



December 2025

Correspondence to:

**PO Box 202
North Adelaide SA
5006**

fordmodela.sa@gmail.com



[**CHECK OUT OUR NEW
FACEBOOK PAGE
MODEL A FORD CLUB
OF SA**](#)

We don't currently have an editor. If you are able to assist with this please contact a member of the committee to discuss

FORD TORQUE SA

Merry Christmas



Don Pellew's '30 Coupe at the Bay to Birdwood

UPCOMING EVENTS

Friday 16th January
Fish n Chip Run

Sunday 15th February
Breakfast Run

PLEASE NOTE Our January Meeting will start at the earlier time of 7:30pm in the hope a few more members are able to attend

Meetings & Contact

Model A **Ford** Club of South Australia Inc. – meets on the third Tuesday of each month at the C.C.C. Club Rooms, Glandore Community Centre, Clark Avenue, Glandore starting at 8:00pm

Disclaimer: The Model A Ford Club – South Australia Inc. cannot guarantee the correctness of technical information contained in Ford Torque SA and accept no responsibility for the consequences arising from the use of such information.



From the President!

Here we are at the end of another year and ready to begin a new one.

Our next event is the Fish & Chip Run on the 16th January followed by the General Meeting on the 20th January. On behalf of the MAFC SA Committee I would like to wish everyone a wonderful safe Christmas and a prosperous New Year. In closing, keep your "A" fuelled up and ready to go.

Cheers Eileen

UPCOMING EVENTS

FISH & CHIP RUN

Friday 16th January

Meet at the clubrooms at 6:00pm.

Please contact Kevin Draper on 0423 380 917



Cordially invites you to our Annual Breakfast Run



To be held at

7:30am Sunday 15th February 2026

Glandore Community Centre, Clarke Avenue, Glandore



A charge of \$7.00 per person is requested to cover costs.

Please bring along your chairs, plates and cutlery. Please come along and join in with fellow Early Ford Enthusiasts

HAVE YOUR SAY

We are always happy to receive submissions for the newsletter. If you can email your stories to the editor by the 1st of each month for inclusion

fordmodela.sa@gmail.com

Website Update .

Remember to check out the Club website for information about upcoming events and other trivia
<http://www.mafcofsa.epizy.com>



LIFE MEMBERS:

Neil Phillips
 May Davey (D)
 Robert Moylan
 Maxine Creedy (D)
 Maurie Creedy (D)
 Beth Martin
 Graham Johnson
 Kevin Draper
 Margaret Mudge

COMMITTEE & CLUB POSITIONS

President:	Eileen Draper	0402 354 625
Vice President:	Warwick Little	0417 895 765
Past President:	Elaine Howson	0438 835 754
Secretary:	Graham Johnson	0418 830 091
Treasurer:	Martin Blanchard	0430 485 260
Editor:		
Events Coordinator:	Kevin Draper	0423 380 917
Committee	Don Cresshull	0400 779 004
	Wayne Stapleton	0466 252 359
Minute Secretary:	Martin Blanchard	0430 485 260
Librarian:	Graham Johnson	0418 830 091
Registrars / Authorised Persons:	Don Cresshull Andrew Costi	0400 779 004 0411 403 231
Federation Reps.	Graham Johnson Warwick Little	8276 7561 8278 3047
CCC Reps	Robert Moylan	0428 852 972
Public Officer	Robert Moylan	0428 852 972
Tool Person	Kevin Draper	0423 380 917
Technical Reps.	Graham Johnson Don Cresshull Wayne Stapleton	0418 830 091 0400 779 004 0429 677 374
Delegates		
Web Master	Martin Blanchard	0430 485 260

TECHNICAL REPS:

Need help with your "A"?

Have a question you can't answer?

Have a chat with our Technical Reps

Graham Johnson
8276 7561

Don Cresshull
0400 779 004

Wayne Stapleton
0429 677 374

FOR SALE/WANTED

New Burns aluminium inlet manifold to suit 3 bolt pattern of Stromberg 97, 81 or Holley.
\$350.00 plus post
Bernard Livingston, Mildura, 0423509538



Model A diff Ring and Pinion \$150
2 Tyres 700-16 light truck Hankook -new \$300[cost 400wholesale]
5 Tyres 215/70/16 radial Autogreen new \$400
4 Tyres 205/70/16 radial Continental as new \$300
5 wire wheels 17 in Ford \$350
2 ford A cyl heads machined \$50ea, 2ford B cyl heads machined \$50ea
1ford AA gearbox 4 speed needs work \$100
1 ford A motor with slipper bearings \$6000
8in pedestal grinder \$80, 1 air compressor twin 8cuft \$150
All Negotiable Warwick Ph 0417895765

EARLY FORD PARTS



Specialising in New Old Stock and Reproduction 1909 - 1948 Early Ford Parts

Dave Slater

dave.slater@casmen.com
 0412 59 3535
 We post Australia-wide
 5 Chauncey Court, Wodonga VIC 3690

For Sale Cont.

