

THE MOTOMETER

March
2026



FRIENDS
OF
VINTAGE
MOTORING INC



“The Voice of Friends of Vintage Motoring”
**“Timeless Stories, Technical Wisdom,
and Club News”**

Committee Members

President - Adam Jones

Secretary - Maxine Martin

Treasurer - Bob Yates

Public Officer - Ian Russell

Inaugural Committee Members

Mik & Marg Bojko

Gary Warren

Dale & Kay La Vars

Trevor Martin

Kelly Russell

Rosa Yates

Registrars

Bob Yates - 0448 865 967

Adam Jones - 0430 118 446

Mik Bojko - 0438 814 810

Friends of Vintage Motoring email address

friendsofvintagemotoring@outlook.com

WELCOME

Nigel & Georgina Wooster

Hany Soliman

Giles & Karen Kirby

David & Christine Kimber

Adrian Hiller

Welcome to this exciting new chapter in Vintage/Veteran Motoring

Ladies' Night Out

A group of the club's ladies, sharing a common interest in history and mystery, decided to organise what was shaping up to be a fabulous evening at the Fringe. This was not an official club run — just a few ladies wanting a night out together. Tickets for the West Terrace Cemetery tour were secured weeks in advance, and dinner was cleverly booked at the hotel across the road, with the men generously allowed to join us for the meal.

Excitement levels were high... until the day before, when the dreaded email arrived. **“Due to inclement weather, the tour had been postponed”**. Bugger!

Disappointed? Absolutely. Defeated? Never.

In true determined fashion, we decided that if we couldn't wander among the dearly departed, we could at least enjoy a good meal together. And wouldn't you know it — the evening turned out to be beautiful, with not a cloud in the sky. Typical!

Dinner was thoroughly enjoyed, the chatter flowed freely (as it does when you put a group of club members together), and eventually we all drifted off home.

The unanimous verdict? Ladies' Night should become a permanent fixture on the club calendar going forward... (something the committee can consider)

...sorry, gentlemen — applications to attend will be considered, but no promises



Payment Notification Reminder

When making any payment into the Club's account - whether for membership, memorabilia, or club runs - please email :

friendsofvintagemotoring@outlook.com

clearly stating:

Who the payment is from
What the payment is for

This helps us correctly allocate and track all payments.
Thankyou

Friends of Vintage Motoring
Beyond Bank Australia
BSB: 325185
Account Number: 04162535

Penfield Park

Woomera Ave, Edinburgh

Sunday 29th March 2026



RIDE THE TRAINS

Meet 10.45am

Officeworks carpark - Parafield

Entry fee, including unlimited train rides

\$10.00 per person

children under 3 free

BYO Picnic lunch or canteen facilities available

club cars will be displayed inside the grounds

RSVP - kiar@bigpond.com

to receive the discounted entry fee you will need to pre pay to the clubs account no later than 17th March

PLEASE NOTE THAT COVERED SHOES MUST BE WORN

Early in 1911 the South Australian Fire Brigade Board purchased a brand new Italian SCAT motor vehicle to build a motor hose carrier. As was usual at the time, the SCAT cars were purchased in chassis form and a body fitted after purchase. This appliance was to be assigned to the North Adelaide Station to replace the horse drawn vehicles. SCAT, like FIAT is an acronym, standing for Societa Ceirano Automobili Torino. The Ceirano brothers were very active in the early manufacture of automobiles in Italy, and Turin in particular. The rights to their first car, the Welleys, was sold to Giovanni Agnelli. This became the prototype for the first FIAT cars. Prior to the First World War, SCAT cars had gained themselves a reputation for being fast, reliable and luxurious. They were keen motorsport participants, winning the Targa Florio race in 1911, 1912 and 1914.

Superintendent Rickwood of the South Australian Fire Brigade Board was at this time moving forward with his plan to modernize the fire service and replace horse drawn appliances with motorized vehicles.

