



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.

November/September 2014

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Whilst every care is taken, the Editors of this Magazine cannot be held responsible for any errors in written material or advertisements

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PRESIDENT'S REPORT

Meetings have been well attended and in October Merv Robinson gave an interesting photo presentation on the Bangor Fires. Volunteers worked 12 hour shifts from January until the fire was put out in April. Merv showed a map of the burnt out area and a film on the devastation it caused.

Graham Bailey and Jenette were speakers in November. After 53 years Graham fulfilled his dream and went to Detroit for the Celebrating of 100 years of Dodge.

They visited the 1936 Heritage Area where everything has been replicated. They showed an interesting film of magnificent scenery, museums, cars, locomotives and the Ford Family Estate.

The weather was good for the Burra to Morgan weekend, October 11th and 12th. Saturday we travelled to Farrell Flat and enjoyed lunch at Gally's Meeting House. Up early on Sunday for breakfast at Paxton Square, then vehicles lined up in age, the oldest being a 1911 Humber. Following a run sheet, in case anyone got lost, we arrived at 'The Gums Station' for morning tea. Travelled on to Morgan and enjoyed our picnic style lunch on the lawns by the river. The trip back to Burra saw some unfortunate casualties, but eventually everyone arrived home safely. Thank you to Graham and Craig for organising a great weekend.

November 1st saw 30 members and their vehicle attending the opening of the Clare Airport Complex. Lots of planes, displays and visitors. A cold wind following the heatwave, but a successful day.

Also in November the Kapunda Chapter had a good turn up to celebrate their 25th Birthday at the Wientel Hotel at Tanunda, a great meal and lots of friendly chatter. Congratulations on achieving 25 years.

The President's Run on December 7th started at Wolta Wolta in Clare. Thank you to Robert Parker for the use of his home and garden for morning tea. I hope everyone enjoyed looking around at their leisure. Thank you to Ian Denton and all his helpers who organised our Lunch at the Clare Valley Aerodrome, and thank you all for your support, it was a wonderful day.

I take this opportunity to wish all our members, families and friends a very Happy and Safe Christmas and look forward to seeing many of you at Blyth in the New Year.

Moranne Coombs.

NARC Calendar 2015

January	8th	Blyth Cinema Night Tea provided at 6.00pm in adjoining Town Hall Enter from rear. Film and short meeting at 7.30 Numbers to Pat for catering by 6 th Jan. PLEASE RING AFTER 5PM ONLY 8821 1075
February	4th	Con-Rod - deadline for article submission
	12th	Meeting at Goode Restorations, New Road, Clare 8 pm – Workshop night
March	7th & 8th	Power of the Past – Mt. Barker
	12th	Meeting Pt. Broughton Golf Club. 8 pm
	15th	Clare Swap Meet
	29th	Booleroo Steam & Traction Rally
April	1st	Con-Rod - deadline for article submission
	9th	Meeting Pt. Broughton Golf Club, 8 pm Merv Robinson talk on Tri-State Tractor Rally
	12th	Vehicle inspection day at Yakka. BYO lunch. Tour of town.
May	3rd	Bus trip to Adelaide
	14th	Meeting Pt. Broughton Golf Club, 8 pm Film Night
	24th	Cavalcade of cars Moonta
June	3rd	Con-Rod - deadline for article submission
	6th - 8th	Club Campout weekend.
	11th	Meeting Pt. Broughton Golf Club, 8 pm
July	9th	Meeting Pt. Broughton Golf Club, 8 pm AGM
August	6th	Con-Rod - deadline for article submission
	13th	Meeting Pt. Broughton Golf Club. 8 pm Mystery objects Identification Night.

If any member can supply a guest speaker, a talk or member profile please contact the secretary or a committee member. Thank you.

