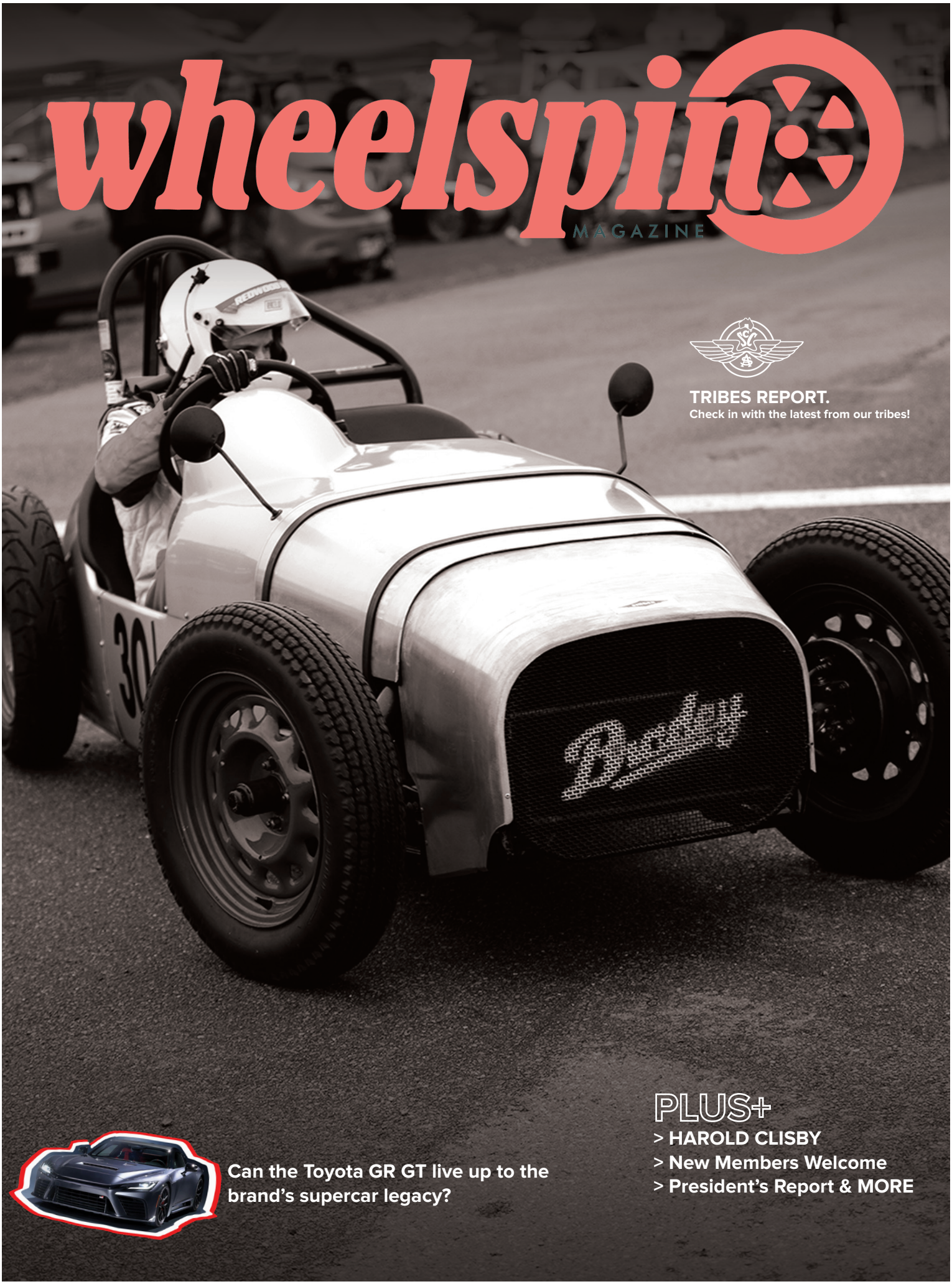
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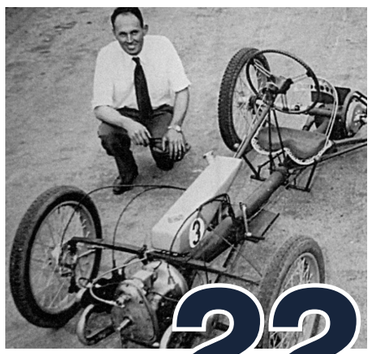
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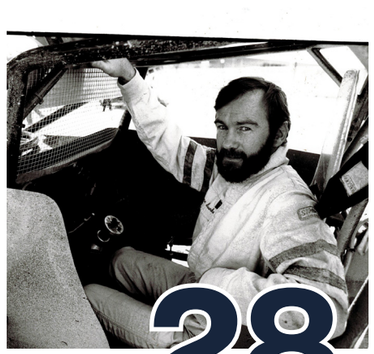
8	**THE PRESIDENT'S REPORT**	Hear from Chris on all things club related!
10	**NEW MEMBERS WELCOME**	Meet our new club members!
11	**CLUB MANGER REPORT**	Hear from our man Ziggy
12	**MOTORSPORT EVENTS**	See whats on the horizon
16	**TRIBE CHECK IN**	Catch up on the latest from our tribes!
44	**CLUB MARKETPLACE**	Grab a bargain!
54	**BACKWORDS**	The background to car badges. By Paul Murrell

DON'T MISS...

22	**HAROLD CLISBY**	A man of many parts. Part 1.
28	**PEOPLE IN MOTION**	Stuart Innes
32	**TOYOTA GR GT REVIEW**	Can this new offering live up to past Toyota legends?
36	**ALVIS CARS IN AUSTRALIA**	Learn about this infamous brand.


8


22


28


32



36


54


DRIVEN BY HERITAGE
DRIVEN BY CULTURE
DRIVEN BY PASSION
DRIVEN BY ENTHUSIASTS
DRIVEN BY YOU
21
SPORTING CAR CLUB SA



THE PRESIDENT'S REPORT

Welcome the October edition of Wheelspin.

Well, I hope you were all able to either participate in, or attend, one or all of the activities of the 2026 Vintage Grand Prix Carnival.
This was a hugely successful series of events, commencing with a public viewing at Victa Cinema of historic film footage taken in period at SCCSA organised road circuit events on Friday night, 25th September, followed by the Brickyard Road Sprint at Port Elliot on Saturday, 26th September, then a commemoration of the South Australian Centenary Grand Prix in 1936 on Sunday, 27th September, including a police escorted tour of the original GP Circuit.
The fun did not end there, with a commemoration of the Lobethal Grands Prix with a tour of that circuit and lunch at Charleston Hotel (situated on the main straight) on Wednesday, 30th September.
More fun was to be had the following weekend with a commemoration of the Nuriootpa Grands Prix on Saturday, 3rd October, again including a police escorted tour of the original GP Circuit; our annual Barossa Vintage Collingrove Hillclimb on Sunday, 4th October, with a huge crowd to see the historic cars and bikes tackle the Heritage Track; then on Monday, 5th October the Carnival concluded with a commemoration of the first FIA sanctioned F1 and F2 races in Australia at Woodside, again including a police escorted tour of the original circuit.
It was fantastic to see the extraordinary number of spectators at each of the free public events – to see historic, and modern race cars and bikes on public roads is quite something, and to be entirely parochial, only something that could be achieved here in SA. I cannot thank the SA Police Motorcycle Unit enough for their assistance in allowing the circuit tours to proceed, and proceed safely – I'm sure they had as much fun as the entrants!

The ability of this club to put on such events is unmatched, but cannot take place without a huge amount of planning, and a considerable input from our staff, and members volunteers. There were too many members involved in the planning, and at each event, to mention individually but my sincere thanks to them all.

Also I must thank our partners; the SA Government through the SA Car Club Grants Program, the Alexandrina, Victor Harbor, Barossa, and Adelaide Hills Councils, BBBFM, FleurieuFM, Lofty, Finch Restorations, Port Elliot Mitre 10, Coopers, Barossa Auto Group, BP Adelaide Grand Final and Marque Restorations – the events would not be as successful without their incredible support.

You may have seen that our Patrons, Her Excellency the Honourable Frances Adamson AC and Mr Rod Bunten have stepped down. The Governor completed her term on Tuesday 6th October, but prior to that Grant Ridgwell as Secretary, and I as President, attended their last formal function at Government House and thanked Her Excellency for her outstanding work. Over her term, Her Excellency attended a number of Club functions, including our 90th Anniversary Dinner, and Barossa Vintage Collingrove on several occasions. Her Excellency and Mr Bunton have done an extraordinary job over their time at Government House and I wish them all the very best for the future.

Finally this month I can advise of your new Management Committee for 2026 / 2027:

Vice-Presidents:
Ann Ozgo, Keith Williamson

Secretary:
Grant Ridgwell

Treasurer:
Steve Angeli

Committee Members:
Malcom Cribb, Roger Harrison, Richard Vickery and Tony Wojciak.

