



The 'CON-ROD'

Web site <http://www.narc.org.au>

OFFICIAL NEWSLETTER OF THE NORTHERN AUTOMOTIVE RESTORATION CLUB S.A. INC.

NARC was formed in 1974 to encourage the regular use, restoration and preservation of veteran, vintage and classic motor vehicles, tractors and engines.

March/April 2010

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President's Report

Well I think we have come through the busiest time in our Club.

Our shed day in Kadina and Arthurton proved a great success, starting off at Geoff and Evon Polgreen's, by looking at Geoff's stationary engines, collection of kero boxes and memorabilia.

We had lunch at the Arthurton Hall and then visited Brett Colliver's where he gave us a guided tour of his shed showing us his collection of farm machinery and motor vehicles with some rare items amongst his collection.

Thanks to Brett for organising the day and thanks to Geoff Polgreen and Brett for opening up there sheds to allow NARC members to look at their collections.

Power of the Past was another successful event. Please refer to John Birrell's report for more information. (page 8)

At our March meeting, Pam Stringer spoke to us about her recent trip to Egypt. Pam had some very interesting photos of her trip and gave us a fascinating recount of her adventures.

NARC Swap Meet 2010

In 2008 our attendance numbers were very low. After 2 weeks of over 40°C, the crowd was down to 800. Since then gate numbers have increased each year, with around 1500 people attending this year. Considering the number of other swap meets in other areas, I believe we should be happy with our numbers.

The Lions Club report having a good day from the catering point of view and the NARC ladies had a successful day in the brick pavilion.

Thanks again to everybody who turned up and helped on the Saturday and Sunday, especially to those that who helped with the clean up.

Geralka Clearing Sale

The Geralka sale saw 3 huge days of activity. The club had been involved in planning for this event for some months, and it was very pleasing to see everybody there early, prepared for their duties and offering to come back and help on other days. On Friday night after the sale the Elders Jamestown manager came over and thanked NARC for their effort helping at the sale.

Many of our Club members received very positive reports and comments about the way the sale was run and the way our members passed on items to the buyers.

Since the sale, it has been interesting to hear that buyers came from all parts of Australia to purchase a part of the Geralka Rural Farm collection. There is a report on the Farm Clearing Sale website, with some of the prices achieved.

On behalf of the Club I would like to thank all members who helped at the sale.

Graham Goode

Con-Rod Capers

Since our last Con-Rod, three of our members have died. The Club passes on their sincere condolences to the families of Barrie Richards, Keith Brown and Stan Heinrich.

Editor's Report

At our recent meeting concerns were raised about security of members collections who hold Shed Days. Precise directions and names are included in the Con-Rod and often pictures. This is then posted on the web for anyone to view. This is an obvious invitation to some of the less than honest members of our society. As such from now on the version of the Con-Rod placed on the web will not have these details included. So that members will receive these details I will revert to the previous system of emailing the Con-Rod direct to members. This version will include all the same full details as the printed version. I will still produce a High Resolution and Low Res. version and members may choose which they prefer to receive. Hopefully this will alleviate any security concerns.

Members who are on my email list should have received an email a short while ago asking which resolution they wish to receive. If you have not please advise me of your choice. I will send high resolution unless otherwise advised.

Dean Manderson

CON-ROD CALENDAR 2009-2010

- | | | |
|----------------|---|---|
| April | 8th | Meeting at Goode Restorations, New Road, Clare for a demonstration of making white metal bearings. Please bring a chair. |
| | 10th | LAURA FOLK FAIR Saturday
NARC members are invited to display their cars and to drive in the street procession at 12 noon. Meet and park on the grassed area at the rear of the Archives building, Hughes Street, from 10am (Drive into Whyte St from Herbert St (Main North Rd) then 1st turn right at West Tce, ignoring the road block. Turn right into the parking area behind the Town Hall.) |
| | 18th | Run to Peterborough. 10.00am Arrive at Motorcycle Museum, 59 Kitchener St. Peterborough. The museum is at the rear of the old Baptist church. Morning tea will be provided here. 11.30 am. We will visit Meldonfield, 6 Lloyd St to view Mary and Eldon Zimmermann's miniature horse drawn vehicles. 12.30pm. Lunch break. Please bring your own lunch and a chair. 1.30 pm. Visit Steamtown. N.A.R.C. is paying for your admittance at the Motor Cycle Museum, Meldonfield and Steamtown at a cost of \$22 per head. You need to supply your own lunch. Please R.S.V.P. to Merv Robinson 8664 1838 or Pat Fiedler 8821 1075 by Tuesday 13th April 2010 |
| May | 13th | Meeting Pt Broughton Golf Club: 8pm Film Night: 2009 Power of the Past |
| | 31st | Con-Rod - deadline for article submission |
| June | 10th | Pt Broughton Golf Club: 8pm Identification night .. Bring along mystery objects for members to identify their use, make etc. |
| | 12-14th | Club Camp-out Port Neil |
| July | 8th | Meeting Pt Broughton Golf Club: 8pm A G M |
| August | 3rd | Con-Rod - deadline for article submission |
| August | 12th | Pt Broughton Golf Club: 8pm Guest Speaker |
| October | 9th & 10th | Burra to Morgan Heritage Drive. Entry form page 14 |