Swap Meets

January	18th	Hahndorf at oval. traders: \$15 6am buyers: \$5 8am kids free 0429 959 009
February	1st	Auto Jumble Lockleys Primary School Oval May Terr Lockleys, 6.30am for Sellers & Buyers Admission \$4.00 per person Brian Teakle; 8443 7181
	2nd	Victor Harbor and Show n Shine Encounter Bay Football Club, Ring Road. Sellers 6 am \$15 buyers 6.30 am \$5 oilycollector@bigpond.com
February	15th	Murray Bridge at Showgrounds \$5. Children free Gates open 6am John Whimpress. 0428 132 889. www.rotarynews.info/club3767

- March** **8th** Power of the Past Mount Barker Oval see Events below
- 8th**. Campbelltown Oval, cnr Darley and Lower North East Roads
sellers 5:30am \$20. Buyers 7am -1pm \$5. Scott 0412 555 723
- 15th** Clare at Showgrounds 7.30am \$5 Sellers and Buyers under 14 free
Graham 8842 3731 ah 8842 2107
- 29th** Woodside at the oval. 6.30 am sellers 7.00 am buyers
enquires Doug Mansell 0403 033 939
- May** **2 & 3** Naracoorte at Showgrounds, Smith Street. 7am - 5pm Saturday and
7am-1pm Sunday. 0408 854 658 (4pm-8pm), naracoortehvc@gmail.com

Other Events of Interest

- January** **18th** All Holden Day 9am to 4pm Wigley Reserve Glenelg \$10 per car,
spectators free Non trophy event. Dave 0417 765 877
- 26th** Australia Day Show and Shine Walkers Flat Lawns 10.30 AM
Thomas Johansson, malleetorque@gmail.com mob: 0402 835 152
- February** **1st** Super Chevy Sunday Ailsa Ave, Seaton. Pre entry \$10, \$15.00 on the day.
10am to 4pm. Adults \$5, kids under 14 free. Karen Hickman 0412 198 456
- 8th** All British Day-Echunga Recreation Ground. Echunga Road
Public from 10.30 am \$6.00 Children 6 - 16 \$4.00 Info and entry forms
www.allbritishday.com Brian Kuerschner Ph: 0418 854 565
- 15th** All American Day Tilley Reserve, Cnr Yatala and Hancock Road,
Surrey Downs free entry to all American vehicles Public 10am- 3 pm
Adults \$7, under 14 free. Adrian Cowie 08 8264 9556
- March** **7&8th** Power of the Past Mount Barker Oval Alexandrina Road
Sat10am Sun7am Adult - \$8.00 8382 9413 0408 899 775
- 8-14th Auburn Cord Duesenberg Club of Australasia Bi-Ennial Rally at Ballarat,
Victoria. For further information contact Merv Robinson. 8664 1838
- 29th**. All Chrysler Day at Urrbrae High School, Cross Road, Netherby
from original condition to impeccably restored or modified
Spectators 9am-4pm www.cccsa.net.au

For more information on most of above... www.bevenyoung.com.au swap meets

For those of us who were watching For Love Of Cars on ABC 1 when it was stopped mid series the news is good.....the series resumes on 16th December at 9.30 pm.

FROM THE KAPUNDA CHAPTER

Chairman	Robert Parker	8842 1350, 0419 212 743 robert@woltawolta.com.au	Box 785 Clare 5453
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Chapter Reps. Chairman and Secretary

CHAPTER CALENDAR

General meetings at Lutheran Hall, South Tce, Kapunda.

Friday Jan 23rd... General meeting.. 7.30pm

Sunday Jan 26th... Australia Day 10.30am Riverton Sports ground. (Chapter hosting.) B.Y.O. chairs, morning tea and lunch. Some activities to suit the day. some donated trivia prizes would be appreciated.

Sunday Feb. 8th.. All British Day.

Sunday Feb.15th. National Railway Museum-Maritime Museum and Aviation Museum. Lipson Street Port Adelaide. Birkenhead Tavern for lunch. Meet Hill St.9.30am to leave 10am sharp.

Friday Feb 27th.. Chapter meeting at 7.30pm.

Sat. March 7th & 8th. Power of the past. Mount Barker.

Sunday March 15th.. Clare swap meet.

Friday March 27th. Chapter meeting at 7.30pm

Friday April 24th.. Chapter meeting 7.30pm.

Saturday April 25th.. Anzac Day run, morning tea at Memorial Gardens in Kapunda.10am.Mystery drive and pub lunch.

THE CELEBRATION OF KAPUNDA CHAPTER'S 25 YEARS

On reflection there was much to celebrate.

