commenced around 11:00 am, we travelled via Marion Road, Anzac Highway, Henley Beach Road, Grange Road, Woodville Road, Torrens Road, Grand Junction Road and Port River Expressway to the Garden Island Dolphin Sanctuary. Traffic was light and road surfaces smooth - it would have been an ideal run for the ESSEX. Some participants chose to walk the length of the jetty (we didn't see any Dolphins), the sun was out so others chatted and enjoyed the warmth although there was a cold wind off the water. There were toilets available if required.

After a relatively brief stop it was time to head off to our lunch venue and final destination - the Charles Sturt Museum at Grange. We travelled partly back the way we came then via Port Adelaide, Tapleys Hill Road, West Lakes Boulevard, Trimmer Parade and Jetty Street (Grange) to the Museum.

It was here we realised that we had not transferred the chairs or picnic-rug from the ESSEX so we decided to eat lunch in the car before joining those better prepared with their chairs and tables set up on the grass in the sunshine.

At 2:00 pm we were able to participate in a very interesting and informative guided tour of the Charles Sturt Museum which is housed in the home that Charles Sturt and his family built and occupied while living in Adelaide. Sturt returned to England, most of the original furniture from the house was lost when the ship carrying it foundered and went to the bottom of the sea, most of the furniture in the house today was acquired from Sturts home in England. The Museum is administered by a Private Trust, entry fees contribute to its upkeep.

Thank-you to the organisers Reg and Kay Sparrow for a most enjoyable run, we are just kicking ourselves for not bringing the ESSEX.

Brian and Chris Bennett

Charles Sturt Museum - Grange cont.



Actual Flag from the Inland Expedition, Painting depicting the start of the inland Expedition



Lunch On the lawns of Captain Sturt's Grange Homestead



Actual Long Boat Flag

Model of Sturt's camp on the Murrumbidgee river bank, while the carpenter assembled the Long Boats



Charles Sturt Museum - Grange

Run Report – 17 August 2025

A chilly start at the club rooms for most, followed by a pleasant meander through the western suburbs. We met up with some northern suburb members at the Garden Island Dolphin Sanctuary.

If we thought it was chilly at the start, on the river we were proven wrong. Quite a cold breeze off the river had members donning jackets, beanies and gloves to keep warm. It looked like the dolphins had the right idea and were not to be seen. The few brave fishers on the jetty were suitably prepared for a cold and possibly uneventful afternoon.

Another pleasant drive through the suburbs to our lunch stop at the park at the Charles Sturt Museum. The park itself was extremely well maintained and it was very pleasant sitting in the sun to enjoy our picnic lunch.

At 2pm we were provided a tour of the museum. The house was the family home of the Sturt family starting in the 1830's until they returned to England in the 1850's, and was a working farm that covered a significant area of land. The family worked the farm while Charles Sturt spent many months exploring the country to Adelaide's north looking for the much hoped for inland sea.

During Charles Sturt's absences running the farm was left in the hands of his very capable wife Charlotte. Not only did she have to manage the farm but also raised 4 children.

The farm house was sold numerous times after the Sturt family returned to England, eventually being purchased by the local council and turned into a museum dedicated to the family. The family lost all of their furniture in a ship wreck during the return voyage, luckily the family were not onboard. Some of the furniture in the current house was used by the family and shipped from Gloucestershire (UK) as a donation later.

The gardens at the back of the house have been established as a representative version of what a garden of the day might have looked like. A great insight into life in the 1800's in Adelaide and well worth a visit.

Thanks to Reg and Kay Sparrow for the run.

Gordon Ings

Homestead front entrance



Charles Sturt Museum - Grange cont.