Invitation Events

- | | | |
|--|--|--|
| April | 10th | LAURA FOLK FAIR Saturday see above |
| September | 19th – 24th | Dodge Bros. Club National Rally Nuriootpa
Entry form and contact details page 16 |
| October | 4th | Jamestown Show Theme of rural transport. |
| March 28th – 9th April 2011 | | Meet the Clubs Tour Kangaroo Is. and the South East.
Expression of interest form in next Con-Rod or see Editor. |

Swap Meets

April	11th	Rotary Club - Regency Park Reserve, South Road
	18th	Valley Rodders - Tanunda oval
May	1st	Naracoorte - Naracoorte Showgrounds
	23rd	Kapunda - Kapunda trotting track
June	13th	Kadina - Copper Coast Sports and Leisure Centre
	20th	Sedan - Sedan Recreation Park and Sports Club
	25th	Allmake - Greyhound track Days Rd Angle Park
August	22nd	Willunga - Willunga Sale Yards

Other events of interest

April	17th	Ultimate Blokes Expo Wayville Showgrounds
September	17th-19th	Toop & Toop Rock n Roll Festival Victor Harbor Details online ... rocknrollfestival.com.au

Con-Rod Classifieds

- For Sale** 1929 Chev parts. Front Mudguards, 3 left, 1 right. Gauges and carburettor bits. Water pump (reconditioned). Bonnet, 4 pieces. 1928/29 diff. Assorted split rims. 1 pair Holden Rodeo wheels and tyres, jerry cans. 6 / 7.00 x 20 10 ply tyres with tubes and rust bands, in good condition \$120 each. Tony Leis 8566 3115 Kapunda
- For Sale** Castrol 1 pint oil bottles, 1 \$50, 2 \$60; 3 24 gallon Hypoids \$100 each, McNaught 20 gallon grease gun \$275, 1962 Mercedes 220SE finnie OIN 850 \$3000 ONO. Grant Campbell. 8566 2339 Kapunda
- For Sale** 1939 Packard 0415 038 038 for details.
- Wanted** Towbar to suit 1979 Mercedes Benz 280E. Vin no. must be 14 digits commencing with 1-2-3
- For Sale / Swap** Have a Merc sedan towbar from a Vin no. starting 1-1-6. which does not fit above.
Joe Vanderlee 8633 0483
- For Sale** Field Marshall Series 2 front axle, complete with rims \$100. Phone Murray, 8848 6046.
- For Sale** Second hand 14 x 28 tyre and tube. \$50. Used 11x 28 tube will give away Phone Peter, 8566 2214

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Property Officers	Duncan McDonald	08 85663156
	Ross Vogt	08 85662021
Sub Editor	Duncan McDonald	08 85663156

Chapter Reps are Chairman and Secretary.

Kapunda Calendar

- April 23rd Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- April 25th Anzac Day Run. Meet at Memorial Gardens, Dutton Park for morning tea. Byo tea/coffee, chairs etc. Jean Burns will supply the famous Anzac biscuits. Then proceed to Lyndoch hotel for 12.30 pm lunch. Jean Burns organizing
- May 14th – 16th Campout weekend at Berri Caravan Park. Meet 3 Eyre street Eudunda for morning smoko. Lunch at Waikerie. Check out Berri, Renmark Saturday, return via Loxton, Waikerie Sunday. 6 berth cabins at caravan park \$75 double per night, \$10 per each additional person. To book, speak to Kay or Lorraine, 8582 3723. Dale Palamountain organizing (85811071)
- May 28th Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- June Burra area. Details next Con-Rod
- June 25th Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- July Pub lunch, Mount Mary hotel.
- July 23rd A.G.M. 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.

TWILIGHT RUN 20th February

Once a year members of the chapter set off from Kapunda in the late afternoon for a run. This year Ray and Jean organised a run to Owen. It was a beautiful sunny evening and the drive through Tarlee, Stockport and Hamley Bridge was most enjoyable.

The Owen Hotel serves a superb Smorgasbord dinner on Saturday evenings and so around twenty of us sat down to a great meal. In addition to chapter members we were joined by a group from the Maitland Auto. Preservation Society. The highlight of the evening run is the drive home in the dark. It is a chance to 'fire up' the rarely used globes in the old cars. It's like driving by candle light in the moonlight, but after a while you get used to 'what it used to be like'.

.....Thanks Ray and Jean, looking forward to next year.
Brian Haines



Lights on. Ready for a twilight run

B.B.Q. Lunch Run, 14th March.