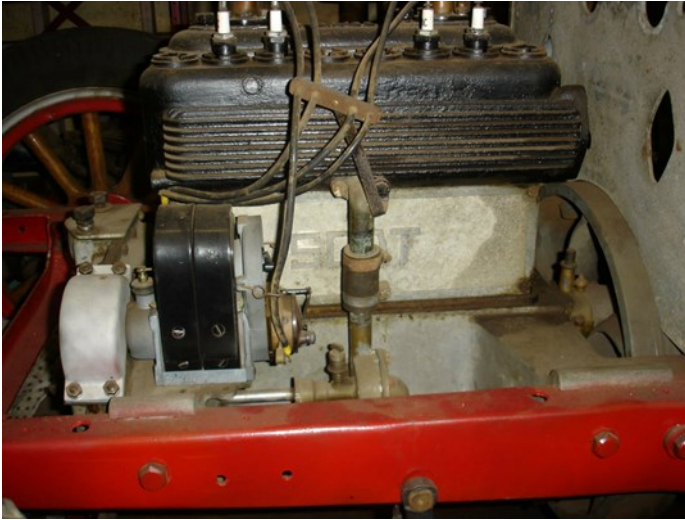
The reasons that Rickwood chose a SCAT for the new appliance included the fact that although Cadillac is credited with the worlds first electric self starter in 1912, SCAT were

using a compressed air self starter by 1910 This system was also able to run an automatic jack system and to pump up tyres in the event of a puncture. The car also featured “detachable portable wheels which can be adjusted in a few seconds” according to period advertising literature. Adelaide’s SCAT dealer was Murray Auger who had his showroom only a short walk from the Fire Brigade’s head station



The Blanchard family have had a 1910 (or early 1911) SCAT 15HP project in their family for more than 50 years and have never been able to locate any significant information about the history of the car, as it had sat neglected for many years prior to being rescued. Ron Blanchard took the car his father had acquired to Darwin in the early 1990s and began work on restoring the mechanicals.

For the majority of this period it was stored in the 1934 Qantas Hanger, which is part Museum, part men's shed. It recently became necessary to remove it from the hangar due to space being at a premium, so Martin Blanchard, his son Christopher and parents, Ivan and Joan, all headed to Darwin to pack it into a container and ship it back to Adelaide with the hope of building a brass era speedster. Everything was packed up and shipped out just days ahead of Cyclone Fina. Recent attempts to use the internet to research the car found some significant issues with identification.



It was clear the vehicle was 1910 or early 1911 15HP model, the monoblock engine, and a small rectangular firewall were the main diagnostic features. The monoblock engine was seen as a step forward from the previous multi-block engines that were regularly produced in early veteran cars. Instead of having cylinders cast in separate blocks of one or two cylinders, the 15HP had one single casting which incorporated the engine block, head, and both inlet and exhaust manifolds in one casting. The engine

also features a separate water pump and internal oil pump. One of the first tasks that had been undertaken in the 1970s upon procuring the vehicle was to strip the motor down and check its condition. A few cracks in the block were discovered so it was sent to the long gone Auto Welders, in Pym Street, Dudley Park. They uncovered the fact that it had been harshly treated at some stage. It was a mass of cracks that, they advised, could not be safely welded.

A second 15hp SCAT motor was located on a farm at Prospect Hill, south of Adelaide. When it was stripped down, it was found that the new block fitted exactly onto the existing sump – jig drilled. This was indeed unexpected uniformity in a car dating from this period.

The only way to access the internals of the engine was through the removable sump. This feature makes the 15HP model easily identifiable compared to the other SCAT models of this era. The SCAT vehicles also had a completely separate "island" 4 speed gearbox which required shafts at both the front and rear. Initially only three 15HP SCATs were found in the registration database in SA with the first being September 1913, another in



December 1913 and the last in March 1914. Research into all three was undertaken with limited success. The second car was owned by Dalgetty & Co of Grenfell Street and contemporary newspaper reports suggest this car, unlike the surviving vehicle, featured

Sankey metal wheels, and the third car was privately owned and may have ended up on a farm at Prospect Hill. It should be noted that at least two more 15HP SCATs have been located in SA, but by the time we discovered this we had pretty much identified the car. The vehicle registered first was owned by the Fire Board, and it was initially believed their SCAT was a luxury car for the use of someone in upper management, possibly Superintendent Rickwood himself. This belief was turned on its head when the meeting report outlining the purchase and use was uncovered and the SCAT was quite definitely a built as a hose carrier. The second big revelation came when it was discovered that the SA Fire Brigade had never previously had to register motor vehicles and there were three existing vehicles registered at the same time on 1st September 1913, including the SCAT and the 1909 Merryweather Fire Engine that is currently preserved at the National Motor Museum. A few more SCATs have since been found in the registration database, but unless we find something that disproves our current theory I have not really followed this too much further.