1929 boat tailed speedster 5 speed Celica gearbox too many modifications to list.

A real head turner Phone Gary 0439 853 229



1929 Tourer/Phaeton 4 door sedan. Ex- Georg Lutz car, in very good condition.

Good sound engine, LeBaron Bonney tan hood fitted recently

Good Tyres – New Battery, \$30,000ono

Contact Don Cresshull 0400 779 004



ONLY ONE PLACE FOR MODEL T & A FORD PARTS



RESTORATION & HOT ROD PROJECTS

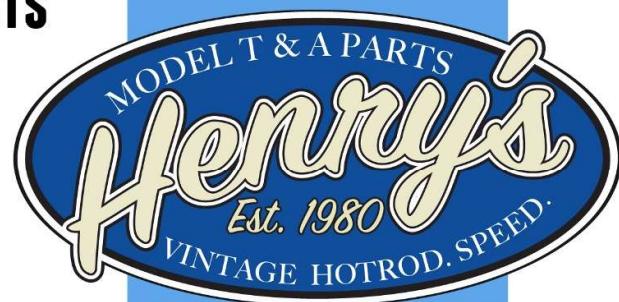
**FOR YOUR
MODEL T & A**

**SERVICING
TUNING
UPHOLSTERY
ELECTRICAL
MAINTENANCE
LIGHT FABRICATION
EXHAUSTS & PARTS**

HENRYSPARES.COM.AU

03 5368 1088

**40
YEARS
EXPERIENCE
ORDERS
SHIPPED
DAILY**



WE ONLY WENT AND GOT A FIRE TRUCK

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

Superintendent Rickwood of the South Australian Fire Brigade Board was at this time moving forward with his plan to modernize the fire service and replace horse drawn appliances with motorized vehicles. The reasons that Rickwood chose a SCAT for the new appliance included the fact that although Cadillac is credited with the world's first electric self starter in 1912, SCAT were using a compressed air self starter by 1910. This system was also able to run an automatic jack system and to



pump up tyres in the event of a puncture. The car also featured "detachable portable wheels which can be adjusted in a few seconds" according to period advertising literature. Adelaide's SCAT dealer was Murray Aunger who had his showroom only a short walk from the Fire Brigade's head station.



The Blanchard family have had a 1910 (or early 1911) SCAT 15HP project in their family for more than 50 years and have never been able to locate any significant information about the history of the car, as it had sat neglected for many years prior to being rescued. Ron Blanchard took the car his father had acquired to Darwin in the early 1990s and began work on restoring the mechanicals. For the majority of this period it was stored in the 1934 Qantas Hanger, which is part Museum, part men's shed. It recently became necessary to remove it from the hangar due to space

being at a premium, so Martin Blanchard, his son Christopher and parents, Ivan and Joan, all headed to Darwin to pack it into a container and ship it back to Adelaide with the hope of building a brass era speedster. Everything was packed up and shipped out just days ahead of Cyclone Fina. Recent attempts to use the internet to research the car found some significant issues with identification.



It was clear the vehicle was 1910 or early 1911 15HP model, the monoblock engine, and a small rectangular firewall were the main diagnostic features. The monoblock engine was seen as a step forward from the previous multi-block engines that were regularly produced in early veteran cars.

Instead of having cylinders cast in separate blocks of one or two cylinders, the 15HP had one single casting which incorporated the engine block, head, and both inlet and exhaust manifolds in one casting. The engine also features a separate water pump and

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

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

The only way to access the internals of the engine was through the removable sump. This feature makes the 15HP model easily identifiable compared to the other SCAT models of this era. The SCAT vehicles also had a completely separate “island” 4 speed gearbox which required shafts at both the front and rear. Only three 15HP SCATs were ever registered in SA with the first being September 1913, another in December 1913 and the last in March 1914.

Research into all three was undertaken with limited success. The second car was owned by Dalgetty & Co of Grenfell Street and contemporary newspaper reports suggest this car, unlike the surviving vehicle, featured Sankey wire wheels, and the third car was privately owned and may have ended up on a farm at Prospect Hill. The vehicle registered first was owned by the Fire Board, and it was initially believed their SCAT was a luxury car for the use of someone in upper management, possibly Superintendent Rickwood himself. This belief was turned on its head when the meeting report outlining the purchase and use was uncovered and it was quite definitely a built as a hose carrier. The second big revelation came when it was discovered that the SA Fire Brigade had never previously had to register motor vehicles and there were three existing vehicles registered at the same time on 1st September 1913, including the SCAT and the 1909 Merryweather Fire Engine that is currently preserved at the National Motor Museum.

