wheelspin MAGAZINE

TRIBES REPORT.
Check in with the latest from our tribes!

PLUS+
> HAROLD CLISBY pt2
> Vintage GP Carnival recap!
> President's Report & MORE



Jaguar has ploughed ahead on their new era with the debut of the Type01. It's a Jag, but not as we know it...





THE PRESIDENT'S REPORT

Welcome to the November edition of Wheelspin.

Our whirlwind of events continues into November beginning with the John Blanden Climb to The Eagle on Friday, 6 th November.

This year we welcome on board Autosports Group as our major sponsor who will have a new Aston Martin on display at Victoria Park and will lead the cars out. If you have not entered, please come down to Victoria Park and view the cars parked up in front of the Old Grandstand, have a coffee and wave the cars off as they begin "The Climb".

For those that have entered a car registered on the Club Registration Scheme, don't forget to fill out, and have your Log Book in the car with you.

Following that we have the Collingrove Hillclimb Presentation Night on Wednesday, 11 th November at our Unley Clubrooms, then the Hillclimb Season Finale at Collingrove on Sunday, 22 nd November.

As we then head into December, with the Management Committee hosting the free Members Christmas BBQ on the from lawns of the club prior to the December General Meeting on Wednesday, 2 nd December. The Haselwoods will once again be our special guests for the General Meeting to chat about Todd's exploits during 2026.

On Saturday, 5 th December we will be holding a Library Christmas Fundraiser with your ticket including a drink on arrival, buffet from Mediterranean Experience and a Raffle Ticket. Jeremy Cordeaux will be our special quest with a car from his extensive collection on stage. There will also be a "silent auction" on the night with some special items up for grabs. Come along and join in the fun.

The very next day, Sunday, 6 th December will be the Annual Club Family Picnic at Thorndon Park Reserve, Hamilton Terrace, Paradise. BYO food and drinks, playground on-site, plus kiosk within walking distance. Bring the family and enjoy the company of your fellow members.

Finally, some advance notice:

Please be aware that our Clubrooms on King William Road at Unley will be closed from midday on Wednesday, 16 th December until Monday, 11 th January.
As in prior years we will be unable to process new applications for Historic Registration, or issue new or replacement Log Boks during the break.

Until next month,
Chris Frith
President.



NEW MEMBERS ALERT

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

Name:	Vehicles:
Anastasios Papadopoulos	1995 Mercedes Benz Roadster
Theodore Taliangis	1999 Lexus Sedan
Billy Cawthorne	1971 Ford XY
Qui Lam Le	2002 Nissan Navara Ute
Michael Hicks	1993 Mazda RX7 FD35
Daniel Risley & Madison Schofield	2020 Mercedes Benz GLC 63S
	2020 Honda CB650R
Paul Macey	
Alexander Phillips	1999 Subaru Impreza WRX
George Thomson	1969 MGB GT
	1977 MGB Roadster
	1970 MGB GT
Matthew Hill	
Travis Collins	1993 Subaru RS Turbo Liberty
	1994 MAN Bus
Peter Fagan	1904 Clement Garrard Type D M/C
	1914 Triumph Type C M/C
	1927 AJS H6 M/C
	1959 Triton T110 M/C
	1952 Cooper Jap Mk 6
	1949 MG TC
Thomas Rosato	2002 Daihatsu Cuore Turbo
Paul Witkowski	2019 Audi S4 B9

A word from the Club Manager

October was a big month for the Club, and we finished it on a high with the conclusion of the Vintage Grand Prix Carnival, a series of historic motoring events celebrating South Australia's motorsport heritage.

The program took in the 90th anniversary of the 1936 Centenary Grand Prix at Victor Harbor and Port Elliot Sprint, the Lobethal Grand Prix Run, the Nuriootpa Grand Prix Celebration, the Vintage Collingrove Hillclimb and the Woodside F1 Re-enactment. It was a great way to put some of our state's most historic racing circuits back in the spotlight.

It was terrific to see so many enthusiastic competitors, including plenty who made the trip from interstate, and the community interest along the way was strong. Hearing and seeing these historic vehicles back on the roads and circuits where so much of our motorsport history was made was something special.

None of this happens without our volunteers. Between the planning and administration, marshalling, traffic management, setup and pack-down, a huge number of hours went into the Carnival. To everyone who helped at a single event or across the whole program, thank you.
Thanks also to our sponsors, including Finch Restorations, along with the councils, SA Police, the South Australian Motorsport Board, local businesses and community radio stations that supported the events.

And thank you to the members who competed, volunteered or just came along to cheer everyone on. Seeing so many familiar faces over the course of the Carnival reminded me what makes the Sporting Car Club such a good organisation to be part of.

There's plenty we can review and improve for next time, but the Carnival showed what's possible when we celebrate South Australia's motorsport heritage and bring competitors, enthusiasts and local communities together.

On another note, I hope you're enjoying the refreshed look of Wheelspin and the new features of recent editions. We'd love to hear what you think, including which articles you enjoy and what you'd like to see more of.

Finally, the festive season is almost here, and I'm looking forward to catching up with everyone at the **Annual Club Christmas BBQ on Wednesday, 2 December.**

It's always a great chance to get together, look back on another busy year and enjoy some Christmas cheer. See you around the Club.

Ziggy Cosic
Club Manager



MOTORSPORT Events

SPORTING CAR CLUB SA

4th October - VIntage Collingrove

Admidst this years Vintage Grand Prix Carnival, the Vintage Collingrove event ran on Sunday 4th October.

The weather was kind and it was fabulous to see so many spectators turn out to admir ethe significant motorsport legacy with many magnificant vehicles participating.

Entries were open to pre-1972 vehicles and it was an incredible disply to see them all make their way through the technical challenge that Collingrove provides.

Congratulations to all of our competitors, officials and volunteers to ensure the event ran smoothly.

Trophies were awarded to:

Cars

- **Air Cooled** - 1st Darren Visser, 2nd Peter Fagan and 3rd Derek Foster
- **Group K** - 1st Chris Frost, 2nd Ty Jarman and 3rd Michael Shearer
- **Group L** - 1st Lindsay Hick, 2nd Dan Jeffries and 3rd Elliot Redwood
- **Post War Invited** - 1st Alex Cossich, 2nd Dale Harte and 3rd Neil Oatway
- **Special Interest Vehicles** - 1st Greg Snape and 2nd Jim Henderson
- **Vintage Sport & Touring** - 1st Neil Patrick and 2nd John Braham

Motorcycles

- **Period 2 Vintage** - 1st David Lomman
- **Period 3 Classic over 350cc** - 1st Bruce Davis, 2nd Benjamin Versteegh and 3rd Daniel Gleeson
- **Period 3 Classic under 350cc** - 1st Otto Muller, 2nd Jason Milanovic and 3rd Trevor Henderson
- **Period 3 Classic Sidecar** - 1st Matthew Huntdermark and Shane Edwards
- **Period 4 Post Classic** - 1st Christopher Lang

Thank you to Motography for the photographs







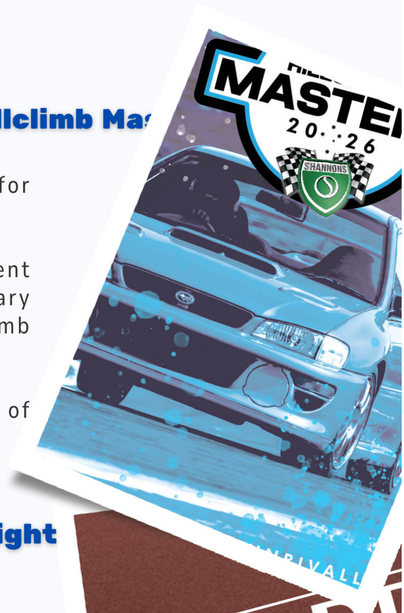
UPCOMING Events

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

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!