1976 Renault 12



Grange Living Room



Grange Gardens

Attendees

Dennis Fordham & Rosealee	1957	Vauxhall Victor
Reg and Kaylene Sparrow	2013	Ford Territory
John & Jenny Badcock	2011	Toyota Yaris
Brian & Cynthia Davey	2012	Ford Territory
John & Robyn Sommers	2017	Toyota Rav 4
Bob & Marie Winen	1969	Volkswagen Beetle
John Clare and Sandy Nash	1976	Renault 12
Heather & Gordon Ings	2021	Subaru
Barry Scrimshaw	1993	Ford EB
Brian and Christine Bennett	2017	Mazda 3
Judy Harrison and Mike Rees	2018	Mazda
Ric and Libby Ottaway	2021	Hyundai
Bram and Klara Fynnaart	2025	Honda



Marie reading the Sundial



1993 Ford Falcon EB



Garden Island Jetty

Burra to Morgan Run July 2025

A drive re-enactment of the great adventure of the 1906 Burra to Morgan Motoring Event.

In 1906 an enthusiastic group of Burra motorists formed the Burra Motor Club. Their first adventure was an outing to Morgan across the atrocious track between the two towns. They stopped at The Gums Station on the way. Cars and motor bikes arrived at Morgan to a grand welcome and were photographed in front of the Morgan Hotels. The journey there and back took four days, having battled a dust storm. The run became an annual event, probably ending with the advent of World War One.

In 2006, one hundred years on from the first run, several Burra motoring enthusiasts who are members of the Northern Automotive Restoration Club of SA Inc. with the help from the Sporting Car Club rekindled the event. N.A.R.C. now bill this as a biennial event as it is part of our motoring history.

Windy wet conditions over the weekend helped me decide not to take our outfit to Burra, we chose to be spectators and tag along,

Driving through Roseworthy the garage where we had planned to meet Phil Franklin and Trevor Goodwin was closed, probably for renovations. Will not be long and Roseworthy will become a city judging at the speed houses are being built, gutter to gutter.

After we turned towards Riverton the rain and wind started, then it got worse. Were we happy we had left the bike at home, it didn't ease up until after Manoora. As we passed Porter Lagoon an unusual site the wind turbines in the hills were half covered in thick cloud, only one blade was visible as sliced through the clouds. We finally caught up with Phil & Trevor at a coffee shop in Burra, really enjoyed my mug of tea.

The run started at the rear of Paxton Cottages in the common area, parked around the square were Veterans to Modern Classics, Motorcycles and heavy Commercial Vehicles.

Leaving Burra we noticed a new wind farm on the right, turbines reaching as far as Worlds End Gorge (Burra Creek). After approximately 40 kms we turned into "The Gums" Homestead (Station), morning tea was in a shearing shed. Strong wind made it uncomfortable to view vehicles and take photos. Highlight here apart from the Homestead was seeing the beautifully restored Atkinson semi roll in.

As we neared Morgan we passed the old Morgan Mile Speedway My Favorite Speedway Track, Dam shame it is no longer used there is a Motorcross track there now. We parked at the Foreshore reserve between the Ferry and Railway Station, vehicles were organised into age groups except the Atkinson Semi that parked next to the reserve entrance. We walked around checking out all the entrants, compared to the cold wet start and the wind at The Gums Homestead conditions were perfect. Heading back the Atkinson Semi had opened its side up revealing the layout, front 1/3 was the accommodation area (caravan), middle area had displays and rest area, the rear ad storage and garage for a 4WD. Very Impressive.

Winners Pre-1930; Roger Boehm from Burra with his lovely 1926 Rugby

Classic 1930-1956; Michael Osborne from Ardrossan in his 1951 Alvis

Classic 1957-2000; Phillip Prior in his 1969 Holden Monaro 350 GTS

Truck; Colin Kaehne from Jamestown driving a 1936 Oldsmobile

Light Commercial; Paul Wilson from Burra with his 1926 Chevrolet

Motorcycle; Cliff Hunt from NSW won on his lovely 1946 Velocette



This is a well organized event that follows an historic route, looking forward to the next run in a couple of years. Think we will head up on Friday or Saturday next time. Thanks to all members from the Northern Automotive Restorers Club for putting this event on.

John & Jenny

Burra to Morgan Run cont.