As President, I look forward to working with the management team, and with the support of our staff, Ziggy Cosic, Sandra Brooker and Melissa Rees, we can achieve even more over the next 12 months.

Until next month, Chris Frith



NEW MEMBERS ALERT

The Sporting Car Club of South Australia welcomes the following people as new members:

Name:	Vehicles:
Cate Lipsham	1996 Porsche 993 Targa
	1995 Caterham Super 7
	1995 Toyota Celica GT-4
	1966 Mercedes Benz 250SE Coupe
Kawindu Gunaratna	1999 Honda Civic
Bernie Stack	1975 Porsche 911
Luke Rodley	1992 Nissan Skyline R32 GTST
John Allen	1965 Chevrolet Corvette
Lauren Williams	1993 Nissan Skyline
Ross Leotta	
Christine Rowe	1954 Land Rover Utility
	1978 Toyota Panel Van
Ken Harrip	Volkswagen Golf R
Tim Green	1975 MG B
Anthony Apostolakos	1990 Mitsubishi GTO TT
Alexander Nikolic	1993 Holden VR Commodore
Joel Brandon	2000 Ford Falcon
	1999 Hyundai Excel
	1999 Hyundai Excel
James Dawson	1989 Mazda MX5
Paul Dunlop	1963 Triumph TR4
Paul Armenores	2001 Daimler Super V8
	1997 Daimler Double Six
Tim Andrews	2011 Jaguar XJL
Onray Don Paul	Mitsubishi Galant
Greg Goess	2026 Toyota GR Yaris
	2022 Audi RS6

A word from the Club Manager

October is shaping up as another busy month for the Club, following an exciting start to our Vintage Grand Prix Carnival. As I write, we've just completed the opening weekend on the Fleurieu. The weather wasn't kind, but the rain didn't stop competitors or spectators from getting involved. Saturday's Port Elliot Sprint drew a great turnout, and the drivers put on an entertaining show along Brickyard Road despite the conditions.

On Sunday, the 90th Anniversary celebration of the South Australian Centenary Grand Prix brought a huge crowd to Victor Harbor and Port Elliot. It was fantastic to see so many people lining the historic circuit and gathering at Port Elliot Oval to mark such an important milestone in South Australian motoring history. The weekend had kicked off on Friday evening, when 162 people attended a special screening at Victa Cinema, a fitting way to start the celebrations.

With the rest of the Carnival still to come as this edition goes to print, we'll save the full wrap-up, photos and stories for next month's Wheelspin.

More Motorsport Ahead
There's plenty still to look forward to. The Shannons Australian Hillclimb Masters takes place at Collingrove on 24 and 25 October. Whether you're competing or just want to enjoy another great weekend of hill climb action, we'd love to see you there.

Entries are also closing soon for Richard Blanden's Climb to the Eagle on Friday 6 November. If you plan to take part, now is the time to secure your place. Enter online at **sportingcarclub.com.au** or call the Club on **8373 4899.**

A New-Look Wheelspin
I hope you're enjoying the new-look Wheelspin, with its refreshed layout and new features. We'll keep developing the magazine over the coming editions, with the aim of offering an even broader mix of Club news, events, motoring stories and features.

It's a particularly busy period for the Club, and a great reminder of the variety of activities we now offer and the enthusiasm for motoring and motorsport across South Australia.

I hope to see many of you at one of our upcoming events.

Ziggy Cosic
Club Manager



MOTORSPORT *Events*

10th September - Sash Day

Our mid-week Sash Day was a resounding success. Entrants were treated to 11 runs on the long track.

This left many feeling exhausted but delighted with the day.

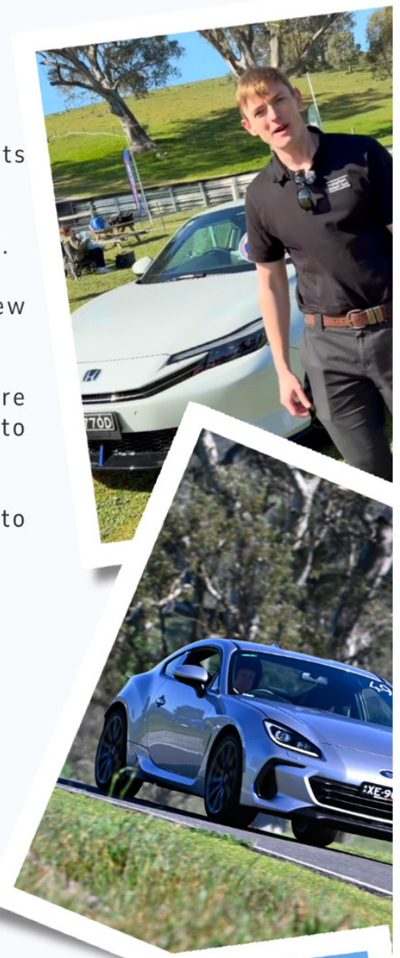
Some took the opportunity to try a new vehicle, take a new line or try something different.

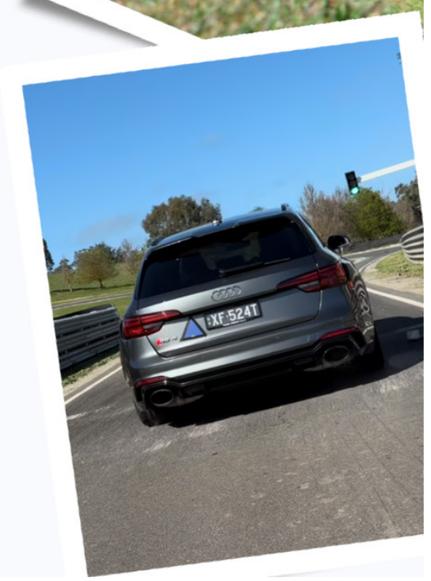
To those who came - thank you, to all the officials who were able to join us - thank you! We will definitely look to schedule some mid-week events into the 2027 calendar.

Isaac from Barossa Auto Group also attended the event to showcase the new Honda Prelude - looks fabulous!

Congratulationsalso to our Top 5 Overall:

- Angus Mitchell Toyota GR YARIS GTS 49.54
- Andrew Roberts Audi RS4 50.23
- Leigh Williams Honda Civic 51.28
- Samuel Vickery Subaru BRZ 51.83
- John Taylor Toyota GR Yaris 51.83





12th September - Come & Try

Our final dedicated Come & Try event of the 2026 Collingrove Hillclimb Season it was great to see 72 cars entered.

The weather was magnificant and the day had 7 completed runs of the long track.

There was a large number of introductory licences issued for the event and we hope that everyone had an absolute blast.

We do have a limited number of spots available for Come & Try entrants in the Collingrove Season Finale event scheduled for 22nd November.

We hope to see you there!

UPCOMING *Events*

• 4th October - Vintage Collingrove

This year's event is part of the VIntage Grand Prix Carnival offering an overall motoring experience.

The vintage hillclimb component is open to any pre-1972 vehicles. We are mid way through the Vintage Grand Prix Carnival so entries are closed but a fantastic spectator day out - join us at Collingrove.!



• 23rd - 25th October - Shannons Australian Hillclimb Masters

The Shannons Australian Hillclimb Masters will return for 2026 offering the same fabulous format as 2025.

Recognising legends of Collingrove awards for this event are across 9 categories - see the Supplementary Regulations for full details. Entiry is open to all hillclimb enthusiasts and entries will be open shortly.

Many thanks to Shannon's for their ongoing sponsorship of this event - we hope to see you there!

• 22nd November - Collingrove Season Finale

Entries will shortly be open for the final Collingrove event of the 2026 season - the Collingrove Season Finale.

This event is a stand-alone event and entry is open to all.

There are a limited number of Come & Try spots available don't book in asap.

Visit the SCCSA website for more detail.



Melissa Rees
08 8271 5689 / 0487 697 474
motorsport@sportingcarclub.com.au
www.sportingcarclub.com.au

Shannons Australian Hillclimb Masters Returns to Collingrove

Engines will be echoing through the Barossa again on Saturday 24 and Sunday 25 October, when the Shannons Australian Hillclimb Masters comes back to Collingrove Hillclimb.

For competitors, it's a chance to take on one of the country's great hill climb venues. For spectators, it's a weekend of fast, varied motorsport where you can stand remarkably close to the cars, the drivers and the action.

Collingrove has been part of South Australian motorsport for generations, and hill climbing is still one of the easiest forms of racing to follow. There are no cars disappearing for lap after lap. Each competitor has a single job: get from the bottom of the hill to the top as quickly as possible.
That simplicity makes for plenty of drama. Every car needs a different approach to the Collingrove course, and commitment, precision and fractions of a second can decide the result.

A Huge Variety of Machinery

Part of the Masters' appeal is the sheer range of cars on the entry list. Expect purpose-built hill climb and open-wheel machines, sports cars, historic vehicles, modified production cars and some seriously quick cars built purely for competition.
Between runs, the paddock is open for a closer look. You can wander through, talk to the competitors and soak up the atmosphere of a major event without a huge circuit keeping you at a distance.

