



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.

September/October 2010

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President's Report

Why does it seem that NARC time is somewhat compressed? We are already two months in to the new year and much is happening.

Our August meeting at Pt. Broughton Golf Club had us entertained by David Eyre, recounting many adventures and stories of his relationship with Examiners of Airmen during his long flying career.

The Crystal Brook Show turned on less than ideal weather, resulting in very few members turning out, not that I can blame them!

In September Jill Lamont gave an entertaining look at the life of a long-distance road train driver from a woman's perspective, leaving us in no doubt that she can hold her own in a male-dominated industry.

NARC's annual presentation luncheon was combined with an educational bus tour of the Hallett Wind Farm development, with close-up visits to a turbine in the process of erection and another already in operation. A delicious meal at the Belalie Brook restaurant followed. Many thanks to Merv and Aileen Robinson for organizing the day – we were very privileged to be able to access the sites visited in our role as Merv's sheep inspectors for the purpose! Congratulations to all deserving award winners, exemplifying the spirit of our club.

As usual, NARC was well represented in the Bay to Birdwood run on Sunday 26th September. On reflection NARC members own an amazing number of rare and unusual cars – if only we could get most of them together at one event in the near future?

Beautiful spring weather saw an excellent turnout and variety of member's vehicles at the Jamestown Show on the holiday Monday, along with the extensive collection of commercial vehicles displayed by the Crawford family of CMV fame.

At the time of writing, we are yet to experience what promises to be a great weekend – the Burra to Morgan Heritage Drive and please remember the Clare Show on the 16th of this month. My thanks to our hard working team behind the scene who continue to maintain the NARC tradition of excellence.

Safe Motoring, John Birrell

Editors Report

The DVD of club photos that I have been compiling is now complete and should be available to members for a nominal cost soon. If you have any photos taken at club events please forward copies to me so we can improve the content of this record of the club. I will scan and return any photos sent to me as required.

My next task will be the publication of the Register. Please advise me of any changes to your vehicle/s that you have not previously noted at membership renewal time. Vehicles sold are most likely to be missed. If unsure of what is already recorded contact me.

I would like to thank those people who regularly supply stories for the Con-Rod. These stories are what make the magazine. If you have any story you can relate or information, how about putting pen to paper or better still fingers to the keyboard and send it in. Photos are always good to include or even on their own as a picture is worth a thousand words.

Apologies for confusion with my email address last edition. My old address was shown.
Correct one now on page 1
Dean Manderson

New Members

We would like to welcome to NARC new members :-

Tom Chapman from Clare. Tom has a 1954 Mark 1 Zephyr.

Peter Cottam from Kapunda. Peter has a 1950 Ford Prefect.

NARC Calendar 2010 – 2011

October	9th & 10th	Burra – Morgan Heritage Drive
	14th	Meeting Pt Broughton Golf Club – Film Night
	16th	Clare Show
November	4th	Note Date: Meeting Pt. Broughton Golf Club Guest Speaker: David Chantell on Fords
	30th	Con-Rod .. deadline for article submission
December	5th	President's Run
<u>2011</u>		
January	13th	Blyth Cinema Night
February	1st	Con-Rod - deadline for article submission
	10th	Meeting at Goode Restorations, New Road, Clare – Workshop night – members contributions
	13th	Shed Day – Kadina district
March	5th & 6th	Power of the Past – Mt. Barker
	10th	Meeting Pt. Broughton Golf Club. Film: 1985 Alice Springs Trip
	20th	Clare Swap Meet
April	2nd & 3rd	Laura Folk Fair
	4th	Con-Rod - deadline for article submission
	14th	Meeting Pt. Broughton Golf Club. Speaker(s): Member Profile(s)
May	12th	Meeting Pt. Broughton Golf Club. Peter Eaton's Whippets for Wishes III
	15th	Shed Day Merv Robinson's collection
	30th	Con-Rod - deadline for article submission
June	9th	Meeting Pt. Broughton Golf Club. Identification & film night
	11th, 12th, 13th	Camp-out Weekend - Riverland district TBA
July	14th	Pt. Broughton Golf Club. AGM
August	1st	Con-Rod - deadline for article submission
	11th	Meeting Pt. Broughton Golf Club. Guest Speaker

Invitation Events

Do YOU have an English Orphan* in your shed?

If so, bring it along to the inaugural Sporting Car Club of SA English Orphans Run on Sunday October 24, 2010 to showcase those out-of-production marques loved by a few and now forgotten by many.