1925 Chevrolet Tourer



1926 Rugby sedan



1946 Velocette



1928 Falcon Knight Tourer



1936 Oldsmobile Truck



1937 Chevrolet Utility



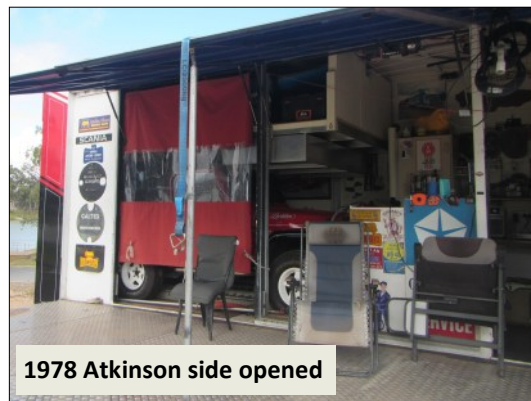
Triumph Spitfire Mk2



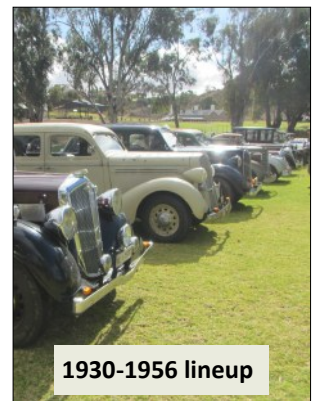
1937 Wolseley Saloon



1978 Atkinson Semi 18 wheeler



1978 Atkinson side opened



1930-1956 lineup



1937 Oldsmobile Sedan



1950 Jaguar XK120 Roadster



1927 Chevrolet Buckboard

Burra Record newspaper *July 18th 1906*

An Adventurous Ride.

[By our Special Reporter.]

The glorious 14th of July will long be remembered by all who participated in one of the best trips experienced by Burra motorists. No serious accident happened, but the many striking incidents and adventures of most of the party created rare fun, and will prove really interesting and amusing reading matter, which, no doubt, will be either cut out or the Record preserved intact to be handed down to posterity.

On the day mentioned nine motorcycles and three motor cars started from Jack Richards's garage, in Commercial Street, the excursionists all bent on having a jolly good time. Without the aid of a pistol or the fall of a flag a start was made, the motor cars leading off, but they were immediately overtaken by the cycles which reached the Brewery Hill first. The first puncture was encountered near Breakneck Hill, and this being quickly repaired the journey was continued. The cars went on to Koomooloo, and the cycles to Morgan. They reached Mr. Fears's (the Gums) in 1 hour 30 minutes, where they were right loyally received, and a sumptuous tea partaken of. Subsequently, a run was arranged into Morgan a distance of 25 miles, which was covered in 40 minutes on a lovely road, arriving at their destination at 5.30, putting up at Mrs Lambert's. About one of the first gentlemen met was Captain Oliver, who escorted the party over the Gem (Paddle Steamer), and later a dance was attended, whilst at the hotel music, mirth and song helped to pass the time pleasantly.

Sunday morning was passed in inspecting the river, and other places of note, at the same time the party were waiting for the cars, which it was arranged should come from Koomooloo on Sunday morning and join the party at Morgan. At about 11.30 they arrived, doing the distance of 40 miles over a very rough road. Mr L. Gebhardt got off the track and had to traverse through the scrub for 11 or 12 miles, during which time his tyres received two punctures, but eventually arrived at Morgan. Late in the afternoon the car company returned to Koomooloo via Florieton—a better road, and the Cycles cut out the pace for the Gums, arriving there at 5 o'clock. Again, the hospitable Mr Tom Pearse was found as fresh and as willing as ever to receive and entertain the excursionists, and after a real good tea, the evening was spent most pleasantly, though the elements outside was as rough as could be.