Once again we were fortunate to strike another beautiful day. This was only a short run to Helber's place, where about 25 members and friends turned up for a wonderful lunch cooked by John, Bob and Geoff. We were also presented with a wonderful selection of salads and sweets to complete a delightful meal.

Of course John's ongoing project, a Morris Oxford was inspected and many suggestions made. There was a good selection of cars present, an Austin A 30, Hudson, Morris Marina, Sunbeam Alpine, Citroen and a Ford T and they all posed well for the photographs.

It was a great social event and many thanks to John and Willi for hosting such a successful day.
Brian Haines.



Some outstanding classics parked in Helbers yard just waiting to be photographed

A run with the Sunbeam Club to Balaklava ,7th March

Another beautiful day, so we decided to join the Sunbeam Owners Club. We drove our Sunbeam-Talbot for a run to Balaklava via Stockport, Hamley Bridge and Owen and joined another dozen Sunbeams at Balaklava. We were met by Norma and Roy Schopp at the Rotunda, where we enjoyed Tea, Coffee and scones. From there we visited the Museums under the guidance of Norma and Roy. The many improvements and new exhibits were impressive. Lunch was at the Royal Hotel, where around 25 sat down to lunch. After lunch the group visited the Gallery before heading for home.

Deanna and I decided to return to Kapunda via Auburn., Saddleworth and Marrabel. The weather changed dramatically and we ran into some extremely heavy rain, once again proving English cars were not designed for wet weather.

Brian Haines



At the Museum in Balaklava

'Squeaky Clean' February N.A.R.C. Meeting

By Carolyn Kittle

N.A.R.C. Club members gathered for a monthly meeting with a difference on February 11th 2010.

Those attending travelled to Clare, for an interesting visit and tour of the 'Sugar Shack Soap Factory'. Here the business owners, Norm and Lyn Draper, extended a warm welcome and conducted an extremely thorough tour of the quaint, small factory set in the back streets of beautiful Clare.

'Cottage Industry Style' Pure Ingredient Soap Making using olive oil as a base, from start to finish was carefully explained. The various pure ingredients and their eco-friendly



Dean Manderson, Alan Pitchers & Norm Draper

methods, were put forward for comparison to the claimed pure soaps currently on the market. Of particular interest was the information provided on use of Palm Oils by some other *so called pure soap manufacturers*. Palm oil use is in fact ultimately destroying natural rainforests overseas and their animal inhabitants.

All in all the information session was a very clean, sharp and interesting start to the night's events! Complimentary soap samples were given to each Club Member upon completion of the tour and ample opportunity was given to peruse the first class soap products for sale in the shop. Many members took the opportunity to purchase from the extensive fragranced range which we have since found to live up to their reputation.



Rustic(rusty?..ed) FX parked at the soap factory

The Factory tour completed we then travelled to Blyth where the very efficient N.A.R.C. catering committee served a lovely, fresh cold collation meal and light dessert, which hit the spot.

After the evening meal had settled, it was onto the nearby Blyth Cinema the legendary little known gem of an Cinema (complete with surround sound). Here a brief Club Meeting was held. Club camping events for Long Weekends were discussed and left members with ideas to ponder over for the rest of the Club Calendar.

Then the highlight of the night was a cinema screening of the recently released 'Charlie and Boots' – an Australian 'HZ Kingswood themed' movie starring Paul Hogan,

The movie, while mostly humorous also touched heart strings with its human-interest side. This showed life's precious journey very poignantly and how family relationships can twist and turn throughout life's adversities

All attending, enjoyed a good evening of '*automotive minded people's*' club fellowship.

A big thank-you to the tireless organizers on the Committee.



Jowett Javelin at Blyth Cinema

POWER OF THE PAST 2010

March 6th and 7th ...Mt Barker Oval

After an absence for some years, NARC again mounted a club display this year. For each year there are feature engines and machinery, vehicles and tractors. This year the featured marques were Kaesler Brothers engines and machinery, Citroen and Renault vehicles and David Brown tractors. NARC being a bit scarce on Renaults, Citroens and David Brown tractors we focussed on the five classifications for judging of club entries.



An engine of over 4HP was represented by Craig Thomas and Ian ("Radish") Radford's Petter Handyman Anglo Oil Engine driving a 40 Volt generator which in turn powered a bank of high mounted oversize light globes. This ensured that NARC members could always find their way back to their site by following the shining beacon. Contrary to last year's showing, the Petter behaved itself for the weekend, rarely requiring the pre-heating lamp to battle the cold winds.

Given the immense size of the Petter on its transport, the under 4HP category was a contrast in size, with John Birrell's diminutive 1HP Amplion engine driving an equally small Kelly & Lewis Centrifugal pump. It ran non-stop all weekend, except for when a suspect noise caused it to be shut down by a fellow exhibitor. The noise turned out to be malicious – it was the suggestion by another club member that it needed a break!

The Club Choice entry was Kip & Lynne Newbold's beautifully restored Clausen Craft 16 ft wooden clinker boat, powered by an 8HP twin cylinder Stewart Turner Marine Engine.