The Sporting Car Club at 51 King William Road, Unley will be open from 9.30am for morning tea and a chat with departure at 10.30am for a pleasant drive through the picturesque Adelaide hills ending up at the Mylor oval where you can admire the cars and, if you wish, wander over to the nearby Mylor Art and Craft Festival which will include cheese and wine tasting, art, flower and craft displays plus Devonshire tea, sausage sizzle, etc. (Gold coin donation for entry to the Festival.)

All types of cars (and owners) welcome.

BYO everything or buy there

*English Orphan: def; English marques no longer in production and forgotten by many. (eg Austin, Armstrong Siddeley, Daimler, Humber, Hillman, Jowett and many more).

March 26th Booleroo Steam & Traction Day

March 28th – 9th April Meet the Clubs Tour Kangaroo Is. & the Sth East. Expression of interest form in May/June Con-Rod or see Editor

April 24th (Easter) Alfa Romeo National Rally. The Concors de Elegance is being held at Melrose Park Clare at the Lakeside Railway from 9.30 till Noon. Members are invited to bring their cars and meet fellow enthusiasts. (The Alfas would tend towards the more modern variety.) Follow train rides signs from main street onto Farrel Flat (Burra) Road

Swap Meets

October 17th Strathalbyn Harness Racing Club 6.30am

November 13th & 14th Bendigo

14th All Makes .. Lockleys Primary School, May Tce, 7.30am

December 5th Uraidla Hot Rod Classic Picnic, Uraidla oval

5th Geelong 03 9585 6567

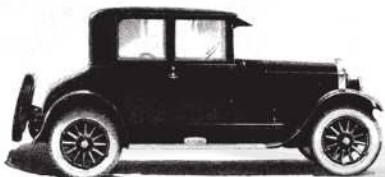
Other events of interest

October 17th Collingrove Hillclimb.

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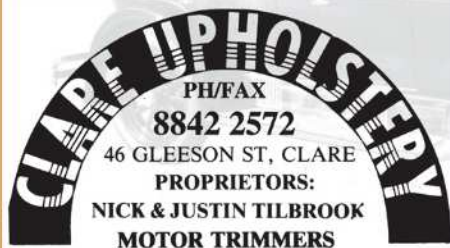
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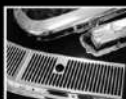
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FROM THE **KAPUNDA** CHAPTER

Office Bearers 2010 -- 2011

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Vice Chairman	Brian Haines	08 85663216
Secretary	Malcolm Johncock	08 85662603
Treasurer	Brian O'Loughlin	08 85663030
Events Director	Duncan McDonald	08 85663156
Property Officer	Duncan McDonald	08 85663156
Sub Editor	Duncan McDonald	08 85663156

Chapter Reps are Chairman and Secretary.

Kapunda Calendar

- October 22nd Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda
- October 30th (A Saturday) MAPS will be in town. 10.00am, Morning tea and shed check at Brian's. Lunch at Aviation Museum, Greenock, \$10.00 per head. Then to Brian and Irene's, to view Citroens and sheds. 5.00pm, depart Dutton Park for Dale's workshop. Meal organized by chapter members, bring chairs. Dale Palamountain organising. 85811071
- Nov 14th Leave Hill St 10.00am and have a BYO smoko in the park at Angaston. Proceed to Swan Reach and join the Murray Mallee Auto Club in a hotel lunch. After lunch, visit the local museum and the yabby farm. (Duncan McDonald)
- Nov 23rd Midweek run. Meet at Map the Miner at 1.00pm for run to Bob Fielkie's at Gawler for a tour of his cricket bat manufacturing operation. Tour includes afternoon tea. All up cost is \$12.00 per head. (Brian Haines organising)
- Nov 26th Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- Dec 12th A Sunday. Xmas Dinner will be at the Greenock Creek Hotel at 12.30 pm. (Brian Woodcock organising)
- Jan 26th Australia Day being organized by Kapunda Chapter. Clubs will meet at Dutton Park 10.30 am and depart for Riverton at 11.am. After a BYO lunch at the oval, we will visit the museum, weather permitting (Organised by the executive committee)
- Jan 28th Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.

Old Car Day 1st September 2010

By Dale Palamountain

The event was arranged by Gawler car club with people converging at Bethany. The Kapunda chapter met at Hill Street as usual and as usual was uncertain whether it was meeting time stated or departure time. Old car meetings are, after all, more social events than driving outings.