Get Your Entry In

If you're thinking about competing, don't wait entries are closing soon. Whether you're chasing outright honours or a class result or simply want to run at Collingrove as part of a major hill climb weekend, this is one to put on the calendar.

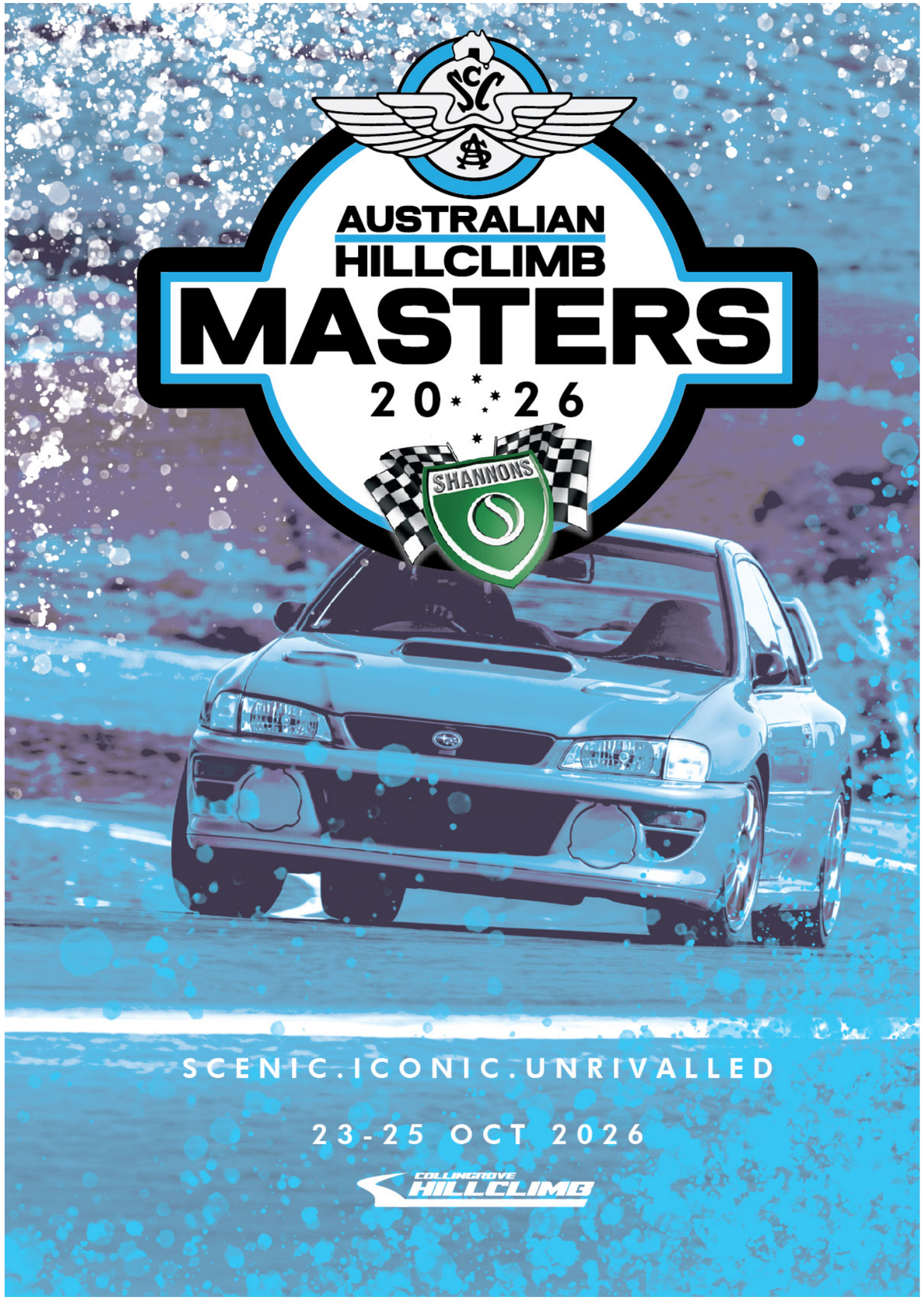
Come and Watch

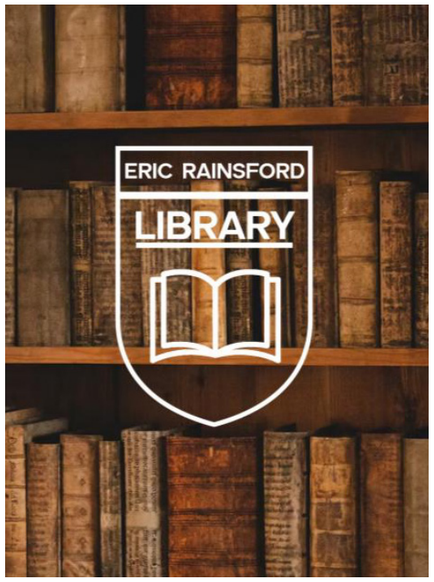
You don't need to compete to enjoy the weekend. We'd love to see Club members, families and motorsport fans make the trip to Collingrove on 24 and 25 October.
There's something special about standing beside the course as competitors launch off the start line and attack the climb one at a time. You can hear the engines, compare driving styles, and then head into the paddock to look over the machinery up close.

If you haven't been to Collingrove for a while, or you've never seen a hill climb before, this is a great weekend to come along. Bring the family, bring some friends, and enjoy another major event at the home of South Australian hill climbing.

Shannons Australian Hillclimb Masters
Saturday 24 and Sunday 25 October | Collingrove Hillclimb

Want to compete? Enter now.
Want to watch? Come to Collingrove and enjoy the action!





LIBRARY REPORT:

The Library has set up shop at Victor Harbor selling books, posters, programmes and special event merchandise resulting in sales over $600 to the club. We also set up a ‘pop-up’ shop briefly in Lobethal making sales over $300.

Moving forward, the library will set up again at the Collingrove Hillclimb and finally Woodside where we hope to return home with a light van load!

Friday 2nd October, I will be appearing on Jeremy Cordeaux’s radio show to promote the Grand Prix Carnival and the Library Christmas Fundraiser which will be selling tickets soon.
Plan for these not to be missed events!

Andrena Clisby
SCC Librarian

VV&CM REPORT:

V&V, C & M September Meeting
Our September meeting was a look into the history of Holden Dealer Team and Tom Walkinshaw racing and on stage was Ross Almond’s Torana XU1, Terry Shipard’s SV 5000 and Ian Gear’s Group 3 SS VH, thank you to the owners for taking the time to display their cars and with historic videos screened, a great night was had by all.

By Gary Dodd









MEETINGS
Hudson Cars, Vintage, Racing & Classics, Friday the 16th of October

Join us as we discover the world of those iconic motor vehicles Hudsons, from road to racing and on stage we will have a 1916 Super Six Speedster, 1950 Super Six Sedan and a 1955 Hudson Hornet, with videos and talks from their respective owners it's a meeting not to be missed.

Doors open at 6:30pm meeting starts at 7:30pm, bar open and raffle on the night.

NEWS
We are looking for a suitable garage to visit for one of our monthly events, if you have an interesting garage we would love to hear from you, please contact me directly on 0411 282 045.

EVENTS
Midweek Lunch Run Thursday 29th October

Meeting at Koster Reserve Avonmore ave Trinity Gardens at 10:30am for an 11:00am departure for our destination the Blacksmiths Inn at One Tree Hill.

Beautiful hills drive via Inglewood, Chain of Ponds and onto lunch.

Booking essential via the club website under "Tickets" or call the club on 83734899.

Gary Dodd
Chairperson
Veteran, Vintage, Classic & Modern Section



JOHN BLANDEN'S
CLIMB TO THE EAGLE

John Blanden's Climb to the Eagle Returns
There are few better ways to start a Friday morning than surrounded by great cars, fellow enthusiasts and the promise of a good drive ahead. On Friday 6 November, Richard Blanden's Climb to the Eagle is back for another day out on the road.
The event begins at Victoria Park, with cars arriving from 7.00am. That gives entrants plenty of time to settle in and gives spectators a chance to stroll through the field, get up close to the cars and soak up the atmosphere before the official departure.
At 9.00am, the field leaves Victoria Park for the traditional climb to Eagle on the Hill. From there, this year's event takes a new direction, heading north through the Adelaide Hills and on to the Barossa, finishing with lunch at the Vine Inn at Nuriootpa.
The new route gives entrants a fresh drive while keeping the traditions that have made Climb to the Eagle such a popular fixture on the Sporting Car Club calendar.

Part of the appeal is the variety of machinery. Expect historic and classic cars, sports cars, modern performance machines and a few special vehicles you don't often see on Adelaide roads. More than anything, though, the day is about enjoying the cars, the drive and the company.

Entries Close 12 October.