On Monday morning a start was made for home. Mr Harold Pearse was deputed to put the company out on to the stock road, which was a belter route to travel to that place we love so well — “Home, sweet home.” A dust storm sprung up, and before a mile had been, covered the whole company became disbanded, and the riders could not see their hands in front of them, but they could hear the “clack, clack,” of the machines in front of them, at the rear, to the left and to right, yet two could not meet to solace each other. Each rider was afraid he would run into or through one of the company, so had to gear down to a very slow pace, but the wind was so strong, and the flying bricks so hard, that it was the best plan to get off and shove. This against the storm was no easy task. Eventually a fence was met, and travelled along until a gate was found. Very little time was lost in getting out, with the hope of getting out of the storm also, leaving it to romp alone over the plains. The laughable part of the incident was that Mr Harold Pearse, who went out as escort, was lost soon after leaving the homestead, and was never seen again, but by wireless telegraphy it is stated that he arrived home somehow, with such a heavy load of dust on him that his father wished to know where he was going to deposit it. One rider, who knew the country well, got through the storm, and arrived in Burra at about 12 o'clock, and later another arrived. A rider from Mintaro tore a hole in his petrol tank, and called on mother earth to save him. Jack Richards played shop with mud and water and after making a pie flopped it on to the hole, and kept it there with the aid of two or three handkerchiefs. The Mintaro rider again started on his journey and made good progress until he arrived at a heavy hailstorm that was encountered at Ford's slaughterhouse. He decided to give motoring best, and leaving the machine there struck a bee-line for the station on shank's pony, and caught the train for home. During most of the time one of the two three-quarter machines was assisting the smaller one, but against great odds, decided to leave it and the rider after advising the latter to make for the nearest farmhouse and there await the arrival of a cart to fetch him to Burra. Two riders, who had gone on ahead, became alarmed at the absence of the organiser, and after ascending a hill, and getting fairly wet, decided to go back and look for him, one of them remarking that “If we are mates, we must be mates at the proper time.” They had only ridden a couple of miles when they saw their leader, who, funny to relate, was behind at this period, coming along at a great rate, and, as he passed them he said something that sounded like “the ghost is after me.” This, of course, gave the weary riders a bit of a scare;

1906 Record Newspaper cont.

they turned off petrol, and retraced their wheel marks homeward, but alas, in the meantime rain had fallen, and they found it almost impossible to ascend the hill they had not long before run down.

Here was a pretty pickle, and if the ghost was after Jack, it would certainly have overtaken the stranded party. Richards went back to assist his comrades, but the wind and hail prevented him from doing much good. Eventually the top of the hill was reached — never mind how — and one of the riders who is fond of harmony, placed his jigger on the stand and very religiously started to put on his overcoat, just as an extra puff of wind came and over went the machine, breaking off the pedal on the wheel side, and causing a new selection to be composed, the words of which are unfit for publication. By this time one of the riders who might have welded the broken pedal together had he carried a blacksmith's outfit with him, had gone on an errand for the trap mentioned above. The leader took chase and caught him not far from Siep James's; from this gentleman a cart was borrowed. During one of these runs a pair of pants that had waltzed around the Morgan ball room on the Saturday night was lost from the machine, and this caused another trouble, but they were found again. When the cart returned to pick up the 'plane' man he was found to be missing. Hunger made him forget all his troubles, and make for a house that was in sight some five miles distant. He arrived there, and procured a handful of German sausages, which he smiled upon with joy and satisfaction. He then returned to meet the cart, and with the driver shared the sausages, at the same time remembering another of the party, who must be darned cold and hungry by this time.

They arrived at Midwinter's old pub, but as Middy was not there, they could not get a drink, still from the appearance of the nasal organs it was plain that midwinter was on 'em. They dismounted, and took shelter against the dilapidated wall, wondering where their friend had got to. They decided eventually to set out to look for him, and espying a farm house in the distance came to the conclusion that he had gone in quest of tucker. At this moment they noticed smoke from the back of the premises, and lo and behold there was perfect "harmony" huddled up against a fire that was capable of grilling the greatest sinner on earth, had he been placed upon it. He had previously hailed a teamster and extracted from his tucker-box some roley pole, and was munching it as contentedly as if he were basking under the sunlight on Victoria park lawn. They mingled their voices, together in the greatest jubilation, and then each was entrusted to devise a scheme the best way to get home. It was agreed that the pedal less machine should be placed in the cart, which was drawn by a moderately sized gee-gee, with the rider of the cycle, and the one who had procured the vehicle should ride the motor home. He got as far as Ford's slaughterhouse when he run short of petrol, and had to camp there until the arrival of the ambulance. In the meantime, he noticed that another cycle was in the vicinity, but without a rider he found out later that the machine belonged to the Mintaro man. By-and-bye, the ambulance arrived, and when the driver saw the 'iron welder' sitting alongside the road he commenced to make room for another patient or disorganised bike. Here the trouble was ended. The cart was sent back to James's, and after pushing the disabled cycles to the top of Baldina Hill a smart run home was made without the aid of electricity or manual force, and tales of the excursion have been wafted in the breeze ever since.