We had not reached Greenock when MAPS members rang to say they were not far behind us, not that we were expecting them, but not surprising. At Greenock, we waited a few minutes and tour leaders (Dale and Dianne) boldly stopped the joining group of cars to lead off, not knowing some of the bunch was a Gawler touring group who graciously let us barge into their convoy. An Austin A30 Countryman is not exactly a formidable machine to stop England's finest and America's most impressive. The drivers of the cars in front probably wondered about that bloke flogging past to lead people who already knew where they were going.

Arriving at Tanunda, the locals were quite civilized and let the old cars through their main street intersection very courteously. All this time, the threatening rain stayed away.

Arriving at Bethany, many cars were already parked in no apparent order. We opted for trees to tie a tarp to keep the rain off, but in fact used the tarp as a windbreak to keep the barbeque alight.

People did a lap or two of the cars and said hello to all the people you know you know but can't remember their name but know what car they drive and what club they are members of.

Gawler club had tea and coffee available in the shelter shed. All this was a very relaxed come and go as you wish sort of day. For us the rain did come for a few minutes on the way home to Eudunda.

The object of getting old cars out for Joe Public to see was achieved. The chapter managed six old cars for this event. Attending were Brian Haines in a Sunbeam, Brian and Irene Woodcock in a Citroen, Fred Schodde in an Austin A95, Dale and Dianne Palamountain in an Austin A30 Countryman and Ross Vogt in an MGB. Also attending in modern vehicles were Brian O'Loughlin, Tony and Raelene Leis, Malcolm Johncock, Geoff Fahlbusch and Peter Cottam. Also attending was a guest, Peter Spooner in a Rover 2000.

2010 Oakland Rally at Camperdown Victoria

1st to 3rd October

Around 58 people and 22 Oaklands attended the rally including 2 couples from the USA.

Merv Smitham and Malcolm Johncock attended from the NARC club. Other South Australians to attend included Robert and Dawn Cunningham from Port Pirie with their V8 Roadster.



Some of the Oaklands lined up in front of "Purrumbete" homestead situated on the shore of Lake Purrumbete at Camperdown.

OAKLANDs were made in the USA from 1907-1932

The first car to leave Oakland's Pontiac, Michigan factory, was a 20 hp twin, designed by Alanson Brush (and had his typical hallmark, an engine that cranked anti-clockwise).

It had an epicyclic gear-change incorporated in the back axle. In 1909 Oakland became part of General Motors and introduced its first four. By 1912 fours of 3 and 4 litres were offered, followed in 1913 by a 5999cc 40 hp six, both with vee-radiators. A 5-5-litre V-8 appeared in 1916, as did an ohv 15/20hp six of 2955cc, which soon became Oakland's sole model. It was succeeded in late 1923 by a 3038cc side-valve six with centralized chassis lubrication from the engine pump and four-wheel brakes. It was also the first Duco-finished car: but the introduction of a sister marque, Pontiac in 1926, hit Oakland sales. A 1930 V-8, based on the Viking, was the last Oakland produced.

Meeting of August 12th Pt. Broughton

David Eyre spoke of his extensive experience as a commercial pilot, flying instructor and test pilot – a career spanning 56 years to date. He learnt to fly in 1956 with the Aero Club of Southern Tasmania in Tiger Moths, and then went on to work as a medical assistant in Papua New Guinea while continuing to fly at the local aero club.

This led to qualifying as a commercial pilot with an instructor rating, still at the Aero Club of Papua, followed by a stint as Chief Flying Instructor at Port Moresby. David gained first hand experience of flying the legendary bush strips in the mountains of Papua-New Guinea.

On returning to Australia David set up and operated his own flying schools and became a test pilot for the then newly developed Seabird Seeker surveillance aircraft built at Kingaroy.

A recent “tree change” now has David located in Pt. Pirie where he and his flying wife Angela operate the Jabiru Flying school. David has amassed 21,500+ flying hours, mostly instructing.

David’s talk was liberally sprinkled with examples of “near misses”, anecdotes based around his antics baiting the Examiners of Airmen whose job was seemingly to impose unnecessary hurdles to pilots and the stress of discovering during testing that an aircraft was unrecoverable from a fully-developed spin.

David’s career seemingly disproves the old adage: - “There are old pilots and there are bold pilots, but there are no old, bold pilots”.