• 11th November - Collingrove Presentation Night

Join us to celebrate the season that was.

Trophies will be awarded for the Ray Pank Winter Cup Series, Collingrove Challenge Trophy Series and the Collingrove Club Challenge.

Whether you are receiving a trophy or just looking to enjoy the company of the hillclimbing community, join us on the 11th.



• 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
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motorsport@sportingcarclub.com.a
www.sportingcarclub.com.au



Vintage Grand Prix Carnival: History Back on the Road

For eleven days, South Australia's motor racing history did something far better than sit quietly in a museum. It fired into life.

The Sporting Car Club of South Australia's 2026 Vintage Grand Prix Carnival ran from Friday 25 September to Monday 5 October. It took competitors and spectators from the Fleurieu Peninsula to the Barossa and the Adelaide Hills, revisiting some of the roads, venues and cars that built the State's motor racing heritage. Competition, historic circuit drives and social events were woven together across two weekends.

It started at the movies

The Carnival opened on Friday 25 September at the Victa Cinema in Victor Harbor, where 162 people attended a special screening celebrating the 1936 South Australian Centenary Grand Prix.

It proved the perfect curtain-raiser. Before anyone turned a wheel, competitors and enthusiasts could look back at where the story began and appreciate how adventurous those early events were.

Saturday brought considerably more noise.

Port Elliot Sprint, Saturday 26 September

The Port Elliot Sprint on Brickyard Road saw historic cars tackle the one-eighth mile in less-than-cooperative weather.
The rain changed the conditions but not the enthusiasm.

90 years on: back to the Centenary Grand Prix, Sunday 27 September

Sunday was one of the genuine highlights.

Ninety years after the 1936 South Australian Centenary Grand Prix, historic vehicles gathered again in Victor Harbor and travelled the original Victor Harbor–Port Elliot circuit, including one of its most famous features, the Nangawooka Hairpin. The Sporting Car Club ran the original event on Boxing Day 1936, and it was later recognised as the 1937 Australian Grand Prix.

The weather threatened to spoil the party again, but the public clearly hadn't received the memo. Crowds lined sections of the route and turned out in force at Port Elliot, where the Oval became the hub for competitors, cars and spectators.

Seeing historic machinery back on the roads where its
predecessors competed nine decades earlier was what the Carnival set out to achieve: not just telling people about history but letting them experience it.







A midweek detour to Lobethal, Wednesday 30 September

After a busy opening weekend, the Lobethal run and lunch offered a change of pace.

Competitors headed into the Adelaide Hills to revisit the circuit that hosted the 1939 Australian Grand Prix, one of the great road courses of Australian motorsport. They completed laps of the circuit before settling in for lunch.

The day was deliberately more relaxed than the competition events: part historic pilgrimage, part social run, and a good excuse to spend another day driving old cars on great roads.

Into the Barossa: Nuriootpa, Saturday 3 October

The Carnival then moved to Nuriootpa, where the town's historic Grand Prix circuit came alive again.

Racing in South Australia moved to Nuriootpa after the 1948 Lobethal meeting, and the circuit hosted the 1950 Australian Grand Prix.

With cars assembled around the Nuriootpa High School Oval, groups were released onto the circuit under controlled conditions and escort. Ordinary Barossa roads were suddenly filled with machinery from very different generations of Australian motoring.

Vintage Collingrove, Sunday 4 October

Sunday belonged to Vintage Collingrove.
Unlike the road circuits recreated elsewhere in the Carnival, Collingrove has never gone away. The Hillclimb has been running since 1952, making it a living part of the Club's history rather than a location being revisited.
Cars and motorcycles up to 1972 took on the hill, bringing the competitive side back to the Carnival with the sights, sounds and smells that make historic motorsport so appealing. [Insert fastest time of the day, class winners and number of runners.]

The finale at Woodside, Monday 5 October

The final day was the Woodside F1 Re-enactment, with cars assembled at the Recreation Oval before heading onto the historic road circuit in era groups.

Woodside hosted racing from 1947 to 1951, and its last meeting, on a Monday in October 1951, included what are recognised as the first FIA Formula 1 and Formula 2 races held in Australia. Both were non-championship events.

Seventy-five years on, open-wheelers, sports cars, touring cars and other historic machinery were again circulating those roads, on the same Monday of the October long weekend.



"The weather threatened to spoil the party again, but the public clearly hadn't received the memo."











A Carnival built by many hands

An event spread across two weekends; several councils and three regions only happen with a great deal of cooperation.

The Club sincerely thanks the South Australian Government for its support, and our event partners Finch Restorations, Southcoast Mitre 10, the South Australian Motor Sport Board, Coopers and Marque Restorations. We are equally grateful to our host councils (Alexandrina Council, Adelaide Hills Council, The Barossa Council and the City of Victor Harbor) and to our media partners BBBFM, Fleurieu FM and Lofty 88.9 for their promotion and live coverage. SAPOL, traffic-management teams, venue partners and local businesses also played an essential part.

Most of all, thank you to the SCCSA officials and volunteers who gave their time at one event or several. You set up and packed down, flagged and marshalled, signed competitors on, ran the staging areas, directed traffic and looked after spectators. You also did the countless jobs most people never see, and the events don’t happen without you.

To everyone who pitched in, however big or small the job, thank you.

“Seeing historic machinery back on the roads where its predecessors competed nine decades earlier was what the Carnival set out to achieve: not just telling people about history but letting them experience it.”



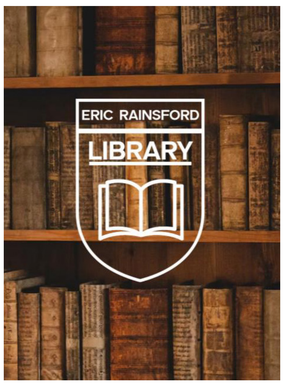












Tickets are now available to buy for the Library Christmas Fundraiser through our website.

LIBRARY REPORT:

The library would like to acknowledge the passing of Kym Ninnes. Kym Ninnes will be remembered for his passion for motoring, his adventurous spirit, and his valued contribution to the club's community.

Kym generously volunteered his time to help with the library at the Sporting Car Club for over 10 years, researching racing history and sharing his enthusiasm for Clubmans and supporting fellow volunteers who shared his interests.

An adventurer at heart, Kym documented one of his great journeys in his book, Kym Round Oz, which tells the story of his adventure travelling around Australia in his Clubman. His book stands as a lasting record of his journey and his love of adventure. Kym will always be remembered by all of us.

On a lighter note, tickets are now available to buy for the **Library Christmas Fundraiser** through our website. We will be showing the film collaborated for the Grand Prix Carnival during the night for those who missed it. Tickets are only $65 which includes a welcome drink, raffle ticket, buffet meal and the opportunity to bid on many unique lots in our silent auction – so don't miss out as this will be an evening to remember.