About 25 miles out one of the motor cars stopped, "never to go again," the driver thought, so he urged his companions to get out and shove, this they did for about 400 yards, yet the driver yelled to the top of his voice, so as to be heard at Koomooloo, "shove, you fellows, shove," but any additional effort to move the bloomin' car would have meant death. Another incident that was carried out as cool as a cucumber was when a driver lost his cap, and requisitioned his comrade to get it; off his mate went, and after chasing that cap for about a mile and a half, the car had to actually go back for both man and cap, for the pursuer had become exhausted. Still another! One of the cars took seriously ill at one period of the journey, and fearing something had happened to the owner a motor bike was sent out to investigate, The driver of the car was found lying on his back, under the car, but not hurt he was trying to discover the reason why the car would not go. The explorer of the party did some more back work, and later both motor car and bike waltzed into Morgan very nicely.

Though all this happened there is not one rider who would not start out again tomorrow if another party was organised. The best of all was that while falls were recorded, and an overdose of German sausages reported, there was no serious accident to mar the outing. Now that all is over, many evenings are spent at the fireside by those who are married telling their children of their thrilling adventures, while those who have not yet entered the united states tell to those near and dear to them of how they won the great battle.

THE EVOLUTION OF ELECTRIC VEHICLES - Part 1

In the late 1800's the development of "Horseless Carriages" demanded a source of power to replace the horse. There were three options at that time, the steam-engine, electric-motor and the new-fangled internal combustion engine (I.C.E.), all were tried. The steam-engine and D.C. electric-motor were proven technologies while the I.C.E. was still in the development stage.

Steam-engines were widely used in locomotives, factories and to power agricultural equipment, it was the most powerful engine available in those days but there were drawbacks. It took considerable time to build up a head of steam (you couldn't just get in and drive away), you needed to carry water as well as fuel to burn and the fire-box required regular cleaning.



Electrobat Taxi's - Manhattan 39th Street 1898

Photo courtesy New York Tribune

Many people consider Electric Vehicles as new technology, in reality they were in the mix right from the start, in fact the March 2025 issue of National Geographic magazine reports that from the late 19th century into the early 20th century, the "Electric Vehicle Company" (EVC) was the largest automotive manufacturer in the U.S.A..

The EVC manufactured electrically powered "Electrobat Taxi's", a fleet of 12 Electrobat Taxi's was launched to serve New York in 1897, the number increased to more than a hundred by 1899 and the service expanded to serve

other major American cities. The "Electrobat Taxi's" could reach a top speed of 20 mph (almost double the New York Speed Limit at the time) and had a range of 25 miles on a single charge of its Lead-Acid Batteries.

An ingenious Battery swapping system was implemented to keep the Taxi's in continuous operation - the depleted 1,250 Pound Lead-Acid Battery could be removed and replaced with a fully charged one in only 3 minutes.

Financial problems and a devastating fire which destroyed a significant portion of the fleet led to the demise of the Electric Vehicle Company in 1907. That same year a local businessman imported 65 petrol powered Taxi's from France - the EV's days were numbered - within a year the petrol fleet had expanded to 700 vehicles and the internal combustion engine became the first choice of vehicle propulsion for around a century. In 2022, 25 all-electric Taxi's began operating in New York once again, the car of the future, dormant for around 100 years, had arrived again.

Those early D.C. electric-motors were much more efficient than steam or I.C.E engines, they were simpler (only one moving part) but incorporated Carbon Brushes and Commutators which were subject to wear and required regular maintenance.