The chapter is going strong and growing. Foundation and early members are still involved. N.A.R.C. has by name a goal of restoration and the chapter is active in that regard. New members come from an ever widening geographic base.

At the November celebration there was a good representation from across N.A.R.C. members and some apologies as well. There were 61 people at the lunch.

Friendship is a key to the Chapter's strength, it is on-going creating a family atmosphere. We enjoy and appreciate having our general meetings in an extremely suitable building, the Kapunda Lutheran church hall. Chapter people have a history of co-operation and sharing and are proud of who and how they are, many being involved in community activities as a chapter and individually. We also celebrate what has been very regular attendance at general meetings and outings.

The Chapter's pride in itself makes it a positive experience for partners as well as car-centric males. Years of good humoured ribbing has kept members well grounded, but knowing they belong. So much so that if events are too far apart they get anxious and lonely. That is worth celebrating.

Distance is a factor with chapter events being quite separate from main N.A.R.C. events. Co-operation and co-ordination of both groups strengthens the bonds by encouraging some gatherings as joint events and recently has been more of a priority and quite worthwhile. 25 years was achieved by joint effort, work by elected leaders and support from the remainder. A nostalgic look back on a job well done is deserved.



Foundation President Ivan Venning with NARC President Moranne Coombs and Chapter Chairman Robert Parker



Trish and Ches Geue, Tony and Raelene Leis



Ivan and Brian Woodcock in serious conversation



Saturday October the 11th was pleasant weather for the drive from Burra to Farrell Flat. Because of a starting problem with the Triumph we travelled that day in the Land Rover.



Saturday lunch at Gally's

7.30am and many gathered to satisfy themselves in preparation for the drive to Morgan.

Cars lined up within the Paxton Cottages property in readiness to proceed onto the road and on their way.

Brian decided to park the Triumph out on the roadway so that he could take some film of cars leaving. Eventually we drove off as well, following a long line of vehicles. About 8K's from Burra we saw a funny sight. There were 2 kangaroos off the side of the road and both were sitting up straight with their ears pricked up and heads going from side to side as cars went past. One of them had it's "arms" crossed in front, as though folded ... they looked quite comical.

Arriving at The Gums station all the cars lined up in three rows. We were joined there by cars and drivers from the Riverland - one couple, Ken and Wilma, had driven with us from Burra - then we enjoyed some morning tea which was supplied by the National Trust people. After the break we then prepared



On display at "The Gums"



Cars parked on the riverbank at Morgan

to carry on with the last section to Morgan where we parked near the river on the grassed area where there was ample shade. Then chairs, picnic baskets etc were brought out for the lunch session. Some people availed themselves of the local eateries. We were joined by more cars and drivers from the local area resulting in a large array of vehicles to look over and people to meet or renew acquaintance with.

*Ken and Jan Porter's
'Most Desirable'
1949 Chevrolet*

There were two prizes given out - one judged to be the vehicle most desired to take home by the judge, Peter Templer. This was awarded to Ken and Jan Porter, for their 1949 Chevrolet.





Ken and Jan Porter being presented with their prize for 'Most Desirable' car by President Moranne

The other prize was for most appropriate dress, given to Mark Anderson and Louise Solomon in their 1911 Humber.

In time people began departing to go home or back to Burra. On the way home we saw Graham Goode and passengers held up on the side of the road.

One car had stopped and

then Moranne stopped. She was able to hand out some cold cans of drink to them also a 4 litre bottle of water to Ivan Venning for his car's radiator- then added Craig Thomas to her passengers for a lift back to Burra. Graham had to wait for a car trailer to arrive.



Moranne presenting prize to Mark Anderson & Louise Solomon for 'Most Appropriate Attire'



Some of the Riverland Club cars



1911 Humber



Love sick Spogie

On arrival back at Burra we were welcomed by a lonely sparrow who had spent hours before, pecking at his reflection in the Triumph's hubcaps, from the first glimmer of daylight until dark. Once we returned he then continued with his pecking until we left next morning.

Over the weekend there was a large gathering of cars and people, enjoying the company of like-minded enthusiasts which added up to a great weekend. These events take a lot of preparation and that means time, so we thank Graham and Craig for their efforts and also thanks to anyone who assisted them. This weekend came not long after the Rally which Graham and Craig also organised, so it was quite a lot of work for them.