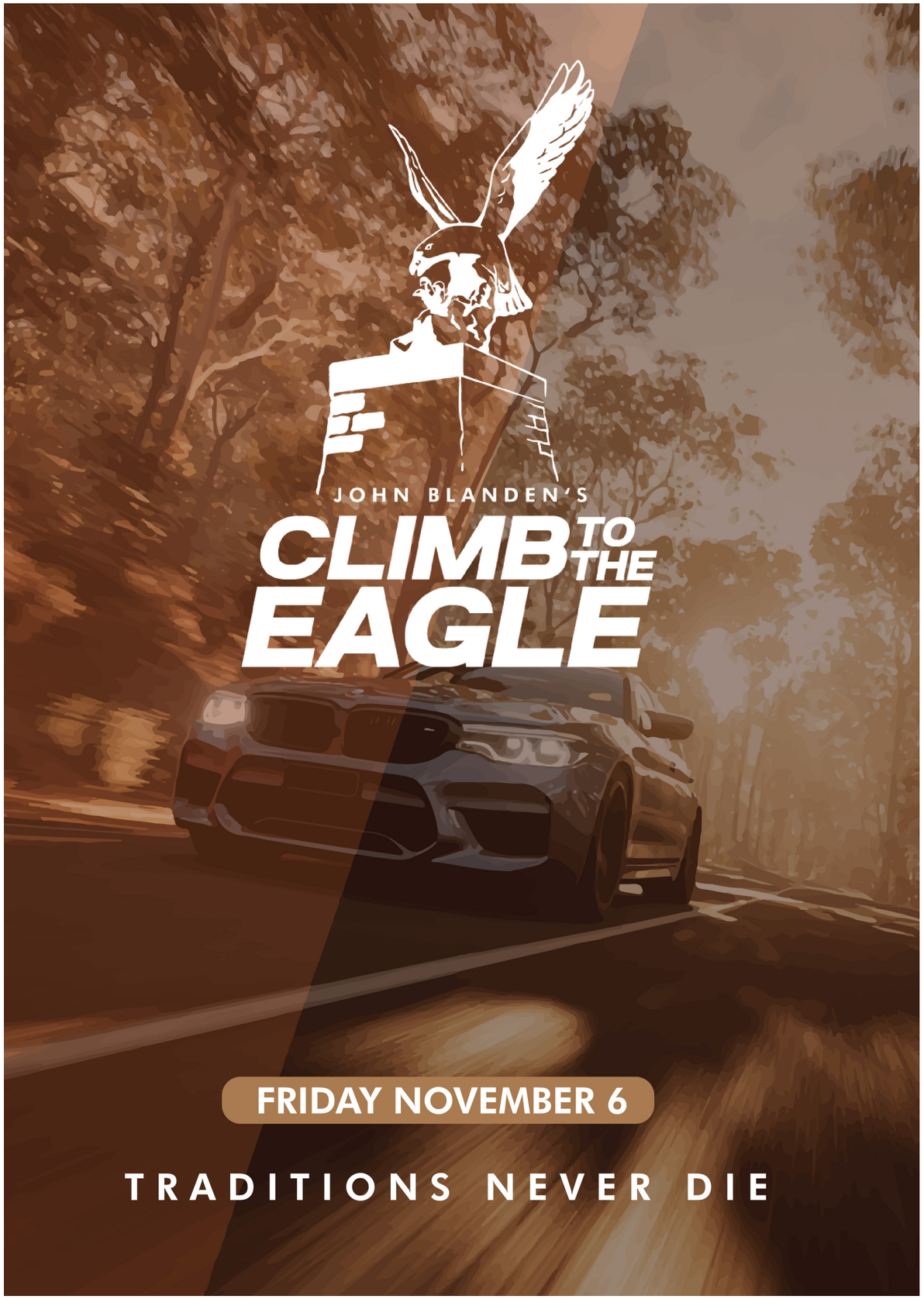
If you've been thinking about joining us, now is the time to enter. Entries close on Monday 12 October, so don't leave it to the last minute. You don't need an exotic or historically significant car to take part. The day is about sharing a passion for motoring and enjoying a memorable drive.

Enter online at sportingcarclub.com.au or call the Club on 8373 4899.

Come and See the Cars
Not taking part in the drive? Head down to Victoria Park on Friday morning and see the cars before they leave.

With cars arriving from 7.00am, you'll have around two hours to wander through the field, catch up with fellow members, take some photos and enjoy what should be an eclectic mix of machinery. Then, at 9.00am, watch the field roll out as another Climb to the Eagle gets underway. Whether you're behind the wheel or just coming along to look, make it part of your Friday morning.

John Blanden's Climb to the Eagle | Friday 6 November | Cars from 7.00am | Departure 9.00am | Entries close 12 October



FEATURE ARTICLE

HAROLD CLISBY.

[1912 - 2005] : A MAN OF MANY PARTS : PART 1

To describe Harold Clisby as one of the bright sparks of South Australia's extraordinary crop of clever, largely unsung motor-related engineers, is selling him short.

The life and times of Harold William Clisby, if told in detail, would far exceed the contents of one of those wonderful 1930's "How to Make and Do It" books.

A true self-starter, precocious to boot, Harold, given a No. 1 Meccano set for his 6th birthday, was immediately hooked. Later, presented with a No. 4 set complete with an electric motor, Harold built a complete working motorcar chassis with a fully operating fire truck extension ladder. A photograph sent to Hornby Limited in England resulted in Harold being awarded a silver medal for his accomplishment and recognition in the Meccano magazine. Throughout his life he continued to use Meccano to develop and test his experiments and inventions.

Aged fourteen, Harold joined the South Australian Society of Model and Experimental Engineers. As a member, he had access to the club's large engineering library of 2,000 books. When these books, rarely read by the members, came up for sale, Harold, always with eye to a bargain, purchased the lot for £5, filling one room of his house to the ceiling. Over time, he proceeded to study and read through the extensive collection. This no doubt supplemented some of the further education Harold sacrificed.

As the depression hit, Harold's father, Leopold, downsized his clothing factory and at the end of grade seven, Harold left school to help run the family outfit. By age sixteen, Harold's mechanical aptitude saw him construct a very small road worthy automobile, powered by a Villiers 2-cycle motorcycle engine. He initially intended to cast the entire frame and floor out of aluminum. Several foundries were approached, but none was prepared to cast such a large structure.

Harold then was forced to use conventional automotive practice for the main chassis, but did manage to cast alloy wheels, becoming the first in Australia to do so. The car had a 5ft wheelbase and was small enough to fit into the service lift of his father's factory, enabling him to take it up to the floor where he worked rather than risk leaving it out on the street. Many modifications were made to the car, used daily to commute to work between 1928 and 1946.

Harold regularly used to drive and park his miniature car directly into the Harris Scarfe and Myer department stores to do his shopping. Surprisingly, no-one ever stopped him from these escapades!

At twenty-one years of age, Harold received £100 pounds for promising, at age ten, never to smoke. Cashed up, he purchased a 1930 Pendine Brough Superior-racing machine, then the fastest motorcycle in Australia. The bike was factory tested on the flat, seven-mile Pendine Sands beach in Wales to a guaranteed 125 mph. One particular morning heading to work, he picked up his lady friend and headed towards the city, the road was wet and slippery, the machine lost grip and slid sideways dropping them both to the ground. As they slid, they collected piles of horse manure and pushed up a small pile, requiring them to return home to her mother's to be cleaned up! Known to most of a petrol-headed persuasion, arguably most celebrated Brough rider was T.E. Lawrence – AKA 'Lawrence of Arabia', who, between 1922 and his death after an accident in 1932, owned no less than eight Brough Superior speed machines.

From 1936 to 1948, Harold Clisby was seriously busy – and rather than dig into the many parts of the man, let's summarise thus: model aeroplane engines, employment with Litchfield Engineering on aeroplane engines and parts, his own aeroplane test flown by Harry Butler, the floating of All-Australian Motors Ltd, a company to manufacture a small car of Clisby's own design [thwarted by the War].

"At twenty-one years of age, Harold received £100 pounds for promising, at age ten, never to smoke. Cashed up, he purchased a 1930 Pendine Brough Superior-racing machine, then the fastest motorcycle in Australia."



Fittingly, Harold's daughter, Andrena rips up Collingrove in a surviving "Clisby Bantam".





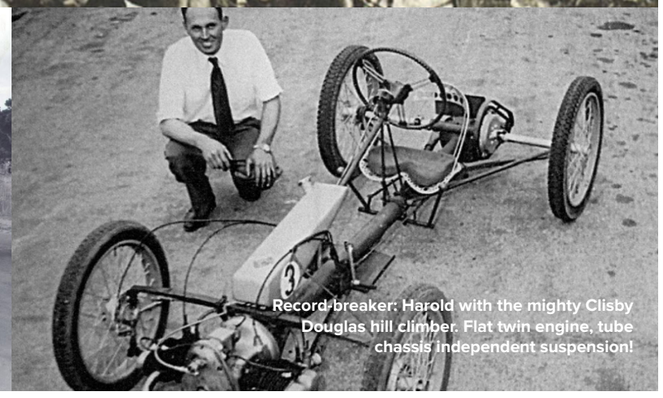
For young Harold, a No. 1 Meccano set was just the beginning of an extraordinary engineering journey



To T.E. Lawrence – AKA Lawrence of Arabia - a Brough Superior was not merely a vehicle, but a companion in life — a spiritual anchor.