Andrena Clisby
SCC Librarian



LIBRARY VOLUNTEERS 2026
Back - Colin Bourner, Grant Ridgwell, Andrena Clisby, Rob Bartholomaeus, Denis Basson and Kym Ninnes. Front - Peter Godfrey, Ivan Hoffman, Michael Wapler



VV&CM REPORT:

MEETINGS
Rambler Pacer's

Our November meeting will show case three iconic cars on stage, a 1979 Rambler Pacer, 1971 Rambler Hornet and a 1968 Rambler Javilin.

Brett Mossop's collection is truly outstanding, Brett will be giving a talk about his iconic cars.
Doors open at 6:30pm meeting starts at 7:30pm, bar open and raffle on the night.

NEWS
The Library Christmas
Fundraiser is on Saturday 5th of December 7 pm – 11pm.

Cost: $65.00pp (incl. GST) or $480.00 for a table of 8 includes a free drink on arrival, buffet from Mediterranean Excellence.
Price also includes one raffle ticket, extra tickets available for purchase on the night.

Entertainment: Jeremy Cordeaux with one of his special cars and giving a talk.

Silent Auction to be held on the night with over 20 lots, bookings via the SCC office.

The **club picnic is also returning on Sunday the 6th of December** at Thorndon Park between 11 am – 3 pm, BYO picnic and grandchildren and enjoy the day.

EVENTS
Brunch Run

Sunday November 22nd is our annual Brunch Run, meeting at Adey Reserve Hampden Street Firle at 9:30 am – for a 10:00 am departure, with morning brunch at the popular Feathers Pavillion Café 520 Glynburn Road Burnside.

Bookings essential via the SCC website or call the club on 83734899, see flyer in Wheelspin for all details.

Gary Dodd
Chairperson
Veteran, Vintage, Classic &
Modern Section

PRESENTS

BRUNCH RUN

SCENIC DRIVE . GREAT COMPANY . ALL DAY BREAKFAST

SUNDAY NOVEMBER 22

Drive together through scenic roads and enjoy a social brunch with great company at The Feathers Pavillion Cafe. A day out not to be missed!

Meeting Point:
Adey Reserve, Hampden St, Firle

Time:
Arrive 9:30am for 10am departure.

FEATHERS HOTEL

Destination:
The Feathers Pavillion Cafe

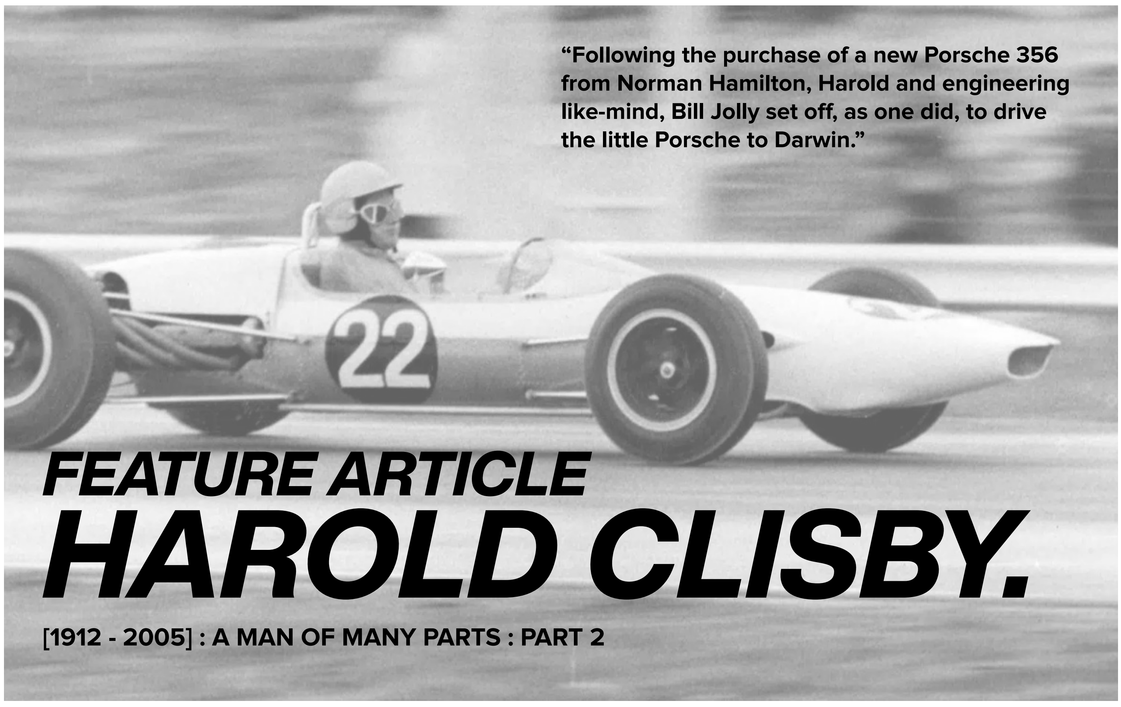
Address:
520 Glynburn Rd, Burnside SA 5066





DRIVEN BY HERITAGE
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DRIVEN BY PASSION
DRIVEN BY ENTHUSIASTS
DRIVEN BY YOU





“Following the purchase of a new Porsche 356 from Norman Hamilton, Harold and engineering like-mind, Bill Jolly set off, as one did, to drive the little Porsche to Darwin.”

FEATURE ARTICLE
HAROLD CLISBY.

[1912 - 2005] : A MAN OF MANY PARTS : PART 2

In Part 1 of the incredible Harold Clisby tale, we got him to Collingrove. There is more. Much more. However, rather than side-track along many of Harold’s off-beat pursuits – house building, model railways and so on, we will focus on a small sample of his car pursuits.

Following the purchase of a new Porsche 356 from Norman Hamilton, Harold and engineering like-mind, Bill Jolly set off, as one did, to drive the little Porsche to Darwin. Thwarted by heavy rains and impenetrable mud immediately north of Port Augusta, they decided to load both Bill’s car and the Porsche aboard the Ghan for a jerky two and a half day’s train trip over 800 miles [approx. 1290 km] to Alice Springs.

At one point, as floods had washed away track ballast, a crawler-tracked bulldozer was unloaded from the train to push up earth on each side of the track and restore a ballast for the Ghan to continue. Beyond Oodnadatta, food supplies ran out. No worries. The train stopped near a farm allowing the engine driver and guard to shoot several suitable animals to feed eighty hungry passengers!

Disembarking in Alice Springs, the adventurers headed north by road, 1,000 miles [1,600km] to Darwin. The Porsche starter motor let go, meaning repeated push starts. They found a Rolls Royce, abandoned on the roadside for over twenty years. And one memorable discovery was that of a couple living on a cement slab, all their furniture laid out, just awaiting the house to be built around them!

After a few days in Darwin - during which time Harold learned to water ski from a crazy character called Carl Atkinson who kept a five-foot [150cm] crocodile in his bathtub, lifted out when Carl needed a bath – Harold plotted course for Mt. Isa, at one point garaging himself and the Porsche in a cave where he set up camp, lighting a fire to drive the bats out!