Battery technology was in its infancy and storing enough electricity to power a vehicle for a reasonable distance at a reasonable speed was not readily achievable at that time. Speed-control of D.C. motors was achieved by adding resistors which wasted power in the form of heat. Early batteries were also dangerous, containing corrosive chemicals housed in glass or glazed earthenware jars.

(Cont. on Page 17)

THE EVOLUTION OF ELECTRIC VEHICLES - Cont.



An early Electric Car by Nikola Tesla

Industrial electric-vehicles using lead-acid batteries were used in factories and warehouses from the 1940's. These electric-vehicles - forklifts, pallet-trucks, towing tractors didn't have to be quick and were safe to use in confined spaces because they didn't spew out noxious exhaust fumes. They did however emit unpleasant, inflammable gasses when on charge so the charging stations needed to be well ventilated and fire resistant (charging usually took place at night after workers had gone home).

It wasn't until around the turn of the next Century (2000's) that technology was developed that made the manufacture of practical electric-powered vehicles possible (at a premium price). The development of very compact semi-conductors and new Lithium-Iron Batteries ushered in a new era of electric-vehicle construction.

The use of semi-conductors allowed the development of high-voltage, solid-state, speed controllers which do not waste power and high-voltage D.C. motors without brushes and commutators, which require little maintenance. The high capacity, high-voltage, Lithium-Iron Batteries can provide both good performance and range (at considerable cost).

Today a wide range of Electric Passenger Vehicles (E.V.) are available which can equal or even exceed the performance of an I.C.E. vehicle but generally with a much greater price and limited distance (range). Batteries are very heavy so generally more expensive higher load rated tyres are needed on an E.V..

Lithium Iron Batteries are very expensive, with a limited life expectancy (around ten years) I imagine that the residual value of a ten year old E.V. with its original battery would be very low indeed.



Tesla Model 3 Mid Sized Sedan

I think they look a little odd without a front Grille!

Some time ago, I did hear of a case on talk-back radio where the disgruntled environmentalist owner of an early Prius E.V. was lamenting the fact that his aging vehicle would only get around 25 km on a full charge. The waiting list for a new Battery was quoted as eighteen months and many thousands of dollars.

More recently (mid 2025) local news media have carried reports that independent bodies have tested several different makes of EV's and discovered that the actual practical driving range of all of them was significantly lower than that claimed by the manufacturers. There have also been media reports of very low resale value of older EV's and some dealers refusing to accept them as trade-ins.

To be continued

Brian Bennett

The Holway Sports Racer - Brief History and Search for this Historic Racer

I am hoping someone might be able to help track down this car, the Holway Sports Racer.

My grandfather, Jack Waye, built the car in the late 1950s in his garage in Mitcham, South Australia.

After he died in the late 1960s the Holden Grey motor with Repco High Power head was removed, apparently to put in a speed boat.

Ian Morgan, who had raced the Holway for Jack due to Jack's ill-health, took the car some time during the 1970s, painted it yellow and installed a Holden Red motor in it. Ian died about 20 years ago and that's where the trail goes cool. My family has been told that Ian's son, David, may have taken the Holway (HOLden + WAYe) when Ian died, but we are not sure. We've asked several people involved in the South Australian racing scene about the Holway's whereabouts but have turned up blanks.

Any information anyone has about its whereabouts or its history, or any pictures, would be very gratefully received.



Left; The Holway during construction with Jack's daughter, Leonie. This photo is taken outside the Waye house at 64 Hill Street, Mitcham, South Australia. Note there are no lights fitted.



Right; The Holway completed. It's believed the stripe was red to match the wheels, but it's hard to tell in the only known colour photo of the car in its original guise.

Leonie used to drive the Holway to Murray Bridge by herself on Saturdays while Jack played tennis!