Lobethal: Harold #29 in company of W. Menz #31, Ron Egerton #32 and A.K. Eadie #34 – start line "Lobethal 50" January 1st. 1948



Record-breaker: Harold with the mighty Clisby Douglas hill climber. Flat twin engine, tube chassis independent suspension!

Add another car project with George Bateup launched by Premier, Thomas Playford, in March 1939 [again War intervened], a return to work in the family clothing business to fill military uniform contracts, invention of an electrically heated steam iron, creation of a twin cylinder marine engine, design of his own gas producer, time with General Motors designing Chevrolet dashboards, tooling for anti-tank gun manufacture, torpedo design....the list goes on!

During the war years at GM, Harold redesigned lathes and milling machines and was ultimately responsible for many a large job to complete, each requiring great deals of money. Frustrated by the time it took to have costs approved and job numbers issued, Harold on one occasion told a finance officer, that if he could not supply him with an immediate job number, he would personally take a number out of the telephone book and the men would work to that!

With the War declared over, Harold declined ongoing GM work, declined taking over his father's textile operation and revisited his need for engineering fulfilment. Be it jet propulsion, an attempted take-up of the 'All-Australian' car project, manufacture of 70,000 elastrators, motorcycle air filters and spotlights, Harold ultimately applied serious focus and unbounded energy to the design and manufacture of the ubiquitous air compressors for which the Clisby name was cemented into South Australian industrial folk lore.

As the business grew at a pace, Clisby's compressors were being distributed throughout Australia. As only Harold would do, to meet an urgent order of a dozen units for Melbourne, he loaded his motorcycle and sidecar and delivered them overnight, returning without sleep!

Harold had always shown a keen interest in motor sport and so decided to buy a second-hand 1948 MG TC as means of sporty transportation.

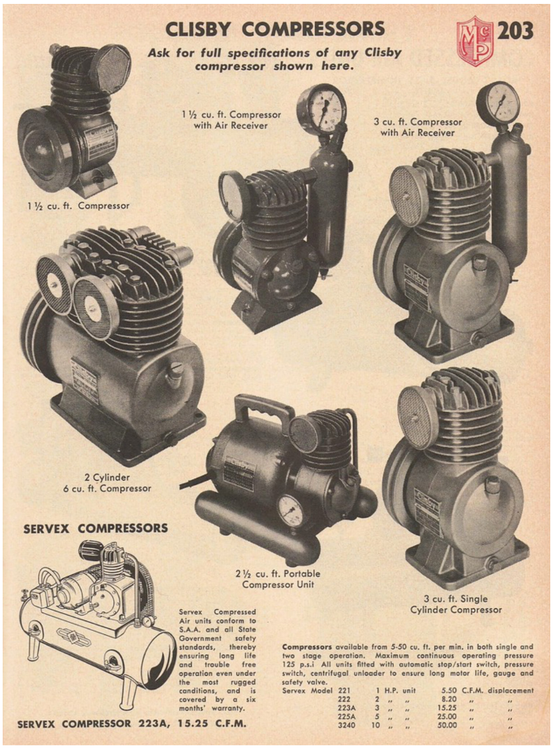
When the 1948 Lobethal South Australian "100" and the Lobethal "50" races were announced, Harold decided to enter. Stripped of its guards and spare wheel and sporting a ported and polished cylinder head along with exhaust modifications, Harold completed 12 laps over 105 miles to take 8th place in his #29 MG TC off a 16-minute handicaps to winner Jim Gullan [Ballot Oldsmobile] in the "100".

In the 1949 Nuriootpa Vintage Festival meeting, Harold made the local papers after losing control of his MG TC and backing it into a fence. Off handicap, "he was leading the race until another car cut him off on a corner sending him careering over a bridge with only the fencing wires preventing him ending up at the bottom of a creek".

Harold raced on – not just locally but at one point drove his TC across the Nullabor to race in Western Australia on a makeshift circuit around an airfield. As you did in those days!

Friendship with the bush legend, R.M. Williams had some interesting outcomes, perhaps none more so than the acquisition of a block of land in the Adelaide Hills which Harold developed over many years into an extraordinary family home-cum castle-cum underground workshops along with a wonderful miniature railway which traversed the hillside property...the story of "Teringie" is for another time, but no less fascinating than Harold's myriad of pursuits.

In 1951, on a new Triumph and sidecar, Harold ventured north to inspect a BMW motorcycle owned by Ronald Angas of the fabled Collingrove estate. This meeting with Ron and his sons, Bob and Colin, was the catalyst for the establishment of the Collingrove Hillclimb – surveyed by jeep, funded by Sporting Car Club members taking up debentures and helped by Eldred Norman machine-gunning holes for gelignite to blow out interfering rocks and trees.



1966 trade catalogue ad for CLISBY – the NAME in South Australian made air compressors.

And perhaps pointed the way to later go-karts! Several Bantams remain in captivity!

So incredible is the story of Harold William Clisby, we must adjourn before tackling Part 2 – the V6 Formula One engine and more!

With acknowledgement to his daughter, Andrena, to the Clisby archives, to my good mate Mark Bisset and various references – believed reliable.

- Parky



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PEOPLE IN MOTION

STUART INNES

From a Willys Behind the Lemon Tree to the Stars of Formula One

Ask Stuart Innes how a four-decade year career at The Advertiser furthered an interest into the world of cars and motorsport, and the answer involves Santa Claus, a lemon tree and a school aptitude test.
"When I was five or six, Santa left a car in our driveway: a 1930s Willys Overland buckboard," Stuart recalls. "It was put behind the lemon tree, and we'd spend hours pretending to drive it on trips."
The fascination with motorsport followed soon afterwards.

An uncle took the young Stuart to Mallala during the 1960s, ostensibly because he had to tie a Dunlop sign to the fence. What Stuart discovered on the other side of that fence was something rather more exciting.
He watched the likes of Norm Beechey and Allan Moffat racing wheel-to-wheel and remembers being amazed that cars could actually rub against one another and swap paint.
Years later, he would be talking to those same drivers as a journalist.

Finding his way to The Advertiser:
At school, an aptitude test presented Stuart with a shortlist of possible careers. Journalism sounded the most interesting.
He was already devouring car and motorsport magazines and paying particular attention to the motoring and motorsport coverage in The Advertiser. A journalism cadetship at the newspaper followed.
Then, at just 22, came an unexpected opportunity.
Stuart was asked to fill in for Bob Jennings, spending several months looking after The Advertiser's motoring pages and motorsport coverage. It was a major step in his journalistic career that would ultimately span 42 years.

Motoring wasn't Stuart's only beat – he later spent many years as Travel Editor, reported on the tourism industry and spent several years as the newspaper's motorcycle writer – but cars and motorsport were never far away.
One of his more unusual assignments was the aptly named Driving Something Different column.
And different it certainly was.

Stuart's drives ranged from speedway sprint cars to a Christmas Pageant float several metres wide. At the more historic end of the scale was a gentle drive in Black Bess, the car that won the 1950 Australian Grand Prix at Nuriootpa.

Then there was a 12-cylinder Bentley Continental on Adelaide Hills roads. He was grateful for the opportunity – but couldn't imagine owning one.

Stuart is, by his own admission, more of a small-car man. An Austin-Healey "Bugeye" Sprite occupied the garage for many years, while today there's a Mini Cooper Turbo and Mazda MX-5.

Although, he admits, a Porsche Boxster would have been welcome.
A front-row seat to motorsport history
Perhaps the greatest privilege journalism afforded Stuart wasn't the cars at all.
It was the people.

Reporting on motorsport brought opportunities to interview some of the greatest names the sport has known, including Sir Jackie Stewart, Niki Lauda and Ayrton Senna.
On another occasion he introduced Alain Prost to Dick Johnson for a photograph. He found himself chatting in a threesome with Sir Stirling Moss and Sir Jack Brabham.

And at an Adelaide Grand Prix, he reported on a promising 17-year-old Formula Ford driver named Mark Webber.
There were all 11 Adelaide Formula One Grand Prix, followed by the Clipsal/Adelaide 500 era.
"The chance to meet the big names of this sport is the luck journalism brings," Stuart says.
It's a wonderfully understated assessment of some extraordinary experiences.

From reporting to participating:
Interestingly, Stuart waited until retirement to formally join the Sporting Car Club.
He joined virtually the moment his working career finished, obtained his CAMS – now Motorsport Australia – official's licence and subsequently became involved as an official, including working as an observer in the safety car.

After decades spent standing trackside with notebook in hand, he had found another way to remain close to the action.
Stuart is quick to acknowledge fellow SCCSA member and friend Bob Jennings and his much longer career as a dedicated motoring journalist. But Stuart's own experiences provide a fascinating snapshot of an era when newspapers, cars and motorsport were all very different.

Looking back over 42 years at The Advertiser, he nominates computerisation as perhaps the greatest change to journalism – just as technology has transformed the motor car.