Over nearly impossible, impassible tracks, negotiating many swollen creek crossings, passing Redex trial wrecks and avoiding rocks and potholes, Harold reached Cairns with damaged torsion bar mounts. That fixed, after a week swanning round Cairns, he headed for Brisbane. Alas, half-way there, the engine’s mounts gave up and the engine, still driving the wheels, dropped to the ground. Using his car jack, a length of tree branch and fencing wire, the engine was strapped at the correct level and on went Harold. Well almost. A broken crankshaft and a tow in the dark behind a truck got Harold to Melbourne where he deposited the car with Hamilton’s and caught an aero plane home!

Fascinated by primitive automobiles, Harold purchased a run-down 1902 Crestmobile which he proceeded to refurbish – and name “Anna”. She lacked power often requiring Harold and passenger to walk alongside her up most slopes.

Undeterred, at 4:30am on Sunday, March 2nd. 1958, Harold with companion, Brunie Harbers, loaded up the little jigger for an 800 mile [1,300km] run to the Blue Mountains Veteran Car Rally in NSW.

Worth hearing the Crestmobile starting procedure and acceleration to maybe 15mph [24 kph] in Harold’s own words: ‘petrol on, flood the carburetor, set the spark to top center, push the hand throttle half open, put the hand brake on, wind starting cord around starting pulley, taking care not to foul the fan belt on the same pulley, since this operation has to be performed after the bonnet has been propped up with the factory supplied prop, switch on the battery ignition, then with the right foot on the front axle, give a hearty pull. Snort, s, s, s, tuff, tuff, tuff; close the throttle until it goes, snort, tuff, snort, tuff, advance spark, gently lower the frail bonnet after the prop has been clipped into place, then climb aboard; lift up the hinged steering tiller, wriggle oneself behind the steering device and try to make oneself comfortable; with one’s feet off the clutch pedal, the reverse gear is found by juggling around with the horizontal bronze lever that encircles the vertical steering column and pulling it towards you until a harsh grating noise indicates that you have succeeded, immediately this is done, you are aware of the friction of the gearbox as it slows the mighty two and a half horse power engine to a dangerous stalling speed. A little more throttle and with the right foot, a very gentle but deliberate push sets the clutch in motion, one is then carried backwards in a series of gentle jerks until sufficient speed is reached to smooth out the lumps! Initial acceleration was pitifully slow as the car slowly gathered speed in her own time, there was nothing one could do about it, one simply learns to be very patient whilst the car eventually reaches its maximum touring speed of about fourteen, fifteen, perhaps sixteen mph if everything goes right. Always however there seemed something wrong with the mixture since it was never constant, most of the time it was too rich!’

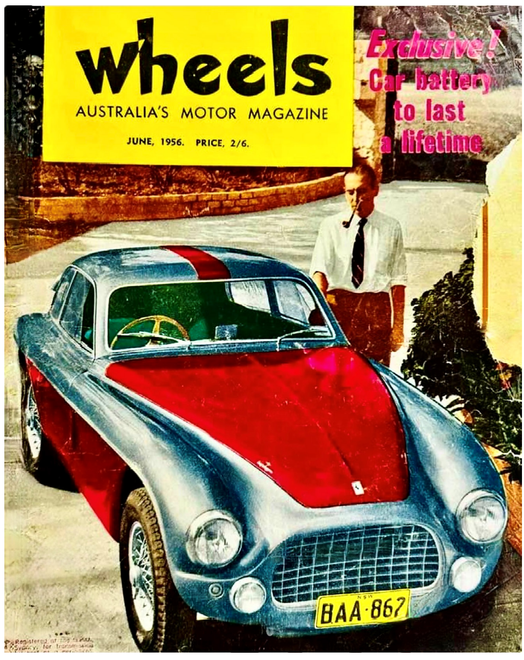
At the other end of the velocity chart, Harold acquired a rare 1951 Ferrari 212 Export Berlinetta coupe which had been imported by Italian Consul, Nino Sacilotto. Raced at the 1956 Australian Grand Prix meeting at Albert Park - driven by Keith Jones – the car also ran at Bathurst and on the Gnoo Blas circuit at Orange with Nino steering.

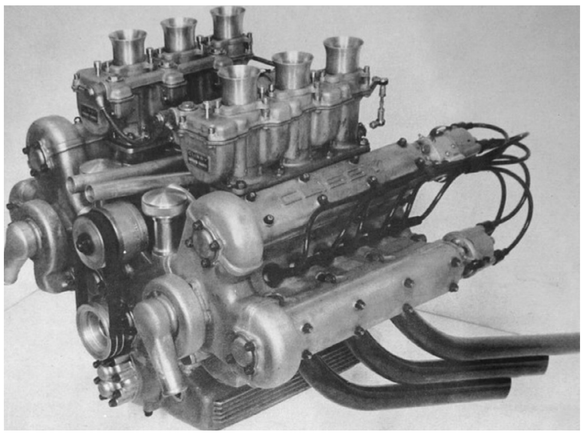
Prior to its time in Australia, Chassis 0112/E competed in the 1953 and 1955 Mille Miglia road races before Sacilotto acquired it in 1955. So, a much storied – and now immensely valuable – classic!

Back to Harold. Driving his new purchase form Sydney to Adelaide in late 1959, the inevitable happened – again. Just before Albury, the crankshaft broke! Completing the trip home on a semi-trailer, Harold wondered what he had bought. Broken small-bore 12-cylinder motor, no interior trim, sad paintwork – almost too much!

However, Harold being Harold made most of the parts needed – casting 12 new cylinders liners and pistons and travelling to Italy to source a new crank from the factory along with Webers from Bologna to fill his suitcase.

In 1964, the fully rebuilt Ferrari passed to Colin Hyams and ultimately to Adelaide’s Andy Brown in 1981.







PRETTY PASSENGER in this 1902 Crestomobile is Brunie Harbers with owner Harold Clisby driving. Car speed is 14 m.p.h.



28 VETERAN CARS FIND THE GOING HILLY

Twenty - eight of SA's oldest cars returned to Adelaide yesterday after their annual rally to Victor Harbor.

All competitors completed the official part of the run on Saturday but not, in many cases, without having to make repairs en route.

Mr. Harold Clisby's 1902 Crestmobile, the oldest car taking part, developed clutch trouble on Tapleys Hill shortly after the start at Chrysler's Tonsley Park plant.

● The picture shows him making repairs with a piece of wire from a paint-tin handle, watched by his passenger, Miss Tine Mansveiders.

Later his car's driving chain broke near the top of Willunga Hill, but he mended it in time to reach Mount Compass for lunch.

Mr. Laurie Vinall installed another engine in his 1909 IHC Buggy the night before the rally, but had to make a quick change when he found that he needed the old unit instead. He completed the course despite a sticking valve.

Mr. Vinall's son David, in a 1904 De Dion Bouton, struck coil trouble, but his father, travelling close behind, produced a replacement which enabled the car to finish.

The veteran car section of the Sporting Car Club held its annual dinner at the Hotel Victor on Saturday night.

Saturday's route, which was via Tapleys Hill, Chandlers Hill, Clarendon, Kulpo Forest, Mount Compass (lunch), Currency Creek and Goolwa, was used for the first time.

Man about town.