NARC did, however, exhibit as a static display the 8HP Kaesler engine which had been re-purchased by the Alm family after having been bought from new, but then sold to another owner. It attracted much attention, being somewhat different from other Kaesler engines displayed. We also gave out many pamphlets advertising our swap meet and the Geralka auction.

It was no surprise that the Barossa Valley Machinery Preservation Society took out the club award, as all their entries for judging were representative of the featured brands. NARC did take home the 4WD award for John Birrell's Haflinger and Craig Thomas won 1st prize in the raffle – a John Deere pedal powered front end loader. Guess whose children are on notice to produce a grandchild!

The outstanding success of the weekend was due to the vast array of engines, machinery, vehicles and tractors displayed – it just gets bigger and better each year. The fellowship of sharing meals and accommodation is also a highlight, Fran playing den mother to three hard core restorers.

So NARCers, next year the featured makes are Studebaker vehicles, Kelly & Lewis engines and machinery, Hart Parr/Oliver tractors and Velocette motor cycles – all of which NARC members have examples. Let's plan to put up a good showing of our club's diverse range of interests.



A couple of cranky members?

South Australia All British Day.

The SA All British Day was held on 14th. February on the Uraidla Show Ground in the Adelaide Hills.

2010 saw 742 cars and 38 motorcycles registered to attend and display. Each year a different club is selected as the feature club and occupies a display area in the centre of the oval and this year it was the MG Car Club of SA.

To qualify for acceptance vehicles must be of “predominately British design or manufacture.” There is no restriction on the age of the vehicles, the oldest car in 2010 was a 1914 Napier Torpedo tourer, the youngest either a 2009 Aston Martin DBS coupe or a 2009 Lotus Elise tourer.

Eleanore and I entered our 1800 saloon and were allotted space with the Triumph Sports Owners Association. We were near the end of a line of TRs, between a Daimler SP250 sports, and a 1936 Dolomite Special. Triumphs were well represented totalling 75, with most of the later models being represented.

We had registered under NARC and requested to be parked with other Triumphs but unfortunately they did not list NARC under the names of attending clubs. The weather was warm and sunny with a gentle cool breeze coming through at times.

The organization was very proficient with marshals directing cars to their allotted spaces and directing traffic at the end of the day.

Recognising the tradition of British cars, like dogs, marking their territory where ever they stop, each car was allocated a large sheet of cardboard which was placed underneath the motor and transmission. One of the general interest exhibits was a stand representing ‘The Institute of Backyard Studies’ which had some weird and wonderful items on display such as Cuckoo feed for Cuckoo clocks and dehydrated water pills and an interesting set of gears.

We took the car by trailer to Nuriootpa and drove it from there to Uraidla, about 85km both ways.

Cars are arranged by club, which means that some makes are scattered far and wide throughout the display.

It was a good day but almost impossible to have a look at each and every car as well as keep in contact with your own car to answer any queries, of which in our case, being the only example of the razor edge cars, there were quite a few.

Brian Beyer



The northern end of the Uraidla Oval display



Beyer's 1800 saloon and a 1936 Dolomite Special



These gears do turn

The All American Day and Historic Vehicles display

The All American Day was at Surrey Downs on the 21st February.

It was a nice mild sunny day not real hot like it had been the week before. There were about 500 cars there of all different makes and types.

I saw 2 La Salle's both 1930 (one like Bob Leaney's) a 1939 Packard which was for sale (\$29500), 2 Pontiacs a 1957 Nash metropolitan and several rare cars including a 1958 Edsel convertible (the only one in Australia and only 3 others in America) 1927 Essex Boatail speedster (only one other in Australia) a 1953 Willys (the only one I have ever seen and only 2 others in Australia).

There were 2 Willys cars a 1934 roadster and a 1940 coupe made into hotrods and also a 1929 Plymouth cut down and made into a utility.

It's a shame that these cars have been made into hotrods as they would look better if they were in original condition.

There were plenty of later model cars such as Mustangs Thunderbirds Cadillacs Chryslers Pontiacs Fords etc.

One vehicle that intrigued me (I don't know how it got through the gate) was a Bedford ute (an English make) It was made into a hotrod with mag wheels and exhaust pipes coming out the side of the motor. I suppose the men on the gate thought it looked like an American car and let it in ...what's the world coming to?

The next day I went to Gary Rainsford's Collectible Cars premises at Keswick to see what cars he had on display. I took photos of a 1925 Studebaker a 1927 Chrysler a 1927 Whippet a 1925 Morris Cowley and a 1949 Rover.

Gary bought my 1938 Oldsmobile but it wasn't in his showroom. He had taken it to a garage at Norwood to get the gearbox fixed as it was leaking oil and the clutch was slipping.

On Sunday 7th March I attended the display of historic vehicles at a reserve on Anzac Highway.