More History from Rhys Constable

I worked with Ian Morgan from the mid 60s on at Freeman Motors Woodville. He was in possession of the vehicle back then and we would work on it after hours at his workshop in Woodville. It originally had a side plate Holden motor with a Repco cross flow head I believe and a Jag gearbox with overdrive, the O/D was later removed. It had an early Holden rear axle centre that was converted to independent axle. It ran FJ style wheels all round. The Holway was painted Yellow in the late 70's or early 80's, by a Spray shop in Woodville. We hand made the inlet manifold to suit triple SU carbys, we then made another set for my FC Holden with a 186 fitted. Ian and I drove the car to Terrowie one Saturday and created a storm with the local hoons in a Torana XU1 who raced us back to the next town, pub. I have no idea where the car is now, but do wish it was in my shed, such history.



Above; Ian Morgan and Margaret "Billie" Waye (Jack Waye's widow) before a Run to the Eagle during an Adelaide Grand Prix in the early 1990s. By this time the Holden Grey motor with Repco High Power head had been replaced with a Holden Red motor, necessitating the exhaust to be redirected down the near side.

If anyone has any information contact Joshua Warren <plotgardens@gmail.com>



Price Tractor Pull, Engine & Vehicle Display 2nd-3rd August 2025

Three years ago our club attended the inaugural Tractor Pull, Engine and Vehicle display, this year Jenny & I decided to attend disappointingly we had to leave the BSA at home. We headed up on Sunday stopping at Pt. Wakefield on the way, parking was easy close to the entrance.

A gold coin got us through the gate, first display was an old Fordson Tractor covered in flowers and plants that were all for sale, a novel way to display their plants. Engine display area had a mix of hot air engines to marine motors and neat IHC Titan 10-20, Titans were built from 1915 to 1921. My pick was a Simplex Marine engine fitted with a 1950 Ronaldson Tippet type N cylinder and head, a neat looking bitza have seen a couple of these conversions curious if it would perform as good as the original Simplex. Vehicles displayed took up about a 1/3rd of the oval notable was a 1935 British Bedford, Land Cruiser utes, Vauxhall Viva, early Holdens & Fords a lovely SAAB and a brace of XU1 Torana's. Tractor Pull was interesting helped with a electronic score board that let spectators know what hp class was competing, tractors and their previous pull distances.

As well as all the usual food venders in the Hall you could buy a plate of sandwiches with four cakes and a mug of tea or coffee for just \$5.00, great value. Children were not left out a sand pit with diggers, a full size Tonka truck, farm animal area even a tractor pull and much more.

Excellent well organized event

John & Jenny



Simplex Marine engine



International Titan 10-20



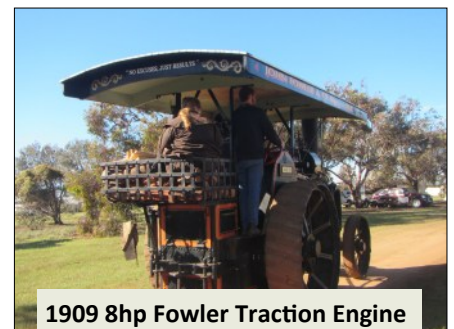
1935 Bedford WLG Lorry



SAAB 900



Holden XU1 Torana



1909 8hp Fowler Traction Engine



Chamberlain pulling Sled on course
Moonta Tram passing Chamberlain



Jenny cranking a sectioned engine



Children's Farm Yard pen

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Price Tractor Pull area



Kids Tractor Pull

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In addition to the member name tags the club provides each member to wear Professional badges can also be purchased.

They are ideal when attending multi car club events.

Individual Name Badges can be ordered through the Treasurer.

Cost is \$10.00 for a badge with a pin or with a magnet.

Correct money for the Treasurer would be appreciated



General meetings: **8 pm, 3rd Friday (excl. December)**
 Combined Car Clubs Room, Clark Ave., Glandore.

Membership Fees: **Joining Fee \$10. Annual \$50 (half fee for new applicants after 1st January).**
Subscription renewal: **Due 1st July, if unpaid, lapses 31st July.**
Vehicle Eligibility: **All cars, commercials and motorcycles of historic interest or other vehicles as approved by the committee.**
Advertising: **For Sale and Wanted adverts appear free for a maximum of 3 months.**

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