Italian Consul, Nino Sacilotto, and 1951 Ferrari 212 / 225 Export Berlinetta – wow!!
Which drifts us over to Harold's V6 Formula One racing engine.

During an extended fact-finding European trip in 1960, Harold was impressed by Ferrari's 1.5 litre V6 racing engines, which steered him towards designing an F1 Grand Prix engine of 120 degrees, DOHC, 2 valve V6 design. As only we've come to expect of the 'restless engineer', Harold began the design process on a portable drafting machine in the cabin of the ship on which he returned to Australia. According to the late Kevin Drage, the Clisby factory at Prospect was re-tooled to 'manufacture our own conrods, pistons, distributors and oil pumps...plus build our own manufacturing equipment such as sand foundry, electric melting furnace, sand mixer, crankshaft grinder, camshaft grinder, nitriding furnace and so on.'

The all-aluminium 1476cc engine employed four main bearings, billet steel crank, twin overhead gear-driven camshafts, twin spark plugs per cylinder fired by conventional coil, dual ignition circuits, four Clisby-modified distributors, one master and one slave for each of the two ignition circuits fired from each camshaft along with front-mounted generator and a starter motor at its rear.

After a prolonged stoush with Weber, and an IP issue with Ferrari, who insisted Clisby ceased building his 120-degree V6 engine, Kevin Drage and colleague, Alec Bailey, built their own carburettor bodies.

World class F1 engine – a magnificent all-South Australian engineering masterpiece.

Long story shortened, Adelaide engineer and racer, Andy Brown, stepped in to fund the ongoing development of the F1 engine after Harold had lost interest, preferring to build model steam railway engines.

In a collaboration with Garrie Cooper at Elfin, the completed V6 engine was installed in an Elfin Mono which Andy Brown raced just four times : Mallala on 19 April 1965 when a rear tyre blew destroying the car's rear suspension, at Calder on 23 May retiring with water porosity problems, at Mallala on 14 June when a busted oil line in practice saw a race DNS, and the car's final appearance on 11 October 1965, a Gold Star Championship round at Mallala, where sadly, eight laps in, the engine locked up sending Brown on a high speed 'off'.

Very fortunately the Clisby V6 F1 engine survives. A thing of engineering beauty, thanks to the dogged efforts of the Clisby family, it occupies pride of place in Mawson House, the Adelaide-based home of the Sporting Car Club of SA.

Was all that development effort wasted? In a way, possibly, as F1 moved in 1966 to 2-litre engine capacity, for which the Clisby engine could have been up-tooled. Understandably, the cost and exasperation of its development by a small, family-owned enterprise must have ultimately forced a halt in proceedings.

There is, however, a significant World F1 Championship winning postscript. When Repco-Brabham was looking for an Australian concern to cast their cylinder heads for the 1966 – 1969 seasons, they chose Clisby, recognising the expertise in complex aluminium castings gained on Adelaide's own F1 V6 project!

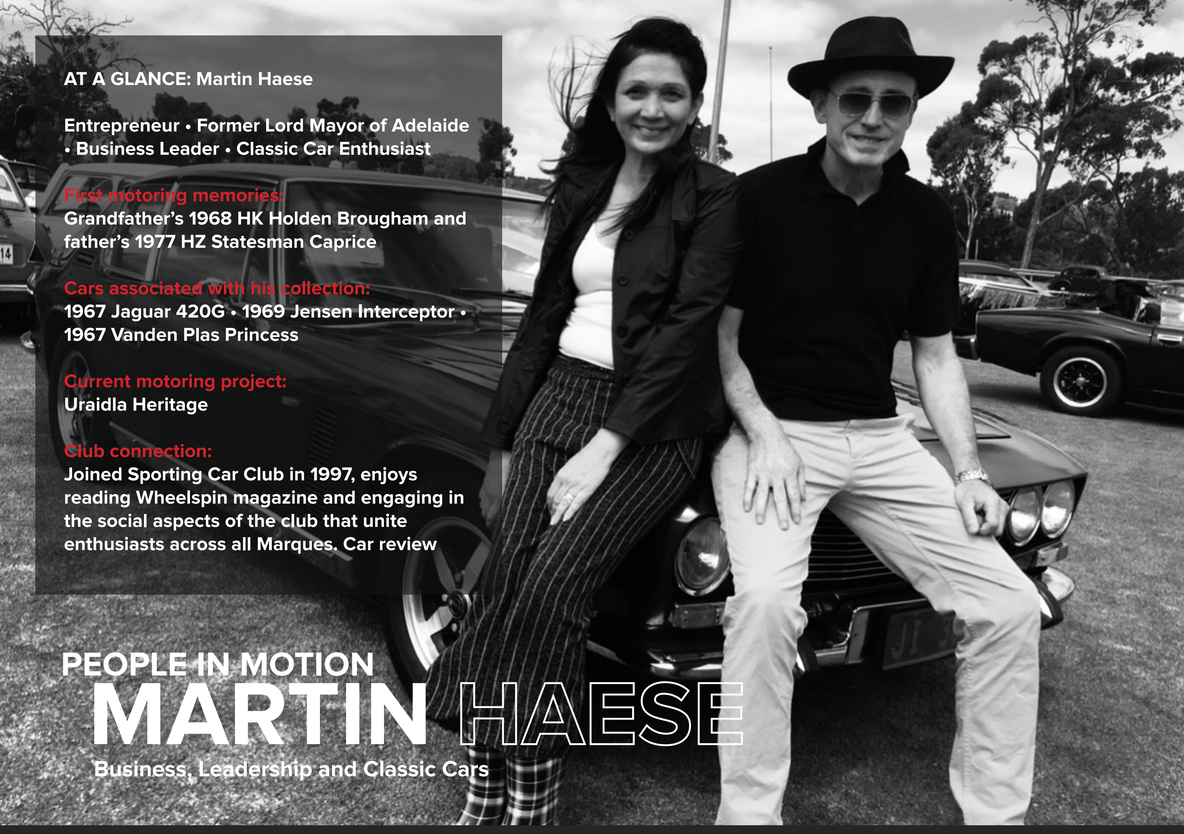
Bravo Harold Clisby, Kevin Drage, Garrie Cooper and Andy Brown – an all-South Australian contribution to Sir Jack Brabham's never-to-be-repeated 1966 Formula One World Championship, the 60th Anniversary of which is celebrated across the racing world this very year!

With acknowledgements to Mark Bisset and his fabulous Primotipo website, to Andrena Clisby for access to Clisby family anecdotes and archives.