I arrived at 11.30 and there were quite a few cars there already.

I saw one car that I had never seen before a 1925 Arrol-Johnston an English car and one of only 2 or 3 in Australia. I saw 2 Le Zebre a French make. I think one was a 1925 and the other was a 1920 and was for sale (\$12000). They are the only 2 in Australia. Another rare car was a 1915 Straker-Squire a veteran English make and I had only ever seen one other which was owned by George Brooks back in the early 80's.

Other cars I saw included veteran 1913 Napier, 1914 Tup? and a Brennabor (I have never heard of one before, never mind seen one) (*Germany 1908-1934 made at Brandenburg and once Germany's biggest manufacturer ...ed*) I also saw 2 Amilcars 1925 and 1927, 2 Alvis 1926 and 1937 a 1929 Bean(not many of them around)a 1925 Fiat a 1923 Essex a 1929 Nash a 1926 Overland (not a Whippet) a 1929 De Soto a 1925Rugby a 1930 La Salle and a 1930 Buick.

There were about 70 cars on display, some veteran, some vintage, a few in the 30's and 3 or 4 in the 50's and 2 vintage motorbikes.

It was a cool day and the sun was shining making it a nice day

It seemed strange going to these events in my modern car as I have always been in the Oldsmobile previously

Leon Darley

RESTORATION OF 1937 DIAMOND T SEMI TRAILER

In February 2007 the family of the late Mr Wilf Harris, a general carrier in the Alford district, donated to the Kadina branch of the National Trust of S.A a 1937 Diamond T semi trailer to be displayed in their transport section. This vehicle was used to transport grain, livestock and general goods in the Alford & Kadina area and it is believed to have also transported piles used in constructing the New Jetty at Wallaroo.

After the successful completion of the late Kevin Weckert's model T Ford Estate Wagon the N/T volunteers were looking for another project to work on and they asked the committee for permission to restore the Diamond T. Due to the lack of funds it was decided to allow the project to start on the condition that chroming of parts would be far to expensive and would have to be painted, much to the disappointment of restorers on the committee.

Restoration was started by the volunteers ably led by Paul Coole, a very capable restorer. Those who recently attended Geoff Polgreen's Shed Day would have noted the excellent quality of his work in constructing a 2/3 version of a tiller steered Veteran Horseless carriage. After some time it was obvious that the finished restoration of the truck would have been ruined by the lack of chroming. Others must have agreed as a visitor made an anonymous donation of \$800 on condition that all necessary chroming be done. I suggested to the N/T committee that an approach be made to NARC for their financial assistance to complete this work. On behalf of the N/T committee at the NARC meeting at Clare I put this proposition to the meeting and by the reaction of members to "painted chrome" being used it was obvious fellow restorers were not impressed. It was moved and seconded that \$2000 be donated to complete the chroming.

The Kadina National Trust and volunteers were delighted to receive this support and offered the use of the Museum facilities for a meeting and a tour of the exhibits when the Diamond T restoration is completed.

The same model was made from 1936 to 1938. Only 110 of this model were made. 86 of them being manufactured in 1937 with chassis numbers 41519 to 41605. This vehicle is Model D-30 D, the D represents a Deluxe sleeper model. The body was manufactured by "Lawton Body Builders" at PORT ADELAIDE. An unusual feature of the cabin is that it could seat 3 to 4 passengers, one was able to sit on the right hand side of the driver against the door. The centre of the steering wheel is 2 feet 2 inches from the door, how did the driver do hand signals?? The cabin is 6 feet 6 inch wide, the sleeping area is behind the passengers with a storage compartment underneath the sleeping area with access doors at either side of the cabin. The trailer is 22 feet long by 8 feet wide with hardwood tray. Diamond T announced that 1937 was the first full year that diesel engines were used in light trucks of 2 ½ to 4-ton capacity in U.S.A

Chassis No 41583.

Engine: Hercules 6 Cylinder diesel Model DJXC No F802507.

Bore 3 ¾" x stroke 4 ½" capacity 298 cu in.

Developing maximum torque of 208 foot-pounds at 86 h.p at 2600 rpm.

Body and load not to exceed 6,660 pounds.

Again many thanks for the financial assistance. I will be pleased to advise NARC members when the restoration is completed.

Jeff Roberts.



BOUGHT – RESTORED – FIRST CLUB RUN – SEVEN YEARS TO THE DAY

When Eleanore was diagnosed with multiple sclerosis in 2002 the neurologist suggested that we should find new interests as we probably may not be able to continue travelling and camping in isolated areas pursuing our interest in finding and collecting mineral specimens.

Eleanore decided to collect post cards and I decided that perhaps we could venture into the restoration of a vintage car and enjoy outings with other car enthusiasts.

I kept a watch on classified adverts in local and South Australian papers. I wanted a car that was unique. I would have loved a 1½-litre mark IV Jaguar which was the car I had when we were married, but they were beyond our budget. Eventually an advert appeared for a 1946 Triumph saloon. I could remember them from the 1950s so made contact.