But he finishes with two questions.
"Does the paper have later news, and does a modern car have character?"

We'll leave Wheelspin readers to decide.





Career:
Journalist, The Advertiser – 42 years
Roles included: Motoring • Motorsport • Motorcycles • Tourism • Travel Editor

Memorable drives:
Black Bess • Speedway sprintcars • Bentley Continental • even a Christmas Pageant float

Motorsport encounters:
Jackie Stewart • Niki Lauda • Ayrton Senna • Alain Prost • Stirling Moss • Jack Brabham • Dick Johnson • Mark Webber * Peter Brock

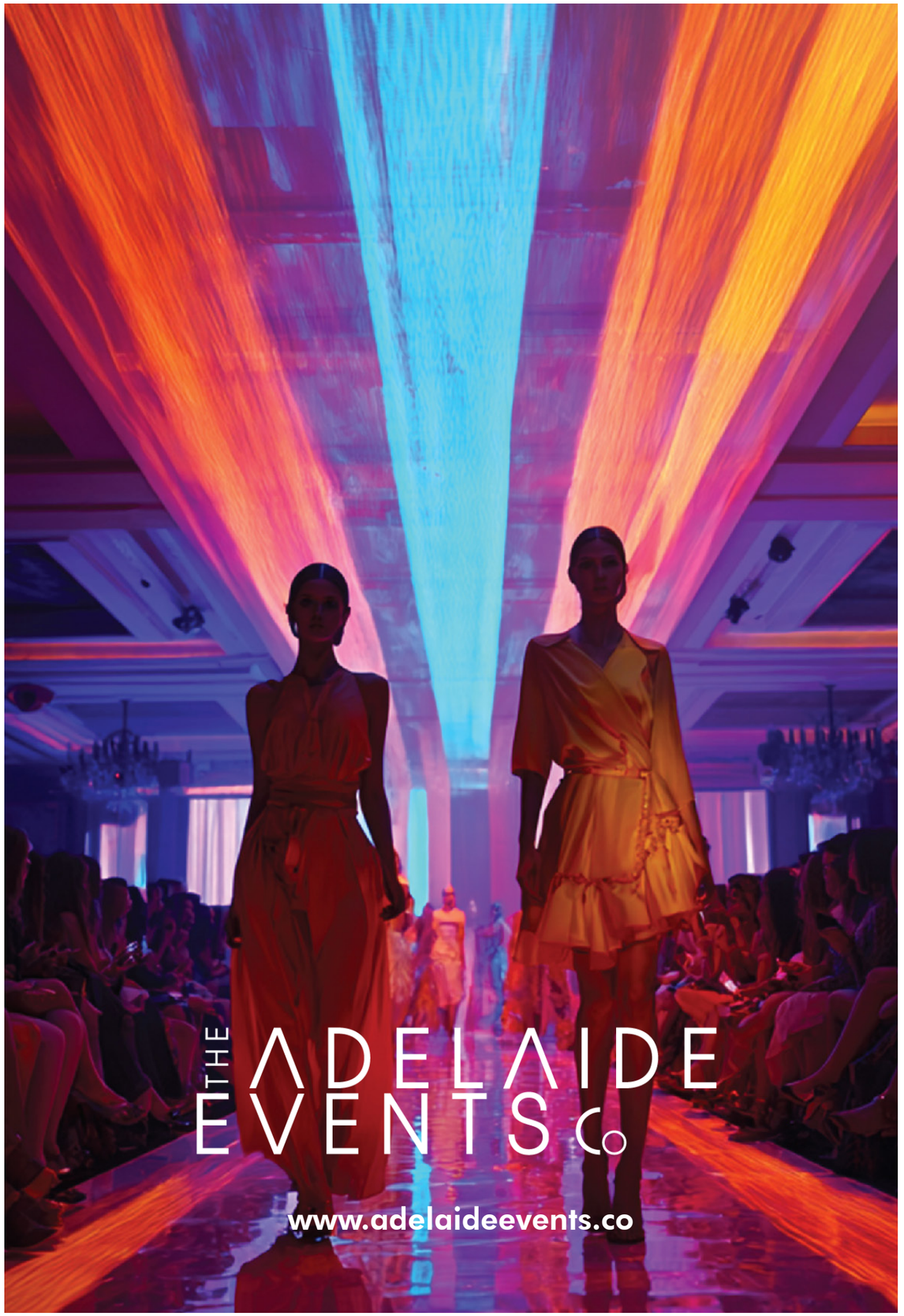
Long-time favourite:
Austin-Healey Bugeye Sprite

Current garage:
Mini Cooper Turbo & Mazda MX-5

Wouldn't say no to:
Porsche Boxster

SCCSA:
Member and Motorsport Australia official


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TOYOTA GR GT

THE SUPERCAR NOBODY EXPECTED



The forthcoming GR GT will become the flagship of Gazoo Racing's road-car range. The GR GT road car has been developed alongside a new FIA GT3 competition model

TOYOTA GR GT:
The Supercar Nobody Expected

Just when it appeared that large performance engines were approaching the end of the road, Toyota has revealed an all-new twin-turbocharged V8.

It is not destined for a LandCruiser, luxury limousine or limited-edition farewell model. Instead, it sits low behind the front axle of the GR GT—an entirely new flagship sports car designed to take Toyota's Gazoo Racing division into genuine supercar territory.

The GR GT traces its beginnings to the GR GT3 Concept shown at the 2022 Tokyo Auto Salon. What initially appeared to be an ambitious motor-show exercise has developed into two closely related machines: a road-going grand tourer and the GR GT3 competition car.

That relationship is important. Toyota describes the road car as a "race machine built for the streets", rather than a conventional production model later modified for competition.

Professional racing drivers and Toyota engineers have worked together throughout its development, shaping everything from the seating position to the way information reaches the driver through the steering wheel.

At its heart is a newly developed 4.0-litre twin-turbocharged V8 assisted by a single electric motor. Toyota is targeting combined outputs exceeding 650PS—approximately 478kW—and 850Nm. These figures are impressive, although the way the power reaches the road is arguably more interesting.

The V8 is mounted in a front-mid-engine position, while a new eight-speed automatic transmission, electric motor and differential are grouped together in a rear transaxle. A carbon-fibre torque tube connects the engine to the rear-mounted transmission.

This arrangement helps distribute mass between the axles and allows the engine and occupants to sit low within the car. Toyota says the GR GT's centre of gravity has been lowered until the driver and the car's centre of mass are positioned at almost the same height.

The hybrid system is not primarily there to transform the GR GT into an economy car. It supplements the V8, sharpens response and supports performance. This is hybridisation being used in the same spirit as contemporary endurance racing—not as an apology for the combustion engine, but as another means of making the car faster and more responsive.

Toyota has developed its first all-aluminium body frame for the GR GT. Carbon fibre is employed selectively in areas including the bonnet and roof, helping reduce weight high in the structure while maintaining rigidity.

The body's shape was also determined differently from that of many road cars. Instead of completing the exterior styling and then asking aerodynamicists to make it work, Toyota began with its desired aerodynamic and cooling performance. The body was subsequently formed around those requirements.

At its heart is a newly developed 4.0-litre twin-turbocharged V8 assisted by a single electric motor. Toyota is targeting combined outputs exceeding 650PS—approximately 478kW—and 850Nm.

The result is dramatic without relying upon the visual excess of some modern supercars. It's extremely long bonnet, compact cabin and muscular rear haunches recall traditional front-engined grand tourers, but the deep air channels and tightly controlled surfaces clearly belong to a modern competition-influenced machine. Toyota is targeting a top speed beyond 320km/h.

The cabin follows the same driver-first philosophy. Rather than covering the dashboard with displays, the important controls are concentrated around the steering wheel and centre console. The low seating position, high centre tunnel and closely arranged controls create the impression of a cockpit rather than a luxury lounge.

Toyota places the GR GT in a lineage that begins with the 2000GT of 1967 and continues through the Lexus LFA. That is a considerable burden for any new model to carry.

The 2000GT demonstrated that Japan could produce a sports car capable of standing alongside the world's best. More than four decades later, the LFA did the same with a carbon-fibre structure and a remarkable Yamaha-developed V10. Neither was simply a faster version of an existing Toyota; each became a demonstration of what the company could achieve when engineers were given an unusually ambitious brief.

The GR GT appears to follow that tradition. It is not a replacement for the Supra, nor is it intended to be an attainable addition to the existing GR range. It is a flagship created to preserve specialist engineering knowledge and transfer motorsport experience into a road car.

Important details—including final performance, pricing, production numbers and Australian availability—remain to be confirmed. It is already clear, however, that Toyota has not taken the easy path.

In an industry rapidly moving towards quieter and more uniform propulsion, Toyota is preparing a low-slung, rear-wheel-drive sports car powered by an entirely new V8.

The most surprising part may not be that Toyota can build such a car. It is that, in this particular moment, Toyota has decided it must.