Eleanore Beyer.

Royalty attends Burra – Morgan Run.

On the Burra – Morgan run we were visited by Royalty, not one of the 'Windsors', but by the 'Black Sheep' of Royalty, Prince Joseph, from the house of 'Lucas', most commonly known as 'The Prince of Darkness'.

Saturday lunch time we were ready to head to Gally's Meeting House at Farrell Flat, when I turned on the ignition there was no response, not even the warning light. Lifting the bonnet I found a blown fuse. With a new fuse fitted it was time to try again, --same result! Having spent my working life dealing with electricity and electronics I knew that electrical circuits are driven by smoke. If the smoke leaks out of any component it does not work! I also know that if you feed too much electricity into a circuit something will fail and the smoke will be released. Based on this premise I decided that the quickest way to locate the fault would be to feed in more electricity than the fuse could deliver. With the ignition switch on, a pair of pliers were used to bridge the fuse contacts for just a second. It did the job, we had smoke, lots of smoke, drifting down from under the instrument panel. The only trouble now was that I could not see the back of the instrument panel because of the cloud of smoke. No wonder the navy used smoke screens during the war.

I next felt around under the dash wriggling wires and decided to replace the fuse and try again, with another new fuse in place, the ignition was switched on, still nothing! But this time the fuse was not blown, it looked good as new.

At this stage lunch was more important so we gave up on the Triumph and set off in the Land Rover. The lunch was delightful and it was good to catch up with different people.

On returning back to Burra it was time to investigate further, the smoke had cleared so I could see the wiring under the dash, clearly visible were the holes where the smoke escaped from in the plastic cover of the thin wire to the ignition warning light. Also clearly visible was the fact that the ignition warning lamp holder was at an angle half out of its housing, alongside was an earth post with several lugs. The lamp connection must have been shorting against one of the earth lugs and when I wriggled things earlier I had shifted it away. The ignition lamp was pushed back into place and a check with a multimeter revealed that the new fuse was open circuit. Fitting yet another new fuse restored the system to normal.

On Sunday the run to Morgan was uneventful but when it was time to come home we found that Lucas the Prince of Darkness had come on the journey also. This time his item of attention was the starter solenoid, it made a click but did not make contact to engage the starter, fortunately the solenoid has a rubber cap on the outer end and by pressing on the cap with a finger the contacts were operated and the Prince lost his battle.

Once home adjustments were made to the solenoid and the malfunction cured and the wire to the warning lamp was also repaired.

Hopefully the Prince will either stay home next time or hitch a ride with someone else.

Brian Beyer

CAN YOU HELP?

I am seeking information on an 8 HP Ruston Proctor traction engine that we purchased from Willangi Station, via Silverton, New South Wales in July 1982. We know that this engine, Number 10765 left the factory in Lincoln, United Kingdom on the 7th August, 1884. I am trying to find out the history of this Traction engine. In the Advertiser Newspaper on the 20 and 21st February 1890 an advert appeared offering an 8HP Ruston Proctor Traction engine for sale in good order "Cheap, Standing on Hill's farm, Balaklava. Apply to J Colson and Co ". Does any person know where Hill's Farm is or where the company J Colson and Co. operated from. Is this the same engine? If you can help, please email me at mervynnaileen@bigpond.com.au. The boilers in the traction engines that were exported to the Colonies were 12 inches longer because of the "inferior fuels" we had. This gave more heating surface.

Merv Robinson.

Clare Fly-In 2014

Saturday the 1st of November was the opening of the Clare Aerodrome and a Fly-In, the day was cloudy, windy and cool. Graham and helper Michael had arrived early to put up the club marquee, tying it to two convenient trees for extra safety, the back wall was a welcome wind break. Cars began arriving, lining up as requested - there were 14 vehicles and a big shiny red RAM. More members in modern cars were there as spectators or as members of the Flying Club who were there to work. The cars made an interesting extra for people to look at in-between air events

The announcer for the day came from Adelaide. He did an excellent job right through the day. As he introduced himself at 10am he invited people to let him know of anything that needed to be brought to people's attention - "you will know me by my colourful trousers" - he was quite right, they were very colourful. As the day progressed he moved around the area talking to people about things on show.