The owner was restoring a roadster and decided to sell the saloon. I was informed that the previous owner to him had driven the car daily, before it was laid up in a paddock. But I think that was 'just one of those stories we hear.'

On 6th June 2002 we arranged the hire of a car trailer and went to Adelaide full of hope.

First appearances did not provide any great inspiration. It was covered in dust, one headlight was missing and children jumping on the roof had creased the roof panel. Two tyres were flat causing the car to list to the left and I was informed that the steering box, with about three quarters of a turn free play, was jamming and the only way to manoeuvre the car was to use a trolley jack under the front.

I was feeling despondent but had a good look over the car and found the missing headlight, in a distorted shape, lying in the boot. I was tempted to walk away but did not like wasting the trip so I made an offer 30% below the asking price. To my surprise the offer was accepted so the car was loaded. We set off in the peak afternoon traffic and arrived in Laura at about 8pm, in the dark and not a soul in sight along the main street.

We had not told anyone about the car but a couple of days later the local motor dealer asked me about my 'Mayflower' (his father had sold a couple). I explained that it was not a Mayflower but an 1800 and asked him how he knew about it. He informed me that he had pulled up alongside us at traffic lights in Adelaide. I was too busy watching the car trailer to notice who was driving the other cars but our yellow Hilux dual cab was a bit of a Laura icon and easily recognised by the locals. Just goes to show that it's hard to keep secrets in a small country town.

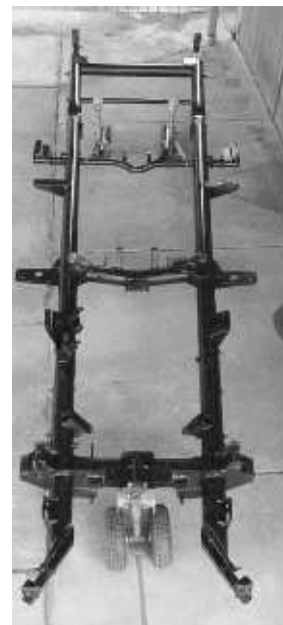


With the car almost complete and showing no significant signs of rust I thought restoration would be a relatively easy task lasting a couple of years. I expected plenty of mechanical work with the motor, brakes and steering box but minimal body work, **wrong!**

As parts were removed, more and more items needing attention were revealed and further dismantling required. The final result was a bare chassis and an empty body shell. Rust had to be cut out from the full length of the rear wheel arches on the body. Sections of the roof edge along the drip rail had to be replaced because they had rusted through from the inside due to water leaking through and wetting the timber frame. Other rust affected areas cut out included corner sections of the rear window opening, part of the floor under the boot lid, floor of battery compartment and section of rear mudguards behind the wheel opening.

Timber replacement included dash mounting, floor sections, front pillars, rear door striker plate mountings, all door sill pieces, one roof bow and some pieces below the rear quarter windows.

What little remained of the timber framing over the rear wheel arches was badly rotted. Steel was used to fabricate new framing for this area, as the body panels would have had to been cut and removed to fit new wooden frames. The steel frame was fitted in three sections and these were welded to form a single unit once fitted in place.



The veneer was replaced on the dash, instrument panel and all timber door facings. The upholstery was done professionally in leather following the original pattern and colour with the rest of the trim being done in materials as close to original as possible.

The motor was bored to 0.020" oversize, the crankshaft ground and new pistons, bearings, valves, front camshaft bearing and exhaust guides fitted.

All bearings in the gearbox were replaced but first gear and reverse are still noisy due to the straight cut gears being badly worn.

The brake drums and linings were in good condition but the wheel cylinders were pitted and so were sleeved in stainless steel. The piston/rod for the master cylinder was also pitted so a new one was made from stainless steel.

The Girling hydrostatic braking system is unique in that there is no provision for adjustment, the shoes have a bias spring which counteracts the force of the spring between the pistons in the wheel cylinder so in theory the shoes remain in contact with the drum but with no pressure. The brake pedal is mounted directly on the end of the piston which is basically a length of half inch diameter rod. The ratio of the diameter of this rod to the diameter of the wheel cylinders gives the mechanical advantage supplied by the pedal arms in a normal system.

Where possible I have tried to do as much of the work myself as I find great pleasure and satisfaction in meeting the challenges involved.

Painting presented a real challenge as I could only get one quote from a professional and that was way over my budget. I had no previous experience but decided to embark on a steep learning curve.

I quickly learnt that the most important phase is preparation, there being many times when I thought I had panels correct only to find the black colour revealed all sorts of irregularities. Back to sanding, beating and filling followed by more sanding. The final finish was well worth all of the effort and I am quite proud of the end result.