This delay answered some of the questions that had kept resurfacing and it also directly explained some odd features on the vehicle itself. There had never previously been a satisfactory answer as to why the car was obviously 1910 and there were no registration records until the end of 1913. The firewall was also an oddity, with early shape but no evidence of the wooden windscreen frame fitted to all other known surviving cars. It had instead a substantial brass edging to the rough cast aluminium firewall which, when a period photograph was discovered in the State Library collection, could be seen clearly on the fire appliance. A second photograph surfaced showing two huge lights mounted to the firewall directly in front of the driver and passenger rather than in front of the radiator. The lights themselves are still with the car. It is quite obvious on the car where these rivets were drilled out to mount the lights.

No bodywork was received with the vehicle which had always been considered unfortunate and a little odd, but not something critical. The bodywork of the Fire Brigade's SCAT that had been made by the firemen of the Head Station in Wakefield Street and may well have been dismantled to salvage anything that could potentially have been used again.

Coupled with the unusual arrangement of the firewall, the fact the chassis and the wheels were painted red is suggestive this is the former fire appliance.

Information has not been easy to find, but with the assistance of the MFS we believe we have pretty much confirmed this is old fire appliance.



There are only a handful of photos, two outside the Wakefield Street Fire Station in May 1911 (possibly around the time of it entering service) and one of the SCAT following the Merryweather down Wakefield Street early in 1913, one of an accident in 1933. The registration number was reissued to a privately owned Ford Model T in 1919, so we initially believed it had been decommissioned before then, but a recent discovery is the photo from the Pageant of Progress, which was a parade to celebrate 100 years of South Australia. The SCAT was mentioned by name as being in this parade and the MFS are currently trying to locate the State Government's film of the event.

The famed SCAT air start system operated at an incredibly high 400psi, and according to owners of restored SCATs causes extreme and continual shaking of the whole vehicle. These systems were never particularly reliable and it is reasonable to assume that it would have been removed. Certainly the Blanchard's car has had this removed and a rather crude aluminium blanking plate installed in its place. We have now documented a number of changes to the equipment fitted, and we have managed to tie most of this back to mounting points on the car itself.

A number of people from different organisations have been assisting in trying to locate information. We have now located about 50 new articles which either mention or hint at the hose carrier having been at various events, mainly fires in the City or North Adelaide. Books covering the history of the South Australian Fire Brigade, and the history of motorized fire appliances in Australia do not even mention the existence of the SCAT, other than a quote from the incoming Chief Officer JJ Whyte in 1936, "the chassis of the engines at North Adelaide and Gawler are of the same type as some entrants in the annual veteran car parade" It is believed there are less than 10 surviving 15HP examples worldwide. Something with this much history needs to be restored to its former glory, and any information that might help is still being sought as preparations begin to restore this vehicle.



This story was submitted by Martin Blanchard

The Cedars

Home of Hans Heysen

Sunday 12th April 2026



HEYSEN THE CEDARS

Meet Gillies Plains RSL

cnr. Ways Road and Bennett Ave Manningham

08.45am

**\$20.00 per head payable to the clubs bank account when
confirming your participation**

**at the conclusion of the tour we will enjoy lunch at
Auchendarroch house**

RSVP Adam adam.jones6@bigpond.com

GAWLER TO SPRINGTON VINTAGE AND VETERAN RUN

SUNDAY 15TH MARCH 2026

The weather was perfect for a lovely country outing with the Gawler Vintage and Veteran Car Club. I had a couple of passengers with me — Trevor Norley and another friend, also named Trevor. We left home around 7:30ish and drove over to meet Ian and Kelly so we could travel to Gawler together.

We were incredibly lucky with the traffic lights and only had to stop once between home and Gawler. When we arrived, the BBQ was already cooking bacon and egg rolls for those who wanted to purchase breakfast.

While at Gawler we also met up with Sam Kimber and her dad David Kimber (David has just recently joined our club ...welcome aboard) in their 1919 Model T Ford Buckboard. Vehicles gradually started rolling in, although numbers were noticeably down on previous years, with only about 42 cars and motorcycles in attendance.



At around 9:15 am the officials called everyone together for a briefing on the day's run, and before long we were back in our cars heading towards Lyndoch. The route was different this year, which was a very welcome change, and it meant very little traffic along the way.

Our morning tea stop was at the Lyndoch Village Green, where the selection was amazing — a huge variety of cakes and biscuits, along with tea and coffee.



Just after 11:00 am we were back on the road, heading to our final destination for the day, Springton Oval. It was another enjoyable drive and we arrived around 11:45 am. Our small group set up under the shade of some trees and spent a while sitting and chatting.

Included in the entry fee was lunch — a sausage in bread and a can of soft drink — all for only \$15 per person, which I think is excellent value.