- Parky


SPORTING CAR CLUB SA
CLUB
PICNIC
December 6, 11 am to 3 pm
Thorndon Park Reserve, opposite the Reservoir Hotel
Facilities include: safe parking for your chosen car, Lions kiosk, BBQ facilities, good clean bathrooms, A GIGANTIC PLAYGROUND for toddlers and teens, great walking paths if you need to work off that delicious lunch
Bring: Picnic lunch, blanket, a sense of fun
Why: Because there is nothing better than a lovely lunch with old friends and new
Challenge: Jack High – create a team of 2 to 4 players for bocce/boulle/pétanque, grassland bowls. All challengers welcome.
DECEMBER 6 >>> 11am-3pm


SPORTING CAR CLUB SA
MEMBERS CHRISTMAS BBQ
You are invited to the annual SCCSA Members Christmas BBQ
(Held before the Annual general meeting)
Wednesday 2nd December
From 6pm
Free for all members.
RSVP attendance to admin@sportingcarclub.com.au by Friday 27th November
WEDNESDAY DECEMBER 2



AT A GLANCE: Martin Haese

Entrepreneur • Former Lord Mayor of Adelaide • Business Leader • Classic Car Enthusiast

First motoring memories:
Grandfather's 1968 HK Holden Brougham and father's 1977 HZ Statesman Caprice

Cars associated with his collection:
1967 Jaguar 420G • 1969 Jensen Interceptor • 1967 Vanden Plas Princess

Current motoring project:
Uraidla Heritage

Club connection:
Joined Sporting Car Club in 1997, enjoys reading Wheelspin magazine and engaging in the social aspects of the club that unite enthusiasts across all Marques. Car review

PEOPLE IN MOTION

MARTIN HAESE

Business, Leadership and Classic Cars

Martin Haese has held some of South Australia's most prominent leadership positions, but long before the boardroom, Adelaide Town Hall or international trade missions, there were two Holdens and a ten-year-old boy charged with keeping them immaculate.

One was his grandfather's 1968 HK Holden Brougham, the other his father's 1977 HZ Statesman Caprice. Washing those cars every weekend sparked an interest that has stayed with Martin throughout a career that has taken him from entrepreneur to Lord Mayor of Adelaide, business leader and today as a private investor and South Australia's Special Envoy to Southeast Asia.

His business story began in retail. In 1993 Martin established his first Youthworks store in Rundle Mall. The business ultimately grew into a $25 million operation with 16 stores across Adelaide and Melbourne with more than 200 employees. He later returned to Rundle Mall in a very different capacity, leading its management authority and helping build the case for a major upgrade of its public realm. From 2010 to 2013, he was also chairman of the Bay to Birdwood.

In 2014, came another change of direction when Martin was elected as the 78th Lord Mayor of Adelaide. During his four-year term, his council and administration pursued ambitious initiatives such as Carbon Neutral Adelaide, purchasing the former Le Cornu site at North Adelaide, the development plan for Market Square, and Ten Gigabit Adelaide. From 2019 to 2022, Martin led Business SA as its Chief Executive, where he helped South Australia's business community navigate their way through extraordinary challenges during the global pandemic.

Today his interests remain diverse: Executive Chairman of Infinity Ventures, Special Envoy to Singapore and Southeast Asia for Trade and Investment and Honorary Chairman of Clipper Ship City of Adelaide.

But cars have remained a constant and Martin has collected classic vehicles for more than four decades. Over the years, his collection has included a 1965 Rolls Royce Silver Cloud, 1969 Jensen Interceptor and a 1967 Vanden Plas Princess. Today, it includes a 1967 Jaguar 420G, 1999 Jaguar XKR and a L322 Range Rover - cars chosen as much for their character, history and craftsmanship, as for their namesake.

Increasingly, that private passion is finding its way into his professional life. He co-founded the Classic Cars Adelaide YouTube channel, combining significant cars with South Australian tourism destinations, and is now developing Uraidla Heritage in the Adelaide Hills. Due for completion in late 2027, this project is intended to bring classic cars and motorcycles, specialist trades, local food and the historic motoring community together in a destination built around preservation, craftsmanship and connection.

There is an interesting thread running through Martin's career. Retail was about creating places people wanted to visit. Civic leadership was about making Adelaide a better place to live and do business. His investment interests increasingly combine tourism, sustainability and experiences. Even Adelaide Hills House, of which Martin is a custodian, offers driving tours among its guest experiences. And now classic motoring is part of that same story.

Perhaps that ten-year-old meticulously washing two family Holdens wasn't simply cleaning cars after all. He was beginning a relationship with motoring that, half a



The People Who Shaped Our Club

IVAN HOFFMAN

A Lifetime of Service

During the late 1960's I started to collect enamel Radiator emblems. The history and details from magazines and books and people naturally follows. The collection was donated to the National Motor Museum Birdwood in 2025 but can be viewed at "Australian AutoEmblems.blogspot.com" When Flinders University were experimenting with electric vehicles in 1974, a letter in the Advertiser from H.P. Rosenhain stated that there were better electric vehicles built here in the 1940's. Copies of his photographs of Bowker electric vehicles are included in "SA Motor cars 1881-1942." See website "Bowker electric car."

About 100 electric vans used for bread deliveries were built by Edward & Don Both 1941-1943. The website "Electric car in 1940(1940)" shows a utility version. I joined the SCC in 1985, mainly to access the library for research on Australian cars. My earliest memories of the Club were trying to enter late and unobserved in the Beulah Park clubrooms and discussions on the purchase of our present clubrooms. Photographs show Dennis & Margaret Harrison with Ian Smith and Bruce Roberts setting up the present reading room. My main volunteering in the library would have started about 1995, with photographs 2005.

Changes to the Library include more books, magazines, shelves including compactus in Ludlum room, Saturday and all year and internet sales. Photograph prints are now stored in archive albums. The past and present Library volunteers are the best group of people I have worked with. The large collection of programmes of race meetings from many venues is often used. David Beaumont recently wrote a history of the little-known Woodside circuit. How about comprehensive histories of other closed circuits like Lobethal, Port Wakefield, Victor Harbor, Hillclimb and mud plugger sites, while people still remember them. Our library has some information as a start. IF we do not do this who will? There is a wealth of information in our "With Casual Efficiency", -Well done Dennis Harrison. Many people have built a "Special" for racing and one for a mate. Their history should be recorded. What do we know about Asp, Bacchus, Cicada, Kestrel, Pellandini, all built around Adelaide. My files AustralianAutomobiles.blogspot.com could be a starting point.

Some of the people I have enjoined meeting include the Chennells, Hoskings, Juttners, JWS, Pyles, Shearers, Tom Stevens and Sandra. Bruce Standen & I attended several swap meetings, in country towns starting at 6AM. We were keen. The rear seat in Trevor Shepards 1935 Bentley is the most comfortable I have occupied. Many interesting cars have been photographed on stage at meetings. My only involvement with Motor Sport was to attend a checkpoint with Bruce Roberts at a (very cold) night rally. My awarding Life Membership was the greatest surprise of my life.

The first car I owned was a 1952 4 door s.v. Morris Minor which I had for about 78,000 miles, in 1959 this was traded for a 1956 Minor van. To provide a footwell for the extra seat for children I fitted the rear floor panel of the larger Morris Oxford. This was an amazing vehicle. 1971 brought a Morris Nomad. Great body, - the right size. Pity about the gearbox. In 1978 we bought a six-cylinder Leyland P 76 which had done 71,000 mils to visit our daughter in Esperance WA. It was a great car for the trip. That large boot was very useful. We travelled 17,000 miles in it and traded it for a Subaru station wagon in 1982. In this I travelled 279,000 Kms. An article had stated that one of the last great motoring journeys in the world was the Gunbarrel Highway. So, in 1985 I also joined the Subaru Club to find someone to try the Gunbarrel Highway. My friend & I with the other driver his wife & child had a pleasant trip, called at Mt Augustice, The Pinnacles, Hut River Province, and Perth.



HOW I Started Collecting

ACCA member Ivan Hoffmann shares his story.