Replacement parts made included front camshaft bearing (a cast iron bearing), exhaust valve guides, clutch cross shaft, brake master cylinder rod, bronze bushes for gearbox lay shaft, air cleaner (to original pattern), over-riders and crankshaft pulley. Adapters were made to fit a modern style thermostat and a spin-on oil filter. New valves were made by reshaping the rear of the heads of Mitsubishi Pajero valves and shortening the stems.

A complete new wiring loom was made incorporating changes to allow for the use of flashing turn indicators as well as the semaphore indicators. Relays were also used for headlight and horn switching. The relays are unobtrusively mounted in the tool compartment.

Apart from local test drives the first 'official run' was at the Western Region Get Together of the 'Standard and Triumph Club of NSW' at Narromine which is almost 1100 kilometres from home in Laura South Australia. The car was taken by trailer, with three easy days of travelling each way. It was a novelty to be asked to be included in the photo shoot as on previous occasions we had been in a modern and kept well away.

The car is true to its British heritage with a few oil leaks and a cooling system which struggles in hot weather but it does have a certain elegance.

We now hope to enjoy using the car in outings with NARC and hopefully attend gatherings of the Standard & Triumph Club of NSW on occasions where they are held in localities within reasonable distance from home.

Brian Beyer



Your Weekend of Motoring Nostalgia and Adventure

October 9 and 10, 2010

Burra, Morgan and Farrell Flat

The Venues:

Burra: a collection of villages associated with the Burra Copper Mine (est. 1845). Briefly the largest copper mine in the world and saviour of the Colony of Sth. Australia. The historic town of Burra is the home of the 'Monster Mine'. It is one of the premier 'Cornish' historic mining towns in the world and is currently being considered for World Heritage listing by UNESCO (to join the already listed Cornish and West Devon mining landscapes).

Morgan: originally known as the 'North-West Bend' (c.1860) name changed to Morgan in after Sir W. Morgan, Premier. Iconic River Murray port 1878, now playground for those who love the River historic buildings. Beautiful lawns and are features of the town.

Farrell Flat: Small but delightful country town, possibly named after Rev. Farrell, second colonial Chaplin.

The Gums: Traditional station property situated half way between Burra and Morgan – on the salt-bush plain.

Nostalgia:

In 1906 an enthusiastic group of Burra motorists formed the Burra Motor Club. Their first adventure was an outing to Morgan across the atrocious track between the two towns. They stopped at The Gums station on the way to rest their weary bodies; motor cars arrived at Morgan to a grand welcome and were photographed in front of the Morgan Hotels. The journey there and back took four days, cars having battled a dust-storm.



Market Square Burra, circa 1906

Your Adventure:

Your hosts aim to re-create this motoring achievement. We invite gentlemen and lady drivers, their mechanics and guests in Veteran, Vintage and Classic cars to join us in celebrating the re-enactment of the Burra Motor Club's first adventure. We aim to make the 2010 event as auspicious as the event of 1906.

The Programme of Events:

Accommodation: Those who intend to enjoy the whole weekend with us in Burra should book their accommodation ASAP (this is the weekend of the venerable Burra Show). This may be done either by contacting the Burra Visitor Centre (tel: 8892 2154), or via the WWW. If you wish to stay in one of the Paxton Cottages you could contact Juanita direct on 8892 2622, m. 0429 694 169 very soon to reserve your cottage.

Saturday 9 October, 2010: Fettleing event and social intercourse

12noon-2pm. Shakedown drive from Burra to Farrell Flat, a distance of 22km for lunch. We leave Burra at 12noon prompt from the Council Offices Car Park. Lunch at Gally's Meeting House and Café, at the township will be pre-paid (\$20ea) and your entry will be by the ticket/s issued to you by Dr. Roger Cross. You may wish to meet us there at our estimated time of arrival 12.45pm. A buffet lunch will be provided.

2pm-3.30pm approx. Leisurely return drive to Burra, lining up outside the old Town Hall and Art Gallery for a procession to the BURRA SHOW GROUNDS (2km). The assembled company will be invited to drive in procession to the Historic Burra Show for either a non-stop drive through, or a stop to join in the fun that a country show has to offer. A parking area will be available (owners responsible for safety).

6.30pm sharp. Ladies, Gentlemen and others are invited to a Grand Dinner at the Burra Hotel. Entry will be by pre-paid (\$32ea) ticket/s only. The menu has been designed to eliminate waiting and is as follows:-

Entrée Selection of dips and warm pitta bread

Mains - alternate drop (Please note this means you will receive either or)

- 1) Saltbush lamb, beer and rosemary pot pie served with mash and mushy peas, or
- 2) Whole chicken breast seasoned with Moroccan spices and served with preserved lemon couscous and tagine sauce

Bowls of garden salad will be served on each table

House made bread rolls and butter

Dessert - alternate drop

- 1) Orange and almond cake served with cointreau syrup and Chantilly cream, or
- 2) Panettone bread and butter pudding served with vanilla ice cream

(A special 'Mains' option will be provided for vegetarians)

Sunday 10 October, 2010: Grand re-enactment of 1906 event

8.30am sharp. Gentlemen, ladies and others to foregather with their historic automobiles in Kingston Street (by the Paxton Square Cottages), drivers will be sent off in order of Veteran, Vintage, Classic to ensure that drivers of Veteran cars arrive on time at the Gums (42km).