Because of the wind some planes weren't able to be there, including the Roulettes, but there were many planes that did arrive including John Birrell in his small plane, although he did have a bit of a wobble in the wind.

The War Birds from Adelaide and two helicopters were available for rides and they were busy through the day. Chris Sperou provided some dare devil entertainment, although I didn't see much of that with my eyes averted (I am a wimp) The air strip seemed to be busy all day and many small planes were parked out of the way until it was time to go home.

Richard Champion de Crespigny unveiled a plaque and opened the aerodrome - he spoke very well about the years of work and dedication that had gone into the development of this much needed facility - mentioning that this was only the second privately built aerodrome in Australia in the last 50 years. Mention of people, work and finance that has made this venture come into fruition was an indication of a strong, committed community who will continue to work for and support this new aerodrome. There were other speakers who also congratulated the Flying Group for their outstanding achievement in bringing this aerodrome to the facility that it is today.

A crowd of 500 or more viewed the display, 100 planes were expected but not all arrived - a variety of food and drinks were available, some other wares were for sale too. Several children walked around with very prettily painted faces or very ferocious looking animal faces - there was a jumping castle there for children as well, all free, which was a nice thing for parents.

After the day's display there was to be a dinner in a marquee on the grounds, hopefully those who had worked so hard enjoyed some rest and relaxation that evening.

Eleanore Beyer.



John Birrell's BushCaddy R80



T28 Trojan



Part of the crowd near the terminal with a Pilatus PC-12 in foreground



Small planes parked up

President's Run 2014

We gathered at Wolta Wolta, Clare, for morning tea, looking at Robert's lovely home and garden while catching up with each other. Many who had not seen the house before were amazed at what they saw. There were several areas to sit and chat - inside and outside - after visiting the laden table of food and collecting a cuppa. At the back of the house there was a very healthy holly bush which was eyed off by several people, probably thinking how nice it would be to have some of it in their house as a festive decoration.

Eventually we moved away from there to go to the new airport for lunch - the meal was supplied by caterers and the flying group assisted in the serving and clearing away. The tables were set very well and seventy two people were easily accommodated, then the noise level grew considerably until lunch was served.



Occasionally a training plane landed, took off or flew along the strip. Earlier there were three gliders there, unusually they had engines so they could take off and gain height unassisted, when at the correct height the engine was closed down and retracted into the fuselage. Not long after we arrived the last one took off and went on their way, they had arrived the day before.

Moranne had her usual lucky numbers and as Ferg drew numbers the lucky person received a parcel with something quite yummy inside. The last number that Ferg drew happened to match up with his own name, giving him a nice surprise.

After the meal concluded Peter Eaton gave the members an interesting talk outlining the history of the establishment of the airport, highlighting the immense community input including donations of materials, use of equipment and time. The result is certainly a fine example of commitment and persistence by the flying group. After being well fed and having a great time chatting with friends and making new acquaintances, people began moving away to return home.



Peter Eaton addressing the crowd

It was a good day and thanks go to Robert for making his home available, to Ian and Jenny Denton for organizing the lunch, ably assisted by members of the flying group and to Moranne and Robert for supplying a generous morning tea.

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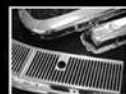
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150 years of Deutz at Clarendon Classic Machinery Rally - 20 & 21/9/14

Because of Kelvin Stringer's love of Deutz, (he had the sub dealership at his Mundoorra Garage selling Deutz tractors and headers to the farmers of the area) he went to Melbourne to receive many Certificates for his knowledge of working on the Deutz air cooled and water cooled engines.

So when he came back on his parent's farm he had started his collection of anything Deutz. He was using Deutz headers to reap the crops, Deutz tractors to work the farm. He purchased his first Deutz 1972 prime mover single drive- Pluto truck. Kelvin used it on the farm for 10 years and then sold it. August 2012 he purchased the Pluto truck back again.

Kelvin has made many friends through his collection of Deutz. Cliff Moore was such a friend who rang Kelvin up to purchase a Deutz truck but hadn't met him. By chance of purchasing another truck after ringing each other up over a period of five years the two have since met. So with the celebration of 150 years of Deutz (1864 -2014) being made in Germany and brought out to Australia, Kelvin wanted to be there at the Clarendon Classic Machinery Rally. Cliff Moore said that we could stay at his place on Londonderry Road just out from Clarendon.