Most of my life I have had some form of a collection. As a young child I was given a collection of matchbox labels. Many of these were made in Sweden, with similar designs made in Australia. Postage stamps were a great way to learn about the money, history and geography of foreign countries. During my high school years two of my best friends knew all about cars. They even pointed out a Cord in the streets of Adelaide. Cord? I had never heard of them.

At that time my father had a 1935 Plymouth, which by 1952 had travelled 189,000 miles, 60,000 with a gas producer. Years later I read the book *Kings Of The Road* by Ken Purdy. This introduced me to a whole new list of exciting-sounding names such as Bugatti, Mercer, Stutz, Nuvolari, Prince Bira, John Cobb, Zagato, Duesenberg, Isotta-Fraschini, Hispano-Suiza, Morgan, Indianapolis and Le Mans. To learn more about these and other vehicles, many magazines were devoured, cut up and unwanted parts discarded.

Note artwork colours reversed







My main interest is with little-known Australian designed and manufactured vehicles. Names like Elfin, Carter, Chic, Matich, Nota, Robnell, Caldwell-Vale, Buckle, Birrana, Wiles Thomson, Eureka, Oka, and Razorback. How would you like to have driven a car called 'Flying Kangaroo' or 'Murnane's Articulated People's Car. People such as Hartnett, Cheney, Chamberlain, Brabham, Tarrant, Aunger, Bateup, Bowker and Lawton have contributed much to our Australian industry. "What is the use of such a collection?" you ask. Authors of about six books have acknowledged use of some of this material. The first was *South Australian Motor Cars 1881-1942* by George Brooks, published in 1987.



My other collection is of radiator badges, which numbers about 200 makes, and photographs of rare makes I have no possibility of owning. Many are beautiful enamel works of art in their own right. A selection of beautiful badges can be seen on the website 'Radiator Badges.'



The articles in the ACCA magazine on the history of the oil industry and its products are a valuable, important but otherwise neglected part of our automotive history. Happy searching and collecting, Ivan.





"The Type 01 is the production successor to the controversial Type 00 concept unveiled in 2024"

JAGUAR TYPE 01:
A NEW CAT FOR A NEW ERA

Jaguar has never been afraid of reinvention. The company that gave us the XK120, E-Type, XJ and XJ220 is now preparing its boldest transformation yet—the all-electric Type 01.

Revealed in October, the Type 01 is the production successor to the controversial Type 00 concept unveiled in 2024. While the concept divided opinion, Jaguar has resisted the temptation to soften it. The production car retains the extraordinarily long bonnet, low roofline, broad shoulders and imposing wheels, but gains four doors and seating for four.

At 5,235mm long and around two metres wide, the Type 01 is a substantial machine. However, it stands just 1,403mm high, giving it proportions closer to an exotic grand tourer than a conventional luxury sedan. Its 3,200mm wheelbase creates a spacious cabin, while rear-wheel steering—turning the back wheels by up to six degrees—helps deliver an unexpectedly compact 11.5-metre turning circle.

There is equally serious engineering beneath the bodywork. Three electric motors provide all-wheel drive, up to 1,030PS—approximately 757kW—and an enormous 1,365Nm of torque. Jaguar claims 0–100km/h in 3.2 seconds, with 100–180km/h taking only another four seconds. Top speed is expected to be electronically limited to approximately 240km/h.

A 118kWh usable battery is paired with an 850-volt electrical system. Jaguar is targeting a range of up to 720km under the WLTP test cycle, although Australian driving conditions and those enormous wheels will influence real-world results. When connected to a suitable 350kW rapid charger, as much as 321km of range can reportedly be added in 13 minutes, with a 10–80 per cent charge taking around 22 minutes.

The cabin is just as unconventional. A central spine divides the four individual seating areas, while the driver faces a 24-inch OLED display. Brass-inspired trim and a full-width panoramic soundbar reinforce Jaguar's move away from familiar German luxury-car conventions.

The name also carries meaning: "Type" acknowledges famous Jaguars of the past, "0" represents zero tailpipe emissions and "1" signifies the first model in the company's new generation. Australian deliveries are expected during the second half of 2027. Final local pricing has not been announced, but industry estimates place the starting figure at around $300,000 before on-road costs, with personalised and launch-edition cars likely to cost considerably more.

The Type 01 will not appeal to everyone—and Jaguar clearly knows it. This is not intended to be a discreet successor to the XF or XJ. It is a statement that Jaguar would rather provoke a reaction than disappear quietly into the luxury-car crowd.

"The production car retains the extraordinarily long bonnet, low roofline, broad shoulders and imposing wheels, but gains four doors and seating for four."















Jaguar Type 01 at a glance

Length: 5,235mm
Height: 1,403mm
Wheelbase: approximately 3,200mm
Wheels: 23-inch standard; 21-inch option expected
Power: up to 1,030PS/approximately 757kW
Torque: 1,365Nm
0–100km/h: 3.2 seconds
Top speed: approximately 240km/h
Battery: 118kWh usable capacity
Claimed range: up to 720km WLTP

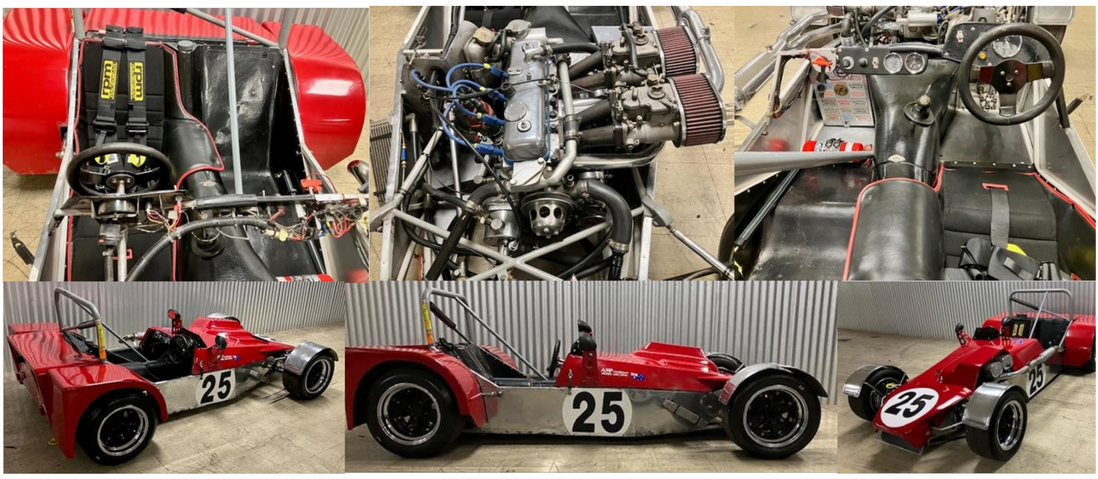
Estimated Australian price:
from approximately $300,000 plus on-road cost

Expected Australian arrival: second half of 2027

SCCSA MARKETPLACE

GRAB A BARGAIN IN OUR CLUB CLASSIFIDES!

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

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

1963 Sunbeam Rapier series 111A: Stand out condition. Drives exceptionally well.



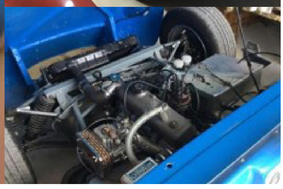


$27500 O.N.O. Ian. 0419 519 016.