9.30am – 10.30am. Stop at the Gums Station Woolshed for refreshments (purchased by you on the day).

10.30am. Drivers of Veteran Cars to leave for Morgan (44km). All gentlemen and others driving Veteran cars are to proceed to Railway Terrace for a re-enactment of the 1906 photograph at approximately

12noon. This is before they proceed to the Riverside lawn area. On completion of these formalities proceed towards the ferry and turn left onto the lawn just before the ferry ramp.

11.15am. Vintage and Classic Cars to make their way to Morgan (44km) and proceed straight to the lawn area by driving towards the ferry and turning left to the lawn just before the ferry ramp.

All participants are commanded to enjoy their time on the River lawns!

Further Information:

1. Ladies and Gentlemen, mechanics and others are cordially invited to wear Proper Clothes, as befits the era of their powered machines, on Saturday night at the Burra Hotel. Thorogoods of Burra Sparkling Apple Wine will be presented to the best dressed gentleman and the most lavishly dressed lady.
2. The local Lions Club will be in attendance at Morgan to satisfy your every culinary need.
3. It is hoped that the Waikerie & districts Preservation Society will attend with tractors and engines.
4. We hope the RVCCC (Riverland Club) will join us in Morgan.
5. We should have a break-down trailer in attendance for any unfortunates that need to be taken back to Burra by this means.
6. The Morgan Museum will be open for your delight.
7. Please note that only Proper cars will be allowed onto the lawn area, but your friends in modern cars are cordially invited to join you for a relaxing afternoon of frivolity on the lawns.
8. Did you know that W.O. Bentley's father married Tom Waterhouse's daughter Emily (Tom was a major shareholder of the Burra Mine)?
9. Your organizers are: Roger Cross (tel: 8892 2712) and Merv Matthews both of Burra.

Culinary Delights Payment form

There is limited seating at both venues. Tickets will be issued on a first come first served basis, and in the event of over-subscription your payment will be returned to you.

.....
Cut here and send to Roger Cross Amounts paid separately

- 1) Saturday Lunch (Green Ticket/s), \$20 per person _____
- 2) Saturday Dinner (Red Ticket/s), \$32 per person _____

If you are a Vegetarian a non-meat/fish main will be prepared. Please indicate

Name, Address, Tel.No. _____

Separate Cheques or money orders to be made out to 1) Gally's Meeting House and 2) Burra Hotel and sent by post to:- Dr. Roger Cross, 29 Ayers Street, Burra SA 5417.

A receipt plus Green/Red tickets will be posted back to you as per your request.



Dodge Brothers Club Australasia Inc
National Tour in Nuriootpa, Barossa Valley
19th – 24th September 2010



Open to all Dodge Brothers and Graham Brothers vehicles 1914-1938

EXPRESSION OF INTEREST and/or ENTRY FORM

Entries accepted to 7 September 2010

Please complete and return to: Ken Barnes, 21 East Street, Millswood SA 5034
 Telephone: (08) 8293 7923 or 0414 332 594

Driver Partner

Passengers:

Drivers/Entrant address:

..... P/Code

Email address: Telephone: ()

Preferred name on nametag/s:

Club to which entrant belongs:

Attending Bay to Birdwood run – 26 September 2010 Yes / No

VEHICLE DETAILS FOR DODGE BROTHERS REGISTER:

Year	Model	No. of cylinders
Engine No	Chassis No	Reg/Permit No.
Body type	Colour	Owner

INDEMNITY

1. All entrants, owners, drivers and passengers enter and participate in this tour solely at their own risk.
2. The organisers, promoters and sponsors of this tour, their agents and employees accept no liability for any loss or damage suffered by, or to, any entrant, owner, driver, or passenger by any means, act or omission or through any circumstances.
3. The entrant hereby agrees to indemnify and save harmless the organisers, promoters and sponsors of this tour, their agents and employees from all actions, suits, claim proceedings or demands for damages or loss, howsoever arising out of the entrant participating in this event.
4. In completing and signing this ENTRY form I acknowledge and accept the CONDITIONS OF ENTRY

Please note it is advisable to book accommodation early so as not to be disappointed.

Entry Fee: \$100.00 per vehicle (ie. Driver and 1 passenger)

All other costs such as lunches, dinners etc will be advised at a later date.

Tour fee covers all administration costs, tour pack and commemorative badge

Please return payment with your entry: cheque/money order/EFT payment

Owners signature

ENQUIRIES TO:

Ken Barnes - (08) 8293 7923 or 0414 332 594

Penny Smith – (08) 8261 5366 or 0412 468 341

Gil Purdie – 0419 034 951

Con-Rod Classifieds.....see page 4