Clockwise from top left: 1. Driver central focus in the cabin. 2. The low seating position and tightly grouped controls reflect the GR GT's competition-led development. 3. The body styling has been heavily influenced by aerodynamics and downforce production. 4. You can see influences of LFA and 2000GT in the side profile continuing the brand's supercar legacy.

Alvis Cars in Australia

My long-term friends Chester McKaige and Dale Parsell have completed the mammoth task of producing a two-volume history of Alvis cars in Australia.

They have generously donated a first edition copy of Volume 1 to the Sporting Car Club of South Australia library with volume 2 to be released next year.

I have been reading my copy with great enjoyment; however, I must admit as a long time Alvis owner (6 various Alvis cars over the last 63 years), there is some slight bias.

When Alvis began car production in 1920 and exporting them to the colonies, discerning Australian motorists were quick to realise the quality and potential sporting potential of the marque and were eager to get themselves behind the wheel of cars sporting the red triangle on the radiator.

Alvis were innovators and actively engaged in motor sport including racing a front wheel drive car in 1925 which led them to produce, in 1928, the world`s first production front wheel drive car. To read this book therefore is not just a chronicle of Alvis in Australia but a magnificently illustrated history of Alvis and their cars from humble beginnings to the cessation of car production in 1967 when they couldn't find a body builder who could match their exacting standards.

In the 1930`s Alvis produced a range of 6-cylinder Super Cars that exceeded the performance and quality of Bentley, Lagonda, Jaguar and their ilk, culminating in the superb 1939 4.3 litre. Car production ceased in1940 when the factory was bombed, ushering in a new era of production of vital equipment to help the war effort. Alvis was at the forefront, designing and building a range of aero engines, tanks and all-terrain vehicles and much more.

Alvis, under another name and owner, continues in the manufacture of advanced defence equipment.

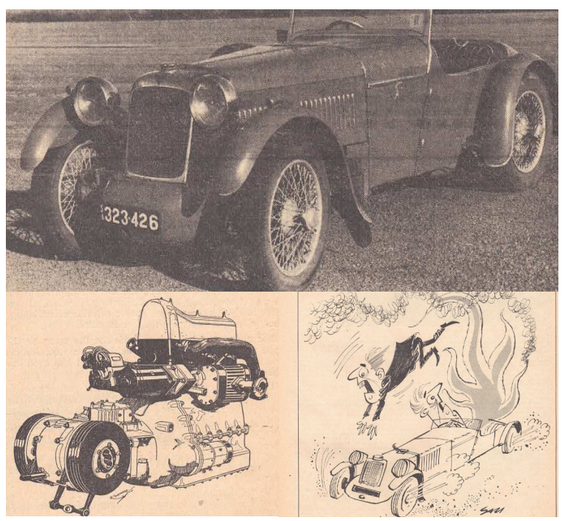
The book includes an account written by Brian Creer, a South Australian who bought a Front Wheel Drive. The first owner of this car was a Mrs Jolly of North Adelaide. Many years ago, I spoke to her of her memories of the car and she commented that it scraped its bottom when she drove over kerbs!

Brian's story begins with the purchase of the car, from Mrs Jolly - her son was the salesman who I now believe was our own Derek.

For a good laugh I strongly advise you turn to page 234 and read the article "So I bought this Alvis" which was originally published in the March 1966 edition of Australian Motor Sport, It is in my opinion, one of the best and most entertaining articles written about our "funny old motor cars".

I must admit I agree fully with Brian's last 2 lines - as I also owned a FWD and sold it, which left a big hole in my heart -and Jill's too.

- Don Bosanquet



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1974 ASP 340C Historic Competition Clubman: Certificate of Description (COD) current from February 1997. This is the last of six examples built in Adelaide by ASP (Alpha Sports Productions, Rory Thompson and Ray Lewis). It is powered by a Corolla 3K engine with some original Motor Improvement components, Carrillo rods and pistons, twin Weber DC045C carburettors, a Corolla gearbox, a BMC A-Series differential with HQ axles, Cortina/Escort front and rear disc brakes, and ASP F3 front suspension. Seatbelts: RPM, 2028 + 5 years (Category 5). A very original example and has been meticulously maintained and preserved which is light, easy to manage and fun to maintain and drive. (Therapeutic even !!!). Enjoyed by the current owner over the past 25 years.



$29,500 ONO Contact Guy Chick 0417 297 993 or email guy.m.chick@gmail.com
Trailer, rims with wets and assorted spares are available for separate negotiation.

1925 Model T Ford “Runabout” Racer: Lovingly built by Gordy Dunn using only photographs as reference, this remarkable car was shaped by hand – using wooden patterns and traditional metalwork techniques.



$22,000 ono, YP 1915. Contact Rod 0429 601 001 or rodmeadows1@gmil.com

Circuit / Hillclimb Sports Racing Car: Motorsport Australia Logbook. Multiple class winning Ian Davis designed and built race car. 2014 - 2018 inclusive State Motor racing Championship winning car. Car recently received a complete rebuild with engine freshen up including new complete head rebuild. Engine is 1.8ltr Toyota fuel injected (originally from Lotus Elise) turbo charged engine tuned by Powertech Tuning. Clutch has been recently replaced during engine rebuild coupled to a 6-speed gearbox. New rose joints have been fitted all round and a new set of aluminium spun wheels fitted with new tyres. There is also a set of wets mounted to new rims and spare spun rims. Car is ready to go and comes complete with tilt dual axle trailer with power winch with cordless remote.



Price Neg: $22,000. Contact Mike Erwin 0467 782 079

For sale is a 2011 Alfa Romeo Giulietta, a head-turning hot hatch that seamlessly blends iconic Italian styling with exhilarating performance.

It’s time to move it on to its next custodian as I have recently purchased a new car.



Powered by a punchy, 173kW, 1750cc turbocharged engine that delivers effortless power and razor-sharp responsiveness, this car truly comes alive when you slide it into Dynamic mode. It offers the perfect balance of daily practicality and driving excitement. It clings to the twisty stuff while providing comfort around town.

Serviced at Eurosport, Alfa Romeo specialists in Kent Town in my 7 years of ownership. Cam belts and water pump were changed at last year with regular yearly servicing despite only traveling less than 5000km per year.

It’s the ideal driver’s car for anyone looking to upgrade their daily drive.

It has 6 airbags fitted for your protection. An ANCAP safety rating of 5 so you can be sure you are driving with utmost safety. This car has side airbags, passenger airbag, driver airbag and brake assist. Parking will be a breeze with park assist. Equipped with ABS brakes.

This car has hill holder, USB audio input, satellite, navigation, front & rear power windows, leather steering wheel and leather seats. This car has voice recognition. Luxury of 2 zone climate control. This car has 18” alloy wheels. This car has cruise control, remote central locking, rain sensor wipers and sports pedals. This car has electric power assisted steering. Using the multi-function steering wheel, listen to your favourite music and answer calls without taking your hands off the wheel.

$10,500 – offers considered. Contact Details Tim Bourner – 0419033563

1969 Mk11 Morris Cooper S: This car goes so well, it is a real joy to drive. Whether you want to relive the hills of Monaco or the thrills of Mt.
Panorama – Bathurst, or just enjoy your daily drive, this beautifully restored car has it all. This 1969 Mk11 Morris Cooper S is the real deal. With just 4 owners since new, you could be owner No, 5.
The car was built at BMC plant Zetland (Sydney). Build No 1195. This is an early MK11 model. This immaculate car has been lovingly restored to "As New "condition over some time. The car has been regularly serviced by minispecialist, Jason Armstrong – Armstrong Motors Salisbury. The restoration includes; New stainless-steel exhaust fitted - Extractors ceramic coated. Vehicle stripped back to bare metal, metal finished and repainted in original colour in 2 pak paint – Motor completely rebuilt and gear box overhauled by Jason Armstrong – Seats overhauled and diaphragms replaced – New battery fitted. Receipts available for all work done.
Whilst the car speedo is showing 14930 miles, the engine was rebuilt at 12520 miles. The car has only travelled 2410 miles (3856 Kms) since motor rebuild. Car has only been used for Car Club runs. Car has been garaged and covered. This car won "Best in class "at Historic Morris Register Nationals at Port Pirie 2012. Car is on Historic Registration, which is not transferable.



For further details contact Graham Best on 0408 831 599 P. O. A.

Ohlsson & Rice tethered race car: As new, never been started, circa 1950's. Engine .049cc. (Big Block)! Approx. 1/8 scale. Very unique.





$2750 Ian 0419 519 016

Nissan 300ZX: 1990, 2+2 232 Auto. SA Reg. BB 364H. 186.000km, non turbo Australian delivered, Targa Top. Built Feb 1990, Aust approved Mar 1990. Both correctly plated.I have been the second owner for the last 24 years of this amazing Z. It's been our 'Sunday' car, kept under cover in my garage when not in use. It has been an absolute fun car to own and drive. The car drives like it's on rails, great on a good day with the targa tops off and consistently returns 10L/100K. The car has been kept in immaculate condition,mechanically, exterior and interior. Has never been in any accident. A few minor stone chips on the body. The rims are original with no curb scuff damage.
I have all the service documentation, the original Nissan 300ZX Owners Handbook and workshop Service Manual for the Z32 series, volumes 1 & 2. The car is on Club Registration and cannot be transferred.