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.

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.

For Sale: 1913 Rover roadster
12 h.p. 3 speed gearbox, Fitted with a starter motor and indicators. Reduced to $42,000
Contact Jon Pyle on 0407 876 367 or by e.mail on dijon.pyle@gmail.com



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.

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

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 Gl steel floor
- Single heavy duty axle is easy to manoeuvre in shed
- 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 - F O R S A L E
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.
They can be collected from Jump Swim Schools Hackham.



PLATES



Numeric numberplate, full ownership on transfer, class specific rights.
$21950. O.N.O. Ian. 0419519016.

BACKWORDS.

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

By Paul Murrell

The background to car badges

One of the most iconic logos is that of Italian car company Maserati, first established in 1914 and owned by the Fiat Chrysler Group since the early 1990s. The trident has been part of their logo since the beginning, adopted by the Maserati brothers as a tribute to their home, Bologna. The creator of the logo, Mario Maserati, emphasised three horizontal lines in the trident ("3" being a symbol of perfection and harmony). The lettering and trident symbol underwent a number of changes until 1951 when the red trident repeated the one from the very first emblem, but placed inside an oval divided into two parts. In 1954, the colours were intensified and the trident slightly condensed and using thicker, darker strokes. It went through more refinements until the redesign of 2015 which simplified the logo into a flat emblem with no framing. The current logo appeared in 2020, the contours of the trident slightly modified and the name Maserati spelled out in a custom cursive with all the letters connected along their bottoms, evoking a sense of speed and progress. Sure beats most of the Chinese car logos I've seen! Automotive.



It's not just the entry price

It's a truism that you may be able to afford the purchase price of that car you're lusting after, but can you afford to keep it in the manner it deserves (and demands)? Some years ago, I was sorely tempted by a Bentley Turbo R, until common sense kicked in (a rarity with me when a car is involved!) and I realised I'd be skewered by the maintenance costs. Now I read that owners of hybrid hypercars from the 2010s are learning the same expensive lesson. Over time, the battery cells degrade and provide less of the all-electric and torque-boosting driving modes. This applies to the "Holy Trinity", the McLaren P1, LaFerrari and Porsche 918. Until now, refresh kits have only been available direct from the manufacturer, but a company in the UK is offering to replace packs on the McLaren P1 (some of which were built as early as 2010). They say the replacement packs will nearly triple the battery's kWh rating (from 4.72 to 12.4) and also reduce the weight by 23kg. You might have to save up for one though. The price is £160,000 ($A304,000) but that includes installation and a six-year warranty. Installations will begin in the (northern hemisphere) spring of 2027.



Not so safe

There have been more than a few odd creations claiming to improve safety on our roads, but one of the oddest has to be the 1946 Hewson Rocket. You have to wonder how giving a car a highly polished body with the potential to dazzle oncoming traffic could make a safety car. The car was powered by the ubiquitous Ford V8 flathead (more usually associated with hot rods). With an aerodynamic (relatively speaking!) aluminium body (flush headlights and no door handles), it was created by William "Shem" Hewson, and was intended to be an affordable sports car at around $US1000. Despite its almost Noddy-and-Big-Ears look, high development costs of $US16,000 depleted capital reserves and halted production before it could begin. Auctioned off for $US650 in 1959, this one-off is now on display at the Lane Motor Museum in Tennessee.



Wishful thinking? Or pie in the sky?

Plans always seem to be afoot to revive long-defunct car marques and for many reasons (usually financial) most of them come to nothing. Way back in 2007, British classic car magazines were agog with excitement at the relaunch of the Anglo-American hybrid (in the original sense of the word – a UK car using an American motor) Jensen Interceptor S, using refurbished and rust-proofed shells. Jensen specialists Cropredy Bridge planned to build 50, running a 6-litre GM V8. It was available to order, according to the report, from September. They actually succeeded, introducing the car in 2008 at a price of £74,960 and building 50 between 2008 and 2010. In 2008, an original (1967-75) Interceptor could be bought in mint condition for around £11,000. (The image here is the latest attempt to revive the Interceptor name. It is the track-only Jensen Interceptor GTX prototype. I don't know about you, but I prefer the original.) In late 2006, it was announced that TVRs would be built again, albeit in Italy. Russian owner of Blackpool's TVR, Nikolai Smolenski, ambitiously planned to build 2000 units in Turin in 2008. Despite the unveiling of an updated Sagaris 2 prototype and an agreement with Bertone, no TVRs were ever built in Italy. Or anywhere else. An even stranger plan was announced by Nanjing Automobile Corporation (who put the MG nameplate back on roads) to reintroduce the Austin-Healey brand. Again in 2007, two prototypes were allegedly being worked on. However, when Nanjing merged with SAIC Motor later that same year the plans were shelved. Finally (although I'm sure there were others), the Texas-based DeLorean Motor Company, Phoenix-like arose from the ashes (but unaffiliated with the original company having simply bought the trade mark) and reported that production of the DMC-12 would resume in 2008. The company claimed there was a nine-month waiting list in October 2007. The remanufactured car was estimated to cost more than £21,000 when it arrived and the planned build was 25 cars. Since the cars were built using remaining stockpiled parts from the original factory, they were registered as 1981-1983 models. It is not known how many were produced.



Ello, ello, ello

The British have a long history of choosing quite odd cars as police cars, not least of which is the MG TC which many British police forces turned to in 1945 for traffic duty and quick (?) response. Kent County Constabulary, Hertfordshire Constabulary and East Riding Constabulary all used TCs around 1946-1947. Many featured upgraded electrical systems, larger dynamos and different rear axle ratios (to boost top-end speeds). They probably didn't scare too many English crims, though. A standard TC was powered by a 1.25-litre pushrod overhead valve four-cylinder engine producing just 54 hp (40kW). It wasn't all about speed though. As a letter to the Chief Superintendent explained, "the smallness of the vehicle was appreciated when 'tailing' a lorry, as the M.G. was 'lost' to the lorry driver's view". Looks like the two in this car would have both lost their caps, though.

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.
Readers are encouraged to agree, disagree or express contrary points of view in writing to the Editor at any time.



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2026/2027 Management Committee and Staff

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HRR Section	Mark Goldsmith	0412 671 671	goldy.mp1@gmail.com
Library	Andrena Clisby	0429 208 666	andrena@clisby.com
Veteran, Vintage, Classic and Modern Section	Gary Dodd	0411 282 045	gary.dodd007@gmail.com

Motorsport Australia Delegate	Mark Goldsmith	0412 671 671	goldy.mp1@gmail.com

LIBRARY Christmas FUNDRAISER

YOU ARE INVITED TO ATTEND THE 2026 LIBRARY CHRISTMAS FUNDRAISER

Date: Saturday 5th December

Time: 7pm – 11pm

Cost:
$65.00pp (incl. GST) or $480.00 for a table of 8

Your ticket includes a free drink on arrival, buffet from Mediterranean Excellence - www.mediterraneanexcellence.com.au)

Price also includes one raffle ticket, extra tickets available for purchase on the night.

Entertainment:
Jeremy Cordeaux with one of his special cars and giving a talk.

Silent Auction to be held on the night with over 20 lots!

Please RSVP via the Club.

SPORTING CAR CLUB