This delay answered some of the questions that had kept resurfacing and it also directly explained some odd features on the vehicle itself. There had never previously been a satisfactory answer as to why the car was obviously 1910 and there were no registration records until the end of 1913. The firewall was also an oddity, with early shape but no evidence of the wooden windscreens frame fitted to all known surviving cars. It had instead a substantial brass edging to the rough cast aluminium firewall which, when a period



photograph was discovered in the State Library collection, could be seen clearly on the fire appliance. The only rivets that had been drilled out are on the top of the brass edging, and a second photograph surfaced showing two huge lights mounted to the firewall directly in front of the driver and passenger rather than in front of the radiator.

No bodywork was received with the vehicle which had always been considered unfortunate and a little odd, but not something critical. It appears likely that the Fire Brigade's SCAT had a very short working life. The bodywork that had been made by the firemen of the Head Station in Wakefield Street and may well have been dismantled to salvage anything that could potentially have been used again. Coupled with the unusual arrangement of the firewall, the fact the chassis and the wheels were painted red is suggestive this is the former fire appliance.

It is known that the SCAT had a short life, as there are only two mentions found so far in official sources, the record of the original meeting and a two line newspaper article announcing it had attended its first fire. There are only two photos, one outside the Wakefield Street Fire Station in May 1911 (possibly around the time of it entering service) and one of the SCAT following the Merryweather down Wakefield Street early in 1913. The registration number was reissued to a privately owned Ford Model T in 1919, so it certainly was removed from service before then. The famed SCAT air start system operated at an incredibly high 400psi, and according to owners of restored SCATs caused extreme and continual shaking of the whole vehicle. These systems were never particularly reliable and it is reasonable to assume that it would have been removed. Certainly the Blanchard's car has had this removed and a rather crude aluminium blanking plate installed in its place. Knowing how quickly automotive design progressed during the period of the first World War it is not unreasonable to assume a 1910 appliance that was difficult and rough to drive, only had a transmission brake and required crank starting might quickly become unpopular in a profession where every second counted. Records are very scarce, and until a chassis number can be found in the Fire Department's paperwork it is not possible to prove 100% the car in question is the fire appliance. A nine page dossier of evidence has been prepared which suggests beyond reasonable doubt that this fire truck that has been missing for well over 100 years may have been located.

A number of people from different organisations have been assisting in trying to locate information. Books covering the history of the South Australian Fire Brigade, and the history of motorized fire appliances in Australia do not even mention the existence of the SCAT. Worldwide there are no confirmed instances of any other SCAT commercial vehicles, other than a car that was converted to a farm ute in NSW. It is also believed there are less than 10 surviving 15HP examples left worldwide. Something with this much history needs to be restored to its former glory, and any information that might help is still being sought as preparations begin to restore this vehicle.



RECENT EVENTS

Christmas Party

Sunday 5th December the Club held its annual Christmas Party. We had 21 people for a delightful chicken dinner and it was a wonderful relaxed time to catch up with friends. As usual there was a visit from Santa and his trusty side-kick elf (who looked like he wanted to steal the show). Eileen and Kevin did a wonderful job of arranging the event and the lovely food. Overall it was a big success and I would like to thank all those that helped make it such a lovely afternoon/evening. The biggest thank you must go to Eileen for her tireless work in making it the wonderful event that it was.



Other Events – Bay to Birdwood Photos



Ford Model A



Vauxhall D Type



Plymouth Superbird



Richard Fewsters Amilcar GCSs



Kevin Weeks' Mercedes Silver Arrow



1904 De Dion Bouton



CLUB CALENDAR

For further information and details on individual events please contact the organizer of the run as indicated, or our Events Co-ordinator Kevin Draper

Club Events marked are the official club runs, where points are allocated towards the clubman trophy.

CLUB EVENTS

December	NO MEETING	
January	Friday 16 th	Fish & Chip Run
	Tuesday 20 th	General Meeting EARLIER TIME 7:30
February	Sunday 15 th	Breakfast Run
	Tuesday 17 th	General Meeting EARLIER TIME 7:30
March	Tuesday 17 th	General Meeting
	Sunday 22 nd	All Ford Day
		Historic Vehicle Day?
April	Date TBC	Run to Murray Bridge Community Shed.
	Tuesday 21 st	General Meeting

OTHER EVENTS