The opportunity is there– take advantage of David’s skills and indulge that long-repressed urge to fly an aircraft. It’s easier than you think!

John Birrell

David Kent

It has been noticed that NARC member David Kent has recently been awarded honorary life membership of the Road Transport Historical Society in Alice Springs, for his considerable effort and assistance over many years. David is one of only two people to receive this prestigious honour this year, the other being Mick Clausen of Western Australia.

David has been a long time supporter of the RTHS, not only as a South Australian ambassador and correspondent, but in a very “hands on” form as well and always in an unassuming way.

His generosity over the years has been shown in many forms, but always toward a common goal, the benefit of the National Road Transport Hall of Fame. From his donation of a Mazda bus a few years ago, to his assistance with various acquisitions and more recently his time to deliver, to Alice Springs, the ex Geralka “Maudslay Omnibus”, his efforts really have made a difference to the societies “big picture”.

It is probably quite fair, at this point, to say that David enjoys every minute of his involvement with the RTHS, an organization he obviously has a very strong connection with.

Lastly, but by no means least, David has also been welcomed to the societies Board of Management as advisor on bus and coach matters, which is quite timely, as they work toward building a passenger transport museum over the next two years.

Quite likely much of this good work is unknown to many NARC members, so hopefully this brief insight is not only of interest, but also helps us to appreciate the many and varied talents of the members of our club. Congratulations David!

Brett Colliver

2010 BAY TO BIRDWOOD RUN

The 30th anniversary of this very popular event for pre 1956 vehicles was run on the 26th September in what could only be described as ideal conditions.

Like many I drove down on the Saturday but strangely I only saw one other older vehicle between Jamestown and Adelaide. I have been trying for many years to convince Merv and Aileen Robinson to have a drive in a real truck (while I drove their Auburn of course) but it was again a case of watching their Auburn cruise past as if I was standing still.

1300 vehicles were entered in the event of which 26 were from NARC. The 14th National rally of Packards included the day in their events and saw some beautiful examples of American automotive luxury on display. One from the 1930's was for sale at \$179,000. With the cut off date now being 1956 we saw the first of the big American cars of the 1950's entered, a lovely 1955 Ford Thunderbird.

I have always thought that the spectators make this event special and the beautiful weather on Sunday bought them out in droves. The Adelaide hills were picture card beautiful and the old vehicles just loved the cooler conditions. It is always interesting to talk to people who enter the Concours and seeing the trouble they go to in collecting items from their era. The Concours was won by N Francis in a 1914 Napier.

The number of heavier trucks was a bit light on, understandably, perhaps as a result of the recent 5 year meeting in Alice Springs of the Transport Hall Of Fame.

David Wright again braved the drive down from Clare while it was good to see Goosey and Mary Davis with their recently acquired Morris. David Dunstan ran two of his Velocette motor bikes and Ian Denton a Model T. I also caught



2008 Concours winner – 1941 BMW military outfit

up with Graham and Rosemary Goode and Leon Darley. Mark Redden also took his Inter Truck and helped hold the great International flag high for the day. I apologise for not including all members names but I just did not catch up with you all.

Doesn't it help when all goes well! This time I ran 94 or 98 octane fuel and have rerouted the fuel feed pipe away from the exhaust manifold. I also found I had to retune the carburettor slightly. What a difference this has made.

For me, I arrived home at 9pm with ringing ears and a little weary but this was one of the most enjoyable Bay-Birdwood runs I have made.

Peter Lehmann



A young admirer of Peter's truck



Glen Dix doing his thing

RESTORING THE LEVIS *by Graham Burgess*

I first heard about this motorcycle in the 1980's and having purchased a couple of Scotts in the early 1990's, thought it might be interesting to go to the other end of the two-stroke scale and restore a tiddler.

The other thing about the bike that appealed to me was that this one was a two-speeder, with combination chain primary / belt secondary drive.

As usually seems to be the case with 'bikes finding their way into my shed, this one had been dismantled for a restoration that never happened. Unfortunately, although everything had been wrapped up in rags, these had at times become wet, so that things had rusted at a faster rate than would have probably happened if everything had just been thrown in an open box and kept out of the weather. Worst affected was the aforementioned two-speed gearbox, a Burman lightweight, the outer case of which had corroded to the point where it could not be reclaimed, although all the internals were still OK. Included in the deal was a motor that had at one time been owned by Ron Coles, a local builder who used it to power a saw bench. Before he died, Ron told me the motor never had a fan and regularly used to seize up, the cure being to let things cool down for an hour or so, then start her up again. Cast iron pistons do have some advantages.