Stephen Gummerson is the public officer for the Sydney Antique Machinery Club and he organised the Deutz display at the rally and he is also a collector of Deutz. Kelvin rang him up to let him know of a Deutz engine being sold at a clearing sale at Wee-Waa which Stephen drove to and bought the engine for only \$100. Kelvin had purchased a stationary engine MAH 714/716 8 HP circa 1937 motor from Gympie in Queensland in 2005. He thought after 9 years he had better get it going to take something of Deutz to the Rally at Clarendon. He made a new sleeve, put new rings and new injector pump roller and got the motor going. He also wanted to take his V12 614 circa 1956-15,966cc 250 HP @ 1800 RPM. This motor was used at Gippsland Victoria to drive a water-pump. The 8 HP stationary motor was put into the back of our Mazda dual cab and the V12 loaded in the car trailer.



The 8 hp engine

So we headed off for Sydney on September 18th with Daryle Johns for company and after leaving home at 12-00pm made it to Mildura the first night. Parking was our main problem with the 17 foot trailer behind, but the Motel was very obliging in finding us a large area for the trailer. Cowra was our next stop after viewing all the yellow fields of canola, but hardly seeing any grain crops at all grown over there. From Cowra it was only 5 hours drive through Bathurst down Bells Road to Clarendon to set up on the Friday for the rally. We were lucky enough to follow another chap who had a stationery motor on his trailer as Cliff had told us over the phone to take a right turn at the Service Station to travel though the Blue Mountains.

At the rally site everyone was very helpful in organising fork lifts to take off the two motors and put them in the fenced area of the Deutz display. There were no worries of security as people slept on site.

Everyone was up early to get to the oval for the events of tractor pulling, remote controlled models being driven on the lanes by their owners and exhibition of chain saws competitions that were right next to the Deutz display. Sydney Antique Machinery Club had a Deutz 2 cylinder -50 BHP @ 430 RPM which was manufactured in the mid 1920's which was on display in the shed. It was installed in the 'Capital Theatre' driving a DC generator. Steam engines and steam trucks thunderously rolled around the laneways at the rally. A free bus was taking passengers to and fro from the rally to Richmond Railway Station to have a steam train ride for only \$15 per person to Mulgrave. This steam train came from Cowra Railways at a cost of \$30,000 for the weekend. A great family fun filled rally as children could have a free go on the jumping castles. There were approximately 200 trucks, vintage cars, vintage wooden speed boats, speed-way cars and motor-bikes. One outstanding engine was 700HP turbo charged Blackstone straight 8 cylinders mounted on a low loader.

The editor of Vintage Trucks and Commercials Magazine wanted to video the Deutz display and they interviewed Kelvin, Roger Wenzel, who is the sale manager for Deutz from Brisbane and Stephen Gummerson, but first had to get the chain saws to stop for a while until filming finished. This video can be seen at www.truckstop.tv when it is released.



Kelvin the film star!!

TOWING TALK Kapunda Chapter general meeting October 2014

Member Ches Geue arranged for police constable John to attend to advise on towing regulations. The amiable PC John began by asking what we wanted to know silencethen discussion on "D" shackles and the question of marked load ratings. This had been the focus one Christmas for a police blitz while all the holiday makers were out towing caravans, boats etc. It seems they need to be "adequate" as per the inspecting officer's judgment on the day, no specific ruling. Personally I play safe and use two shackles rated at two tonne each. This exceeds the rated capacity of my tow bar, no argument! This lead to informing us that the chains must be rated, and presumably adequately secured to an equally sturdy part of the trailer. PC John pointed out the need to refer to the regulations many copies of which he brought along for us to take home and study.

The question of tow bar design and construction followed. Mostly today they are professionally made and rated and tagged. What about old cars and homemade tow bars?

The ball is in your court! Where a tow bar has been giving trouble free service for twenty years one would assume it is OK. When I hired out caravans and at other times I invariably had to do improvements to “genuine equipment tow bars”, many being poorly designed and attached. Some bolts worked loose and car frames compressed, especially where spacer tubes over bolts and load distributing plates were not fitted. Caravans stretched a lot of early commodores until tow bars were secured with more bolts over a much bigger distance.