Happy to answer any questions via the phone or email. $32,500 O.N.O. M: 0428 822 246. Email: michael.moseley@bigpond.com.

Bolwell MK4A: MK4A Spaceframe chassis with lightweight MK4B body. Car is under 500kgs. Triumph front end, fresh warm 3K engine with 4 speed box Cortina GT rear end. First time reassembled in 45 years. Has 1970's race history and is on historic rego. Has only travelled 25km. Will need debugging and adding your own private touches to it.



$32k ONO. Would look at part trade for old broken race car as well. Contact Steve on 0477 082 219.

FOR SALE. 1925 Amilcar C4 Roadster. Reg No: XX 359L.

I've owned this car for nearly 14 years and I am reluctantly selling my Amilcar due to health reasons. Engine has been professionally rebuilt, all five beaded edge wire wheels have been replaced, Blockley tyres, electric fan, electric water pump and new 'Wosp' starter motor. Receipts included. $34,500.
Rex Wilson Mob: 0412 813 415





FOR SALE Car Trailer

Reg Number S239 TEF.
Suit race car, eg Porsche 911 built with low ground clearance built for ex Ian Davis Special and Porsche 356A

- All steel construction, sheet GI steel floor
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- Override brakes
- Manual winch – 2 speed (bracket built for electric)
- Built in / stowable aluminium ramps
- Aluminium front stone shield
- Size 2.10m x 3.95m (7 feet x 13 feet)
- Price $3,000
- Please contact Geoff Redin 0408 821 915 (viewable at son Matt's home in Heathfield)



MG B - FOR SALE

1979 (West Coast, USA) MG B.
(Must sell, bought another car, no room in shed.)
Very straight body with no rust. Car is a rolling chassis with all parts.Original 4 cylinder motor and gear box. 2 x 3.5 Rover V8 engines, 1 with SU carbies setup. 1 x 3.9 Range Rover V8 with fuel injection. 1 x 4 speed Rover Gear box. RHD conversion completed. New V8 headers, engine mounts and engine bay ready to take V8.Some garage equipment also available if required.
Want to sell as a package.

Take the lot , bring a trailer. $10,000,.
Ideal for total restoration, fun road car, hillclimb or track.
Contact Malcolm Cribb Phone: 0459 101 946 Email: mscribb15@aol.com
Vehicle situated at Highbury, SA.



GIVE AWAY

If anyone is after some N.O.S. spark plugs (pictured) or if you would like to find out more about them, please contact Geoff – 0429 848 053.
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BACKWORDS.

That last bit you keep reading beacause you don't want the magazine to end.
By Paul Murrell

The background to car badges



Like many car companies of the early years, the original Austin logo featured a wheel and two large wings with several rows of stylised feathers (sound familiar?). Later, a very similar winged wheel added "Austin" in a cursive handwritten font. The first Austins were considered elite and bought by the nobility in small numbers, but the Austin 7 revolutionised motoring and sold 400,000 in 16 years. In the '50s, this familiar badge appeared on cars. The coat-of-arms shield above the word "Austin" is divided into four red sections, containing gold figures that symbolise the company's historical connections and British origins, while the crown above represents the company's connection to royal families. In 1959, the logo reverted to the name Austin in a cursive script without any embellishment. In 1962, the logo was changed to a rather austere uppercase above five very wide stripes, three blue and two green. Today, brand rights are held by Chinese company Nanjing Automotive.



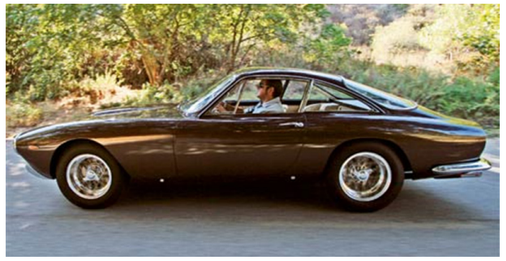
And here's one I prepared earlier...

In a previous Backwords, the background to the Mazda logo was featured. But while researching another story, I found a truly surprising badge. Mazda's logo in 1931 featured the three diamond Mitsubishi logo, which dates back over 150 years and is based on a triangular water-chestnut ship flag emblem, eventually evolving into the three-diamond design. The reason was that Mazda had arranged a sales distribution agreement with Mitsubishi. The logo was dropped when the agreement ceased in 1934.



Fit for a tsar

Like most royal families in the early 20th century, the Russian royal family had an Imperial Garage. After the revolution, the garage was taken over by Special Services, although it appears the new Russian leaders had similar tastes to the royals they had removed. Lenin adopted a 1922 Rolls-Royce Silver Ghost in 1923 as his personal transport. Stalin, meanwhile, preferred a 1937 Packard V12 (the earlier 1933 Packard Eight served as the template for the 1942 ZIS-110 limousine used by Party and government heavyweights). Nikita Khrushchev often used Russian cars, but his personal garage included a Lincoln Zephyr, Cadillac Fleetwood, and a Rolls-Royce Silver Cloud. He was also gifted a Mercedes-Benz 300 SL Gullwing by the West German government, but he passed it on to a Leningrad research institute to study its advanced fuel-injected engine. The sense of entitlement continued with Putin using a Mercedes-Benz S600 Grand Pullman until he swapped it for a custom-built (and Russian-built) Aurus Senat limousine in 2018. The almost-seven-metres long, 7.2-tonne vehicle is often called the Russian Rolls-Royce due to its imposing appearance.



No accounting for taste

Car colour is very much a matter of personal taste, but who would order a Ferrari painted brown? Well, in 1963, actor (and style icon) Steve McQeen took delivery of his Ferrari 250 GT Lusso, a gift from his first wife Neile Adams. Quite unexpectedly, it looked rather splendid in its mid-brown hue (officially called "Marrone"), set off by a beige interior. The car went to auction in California in 2007. Someone must have liked it; it sold for $US2.31 million, well above its pre-sale estimate of $US800,000 to $US1.2 million.

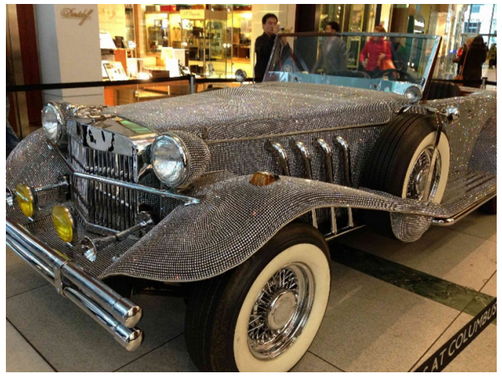


Another oddball

Some people have a weird obsession with producing their own car (as we've illustrated before). This one is the Charade Monza CS, built in Clermont-Ferrand (France) in the late 80s by French race engineer Pierre Foissotte. Its fibreglass body incorporates VW Scirocco tail lights, and if you squint, hints of Aston Martin Virage, Subaru SVX and Nissan Skyline R32 GT-R. However, it would be unlikely to outperform any of those; the engine was a 1.9-litre mid-mounted Peugeot unit (albeit from a 205GTi putting out 130bhp/97kW). Approximately two dozen cars were produced before the plug was pulled in 1993, but the story didn't end there.



In Indonesia, the car reemerged as the Pawma XL300, based on the compact cab-over light commercial Mitsubishi L300 with a modified 1.6-litre engine and five-speed transmission (an odd choice with performance considerably lower than the original). It was even less successful than the original, with about ten cars rumoured (but not confirmed) to have been produced in Jakarta by P. T. Kreasindo Tampil Mandiri.



King of customisers

Love him or hate him (and there are plenty of people in both camps), George Barris certainly made his mark. This was the man responsible for such creations as the Batmobile (I'd bet we all had a Dinky toy version when we were kids), KITT the Knight Rider car (a 1982 Pontiac Trans Am), Greased Lightning from Grease (a customised 1948 Ford Deluxe convertible), the Dukes of Hazzard General Lee Dodge Charger, the Starsky and Hutch Ford Torino, the Back to the Future De Lorean and so many more. Less well known is that Barris created cars for the stars, including Sonny and Cher, Farrah Fawcett Majors, Zsa Zsa Gabor, John Travolta and, of course, Elvis Presley. He even created a car for Liberace that included 10,000 rhinestones and sterling silver grand pianos as hood ornaments. Good taste was never a prerequisite. Barris was born in the 1920s and when he and his brother were given their first car, a 1925 Buick, the first thing they did was customise it using pots and pans from Woolworths to make hubcaps and mudflaps. He died in 2015.

And that's how the fight started...

My wife is a saint. Sometimes she forgives me even when I'm not guilty.

Paul Murrell is a freelance motoring journalist who contributes to seniordriver.au, SA Life, Highlife, Survivor Car and a number of other motoring publications.
Opinions expressed in this column are not necessarily those of, or endorsed by, the Sporting Car Club of SA Inc.
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SPORTING CAR CLUB SA

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