Given I was restoring the '30 Scott at the time and also making parts for subsequent restoration of an Indian, the Levis was low on the list of priorities and restoration did not exactly proceed at a great rate. The motor received first attention – at least the bottom end did. Early attempts to find rings proved a failure and then I moved on to the Senspray carburettor (note the name – derived from the operating principle which was based on the way milady's scent spray works), the frame and mudguards, the seat and toolbox, both of which I re-leathered myself and the neat little wedge shaped fuel and oil tank that only needed one filler cap to be made to replace one lost during its previous ownership. I also made the inverted handlebar levers and new sintered bronze big-end bearing halves.

The main hold-up all through this period was the gearbox. Although Levis later fitted Albion boxes that seemed to turn up three at a time at every swap-meet I attended, there was never any sign of the Burman I really wanted, until I saw an advert offering most of a Levis for sale in Victoria, with Burman gearbox. A big mistake followed and I bought it sight unseen, making arrangements for the guy to deliver it to a mate going to a Ballarat swap meet. The first sign there was trouble was when my mate rang to tell me he hoped I hadn't paid too much for it – only about 60% of what was promised was delivered and the rest had been in a fire, which was never mentioned at any time during the negotiations. Most of the Burman gearbox was in the form of an aluminium blob melted around the steel internals. God knows what type of heat treatment they had!

The bloke selling the bike can't have been too bright, because when I rang him up and abused the s...t out of him for about five minutes, he stayed on the phone for the whole time! If anyone had spoken to me like that, the receiver would have landed in the cradle after the first couple of seconds.

Things like that tend to dampen the enthusiasm, so I walked away from the job for a few years until I saw a quite good looking gearbox on the Saturday at Bendigo in 2006 – problem was the price looked to be more than I thought was warranted for a bike that was never going to be worth much more than the cost of restoration. Having decided it was best left where it was, we had to return to a nearby site on the Sunday morning to pick up some tyres and wandering over, I noticed the gearbox was still there, as was a sign advertising everything on the stand at 30% of Saturday's prices!

My luck had changed at last and from that point on things started to head in the right direction. I had always suspected I'd need to find a suitable deflector top cast iron piston after the cylinder was re-bored, but having honed the bore to measure it, found there was less than 0.001" difference in diameter everywhere I took a measurement and one of the several pistons I had was a good fit. At around the same time, a likely source of rings was found in England and after a couple of phone calls they were on their way. The same guy was also able to make the valve springs for my Indian, which I had also been chasing for some time.

Wheels were also a problem – I had the originals, but the rims were badly rusted, and being an el-cheapo bike in its day, the bearing cups were an integral part of the hub and badly pitted. I did what I often do with my restorations and made new ones to as near original dimensions as possible and fitted sealed deep groove ball bearings. Several phone calls resulted in a couple of rims from different sources, probably because no-one else was chasing wheels that small.

A search for 24 X 2¼" beaded edge tyres on the Internet pointed me in the direction of a company in England, but by the time I got around to placing the order, their stocks had been exhausted. This was good, because when I went looking again, I found the Vintage Motorcycle Club of NSW had a small stock at very similar price, but without the wait and the cost of international freight.

During all this time, the normal processes of preparation, painting and nickel plating had been going on, the only thing really missing being the rear stand which was copied as best as I could from measurements I had from another bike and the primary chain guard and belt guard (still not made).

Reproduction handlebar grips were obtained from the Vintage Motorcycle Club in England and the normal things like foot-peg rubbers and cables were made up, brackets made for lamps, carbide generator, number plates etc., after which it was time to pour a bit of fuel in and see what happened.

I'd like to say it started up and ran perfectly, but it didn't. Instead, I found it would start very easily if it was flooded, but soon ran out of fuel and coughed to an asthmatic stop. On thinking about this, I reckoned that whereas the carburettor was probably jetted for the fairly slippery, volatile fuel available the last time the bike was run, it was probably not going to work too well on the modern stuff. Very judicious reaming of the jet confirmed the theory and I now had a good running motor. The next problem was the clutch. It would either slip or fail to release. Heavier springs to do what was needed of them over a smaller range of movement were needed and I found some that work better, but need to go a step further in this direction before the problem will really be solved.