PC John was definitely friendly and tried to be a good PR person representing his department, even when asked about speed cameras on downhill slopes and constantly changing speed limits where you may be easily distracted by traffic conditions. He was very convinced speeding fines are working as speed deterrents; His audience was not quite so convinced. He used this time to remind us the police are the ones having to face the carnage at road accidents, a fact that we are aware of and do appreciate. One brave soul asked about the legality of and benefit of flashing headlights to warn others of speed cameras ahead! An unresolved, interesting discussion ensued. PC John knows who pays his wages, so a public relations line was taken and enjoyed by both camps. (I guess at 80 years young there wasn't much to lose EH! FRED).

Secure loads became the next topic. Pets on/in vehicles must be secured preferably with a harness. Securing loads on a trailer was discussed, but please obtain a copy of all types of towing, loading and securing regulations. It can be a mine field, especially when towing a car on a trailer. Load retaining straps as opposed to rope make ratings easier to assess. Loads must not move in any direction. Most rulings specify the facts but may not explain reasons. Front, rear and side projection rules apply. Maximum side projection is 150 millimetres. I find this rule at odds with reality when fixed tray or body parts are accepted as is the ledge at shin height on glass delivery trucks etc. etc. PC John pointed out heavy items must be secure and to this end tarpaulins and side curtains alone are not enough. Also hay on trucks should not be blowing off. Blowing before travel is supposed to do the job. (I do not think that one is working too well).

I guess this towing talk came about because car buffs at times tow car on trailers. Many factors come into play. Know towing vehicle rating, set by the manufacturer, also the tow bar rating. The ads on TV will blast you with figures that will sell the car. Ratings vary with the type of braking fitted to the trailer. What is the weight of trailer plus the load, including half a ton of parts you have possibly added? What is the rating on the trailer tyres and their condition? Securing the car from forward, rearward, sideways and upward movement is required. Downward forces must apply direct to the wheels or suspension parts that will not move up and down in transit. You are probably seeing the value of getting the tilt tray truck operator for occasional use. Once you are set up with good trailer, tie down straps, suitable tow car etc. and you know the pit falls it really is not too bad towing.

Having a licence does not teach you about towing. There are many variables. Load distribution on the trailer, draw bar weight at the hitch, towing vehicle suspension, tyre pressures all round, does the all up towed weight require a break away system on the trailer for the brakes, etc. ,etc. One variable I forgot to ask PC John was:-how do you greet the police constable that has just pulled you over on the road? I should have asked why car parts on my trailer have to be tied down but if the same number and weight is sheep they do not need securing.

Maybe next issue: - Dale's interesting towing experiences and could have been disasters.



The Austin Twenty

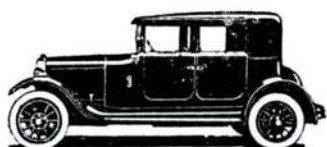


5 SEATER TOURING CAR

The Austin Twelve



2-4 SEATER TOURING CAR



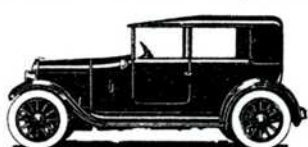
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- For sale** **Ford Model B** truck, pre 34, with 4 cylinder motor. Dismantled but appears complete. Details Malcolm Mill 8821 1972. Farm Shed Museum Kadina.
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1926 Whippet Tourer very original almost complete missing hood
1926 Whippet Tourer & spare parts and 2 **Overland** Tourers same era, one partly restored other for parts sell as one to best offer- or I can split up as required.
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 Dean, 8843 4317 eve. Mobile 0487 830 686 Clare
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- For Sale** **Tyres 700 X 20** (10 ply) Olympic with rust bands and tubes, very good cond. \$230 the pair. **Rover 1971 P6** red 3500s. RUM 999 club rego, spare car 3500 auto on gas Offers. **Rover SD1 -1982** on club rego UFY 031 good condition some spares. \$2750 . Tony 8566 3115 Kapunda
- For Sale** 1932 **Morris Cowley** flat nose rolling chassis. No body work. Good Sankey wheels and tyres. Restore or good basis for a Special. \$1100 James 8842 3127 Clare