Later in the afternoon the officials presented the awards, with members David and Sam Kimber lucky enough to take home a trophy. Well done to David and Sam!

At around 2:30 pm we decided it was time to head for home. I took the lead, with Ian and Kelly following behind. The trip home was smooth and took about an hour and a half, with my Model T running like an absolute dream.

For anyone who hasn't entered this event before, I would highly recommend it. At only \$15 per person it's a very enjoyable day out and an easy country drive in your vintage car.

Adam Jones



ANNUAL GENERAL MEETING

SUNDAY 31ST MAY

11.30am

FOLLOWING THE MEETING BBQ LUNCH

**GLANDORE COMMUNITY CENTRE
CLARK AVE, GLANDORE**



GREAT NEWS!

Friends of Vintage Motoring is now a **recognised club through DPTI**.

This means we are now authorised to **issue MR334 forms and Logbooks** 🍷

What do you need to do to transfer your vehicle to Friends of Vintage Motoring?

Prior to 30 June 2026, you must complete the following steps:

1. **Have your current logbook cancelled**

This must be done by a registrar of the club you are currently a member of. If you are a member of the *Model T Ford Club*, Bob is a registrar of that club and can cancel your logbook for you.

If you are a member of another recognised club you must go to a registrar of that club to have your logbook cancelled

2. **Have a new MR334 form completed**

This will be completed by one of our Friends of Vintage Motoring registrars. Our recognised registrars are Bob, Mik, and Adam.

3. **Complete a MR1 form**

Available from one of our three registrars

4. **Lodge the MR334 form along with the MR1 Form**

Take the completed MR334 along with your MR1 forms to your local Registrar of Motor Vehicles.

5. **Purchase a new logbook \$5.00**

Buy a new logbook from one of the Friends of Vintage Motoring registrars.

Important Note

You **must be a financial member of Friends of Vintage Motoring** before a new MR334 form and logbook can be issued.

Membership Fees for 2025/26 are \$15.00

Membership Fees for 2026/27 are \$25.00 (due 30th June 2026)

If you have any questions or need assistance, please speak with either myself or one of our registrars - we're happy to help.



FAMILY BREAKFAST RUN



Sunday 3rd. May

Meet Officeworks Carpark—Parafield

8.00am

Mystery Run to Breakfast Location

RSVP—trevmax1@bigpond.net.au



FRIENDS OF VINTAGE MOTORING INC.

REGISTRATION DAY

31st May 2026

CCC Clubrooms
10.30 AM - 14.30 PM



Apply for New Membership /
Renew Existing

• membership form available

Receive or Renew Your
Club Log Book

BBQ Lunch
included

Make payment -
cash accepted



Event Details & Payment

Venue: Glandore Community Centre, Clarke Ave, Glandore

Time: 10.30 - 14.30

Fees payable in advance or on the day to: Friends of Vintage Motoring,
Beyond Bank Australia

BSB: 325185, Account Number: 04162535. Ref: [Your Name]

FOR FULL DETAILS AND ALL FORMS:



friendsofvintagemotoring@outlook.com



0400 660 654

Whether your 'Easter hunt' is for chocolate eggs, vintage parts in the back of the shed, or just a few quiet moments with your loved ones, we hope your Easter weekend is absolutely perfect.

We can't wait to see you and your cars at the next club meet - until then - safe travels



Upcoming Events

Friends of Vintage Motoring

**Sunday
29th
March**

Penfield Trains
Organisers: Ian & Kelly Russell
kiar@bigpond.com

**Sunday
12th
April**

Presidents Run - Adam Jones
The Cedars - Hahndorf
adam.jones6@bigpond.com

**Sunday
3rd
May**

Breakfast Run
Organisers: Maxine & Trevor Martin
trevmax1@bigpond.net.au

**Sunday
31st
May**

**Registration Day
&
AGM**

**Saturday
13th
June**

1st Birthday Dinner
Organisers: The Committee
friendsofvintagemotoring@outlook.com

SWAP MEETS & CAR SHOWS

Sunday 22nd March - All Ford Day

Sunday 19th April—GM Day

Sunday 3rd May - Old Crocks Run Wigley Reserve Glenelg

Sunday 14th June—Sedan Swap Meet

**FIND TREASURES YOU NEVER
KNEW YOU NEEDED!**



**Club Polo Shirts & Caps are now
available**

Polo shirts - \$35.00, Caps \$20.00

email Maxine to place your order

friendsofvintagemotoring@outlook.com