Notwithstanding the need to paddle away from a stop to ease into first gear, I've had my first couple of rides. I now understand why Ron never felt the need to fan cool his saw bench motor. Airflow was never likely to have been very high, even at top speed. I also suspect he only ever used it to cut kindling for morning smoke-oh.

While it is not a bike that I can ever imagine riding for any great distance, ride-to-work bikes such as these form an important part of our social history and therefore deserve to be preserved.





The VETERAN AND VINTAGE MOTOR CYCLE CLUB

of South Australia, Inc.

<http://vvmccsa.org.au>

VVMCCSA 55th ANNIVERSARY TOUR EXPRESSION OF INTEREST AND REGISTRATION

Help us celebrate our 55th Anniversary with a twin-hub rally in 2011

When: Saturday 17th to Friday 23rd September, 2011
 Where: Barossa Valley and Burra, South Australia
 Format: Day runs of up to around 150 km from the rally hub, which will be Nuriootpa for Saturday, Sunday, and Monday, and Burra for Tuesday, Wednesday and Thursday. The rally will return to Nuriootpa to finish on the Friday afternoon.
 Roads: Quiet, interesting, undulating, with a couple of decent hills!
 Attractions: Wineries, Murray River, Barossa attractions, the National Motor Museum, Birdwood, Sevenhill winery and historic Burra, plus miles of beautiful countryside!
 Other events: Birdwood Classic (1956 -1977 vehicles) scheduled for the Sunday following the rally.
 Accommodation: Wide choice available, with numerous caravan parks, hotels, motels and cottages in the area. In Nuriootpa, the rally will be based at the Barossa Valley Tourist Park, and in Burra at the Paxton Cottages
 Costs: Not too many bells and whistles, so we'll keep the costs as low as we can

Rally Contact Details: mail:

Rally Secretary
 7 Lyn Street
 Aberfoyle Park 5159

tel: (08) 8370 6664
 email: 55th@vvmccsa.org.au
 website: <http://vvmccsa.org.au/55th>

To register your interest for this event, please complete the form below, and return it to the Rally Secretary at the above address. You will be added to our mailing list. Entry form will be sent out in October 2010.

Name		
Address		Postcode
Phone	Mob.	Email (strongly preferred)
Likely Machine		
I enclose a non-refundable deposit of \$20 payable to "WMCCSA 55th Anniversary Tour" (This \$20 will be deducted from your rally entry fee at the time of entry)		
Signature		Date

Con-Rod Classifieds

- For Sale** 1929. La Salle Cabriolet coupe. Professionally restored in 1995.
328.V8 motor in good running order. VSE 010
Contact Rob Leaney 8249 9997, 0408 859 129 Adelaide
- Wanted** 12/13 gallon and 60lt oil drums with company names of BP, Valvoline, Esso, Ampol, Caltex, Total, Amoco and any other interesting Oil Co's. Also looking for 200lt. Cat Oil, Ampol, BP and Amoco.
Daryle Johns 8634 2222 or rjohns@activ8.net.au.
- For Sale** 1962 Mercedes 220SE Automatic \$3000 OIN 850
1986 Nissan Skyline (wreck) 3 litre 5 speed manual, on gas, good motor \$500
Sykes Pickavant cylinder hone 2" to 7", new in packing \$200
ABW fuel injector cleaning and testing set, new in packing plus 2 cans cleaning fluid, \$350
Engine stand \$75
2 oil HyPoids \$100 each
2 Ford Customline track rods \$30 each
McNaught K2 grease gun, suit 20 litre drum, 1/3 drum pale grease, \$350
GMC drill stand, new, \$70
Power hacksaw \$100
Band saw, \$100
Hercus 9" gearbox lathe, 3 & 4 jaw chucks, stand, tools, book \$1500
Vane VP850 tune up machine, instruction book, \$500
Arlec 4 amp battery charger, \$15
Steering wheel lock and keys, \$10
Hella Rallye 2000 driving light and spare parts \$150
2 3-phase plugs and wall mount switch/sockets and 30 feet wiring \$300
Various parts catalogues, \$2.00 each
Above prices ONO. Contact Grant Campbell, 8566 2339

Seen at the Oakland Rally



Oakland transporter and Kenworth recreational vehicle. Reported to be very economical at 4 ½ km per litre.

Returned from Alice Springs truck show to the Oakland rally via Ayers Rock and Kalgoorlie.

Malcolm Johncock