



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/December 2015

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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

CONTENTS

- | | |
|--------------------------------|-----------------------------------|
| 2. President's Report | 9. My Favourite car |
| 3-4. Narc Calendar | 10. City of Adelaide clipper ship |
| 5. Vale Dennis Weichert | 11. Presidents Run |
| 6. Kapunda Chapter | 12. Fords Chevs & family picnic |
| 7. Cancer Council letter | 13 & 14. Bay to Birdwood funding |
| 8. Flinders Lodge screen doors | 15. Ford car collection, Tasmania |
| 9. Clare Show | 16. Classifieds |

President's Report 2015

Well another year is all but over and it's been a very eventful one, both for our club and our community.

Our club can be a great asset to our members, a vehicle to get us together and enjoy positive interaction – and that does give us positive vibes -a counter for all the negativism around, terrorism, world economic decline and unemployment etc – I won't mention any more, we won't dwell on bad news, - the media have much to answer for.

The President's run to Spalding was very successful, especially considering the extreme heat. I thought there would be some drop outs, but in fact one more came than was expected, 40. Says a lot about the dedication of our members, yes, only one old car ventured out in the 42C heat, obviously to save both drivers and cars.

The day began with a "cuppa" in the Park by the Rotunda in Spalding, thanks to Moranne. Then at 11am, we went to the local Spalding History Group's collection in the old Spalding Lodge Hall. Many thanks to Mrs Jan Trengove, who gave us a most interesting run down on local history.

Also, the old film of Spalding car races, where we saw a young Lawrie Nancarrow starring. I think a donation to the group would be most appropriate.

Then to Spalding Barbed Wire Hotel, where we had a lovely meal – and our host Geoff Tiller gave us a very interesting talk about the history of Bundaleer Reservoir's aqueduct system, unique in Australia. He also told us about his huge display of barbed wire. I would never have believed there were so many different types!

Thanks to Geoff and his very friendly staff.

We didn't go out to the viaduct because of the fire danger. I think we need to consider changing the time of this run – to much cooler months.

We now live in a world of great change – changing so rapidly – even though we shouldn't dwell too much on the past (I'm often told!)

But it's great we have our old cars to remind us of how it used to be, a time I have to admit when the quality of life was more relaxing and more rewarding. Are we just nostalgic. or are we "avoiding" the reality of the modern day? Anyway we can do both, the memory of the old days, helps us cope with the new.

The two previous meetings were both successful and enjoyable, David Grace showed the second half of the Ampol trials film and Allan Ebsary spoke about Farm Clearing Sales.com

The club certainly comes up with a variety of meeting ideas, well done considering we've been at it for over 40 years.

Look forward to seeing you all at the next meeting at Blyth, with Ian Roberts and his cinema. Tea before hand at the hall.

Kay and I wish you all the very best for Christmas, and may 2016 be all you wish for, and a year when NARC will continue to be one of the most successful vintage car and machinery clubs in Australia.

Again, 40 years on, I'm honoured to be "recalled" to serve this most successful group.

Happy Motoring

NARC Calendar 2015-16

2016

January	14th	Blyth Cinema Night – Tea provided at 6.00pm. Ian Roberts always chooses an interesting Film. Please advise Moranne 8825 3766 or 0428 253 766 by January 7th if you wish to attend so numbers are known for catering.
	26th	Australia Day See Kapunda Chapter Calendar for details.
February	4th	Deadline for Con-Rod submissions
	11th	Meeting at Goode Restoration Workshop , New Road, Clare. 8.00pm
March	5th/6th	Power of the Past, Mount Barker
	10th	Meeting Port Broughton Golf Club 8.00pm
	20th	Swap Meet, Clare
April	7th	Deadline for Con-Rod submissions
	9th/10th	Laura Folk Fair
	14th	Meeting Port Broughton Golf Club 8.00pm – Danny Allen on Aviation
May	17th	Yacka inspection day
	12th	Meeting Port Broughton Golf Club 8.00pm
	22nd	Combine with Kapunda Chapter for Lunch at Kapunda
June	2nd	Deadline for Con-Rod submissions
	9th	General Meeting Port Broughton Golf Club 8.00pm
	11th – 13th	Club campout will be held at Woolgangi station, east of Burra. Ian and Sue Warnes will be hosts. More information in next Con-Rod.
July	14th	Meeting Port Broughton Golf Club 8.00pm A.G.M.
August	4th	Deadline for Con-Rod submissions
	11th	Meeting Port Broughton Golf Club 8.00pm – Identification Night
September	8th	Meeting Port Broughton Golf Club 8.00pm
	17-22nd	VVMCC S.A. 60th Anniversary Tour
	25th	Bay to Birdwood
October	16th	Triumph Car Club to visit Clare

Swap Meets

- January 17th** **Hahndorf**, Hahndorf Oval. Traders: \$15.00 6am Buyers: \$5.00 8am, Children Free 0429 959 009
- February 7th**. Auto Jumble **Lockleys** Primary School Oval May Terr Lockleys, 6.30am for Sellers & Buyers Admission \$4.00 per person Brian Teakle; 8443 7181
- 7th** **Victor Harbor** at oval, Ring Road Auto Jumble and Show & Shine 7am sellers \$15, buyers & show & shine \$5 Historic MV Club.
- 21st** **Murray Bridge** at Showgrounds \$5. Children free Gates open 6am John Whimpress. 0428 132 889. www.rotarynews.info/club3767
- March 20th** **Clare** at showgrounds Gates open 7.30am \$5 sellers & buyers Graham Goode 8842 3731 ah 8842 2107 graham@gooderestorations.com
- 27th** **Woodside** at the oval. 6.30 am for sellers 7.00 am for buyers Doug Mansell 0403 033 939
- April 13th** **Tanunda** at oval. Sellers 6.30am \$10 (admit 2) Public 7.30am \$3.00 8563 0409

Other Events of Interest

- January 16 & 17th** Yesterdays Power Rally, Milang Oval from 10 am. Old machinery, engines cars and tractors. Pre 73 tractor pull \$5 Venita 8297 4715
- 17th** All Holden Day 9am to 4pm Wigley Reserve Glenelg \$10 per car, spectators free Non trophy event. Dave 0417 765 877 Roger 0419 730 177 Jeff 0423 067 868
- 26th** Cars Of Australia at Strathalbyn Oval 10 am to 4.30pm Open to cars built or manufactured in Australia to 1980 Glyn 0417 819 260, Ian 0417 830 739
- 26th** Australia Day Show And Shine Picnic Day Walkers Flat Lawns 10.30am Thomas Johansson, malleetorque@gmail.com mob: 0402 835 152
- April 10th** Military Vehicle Museum fund raiser day. The Museum has an ultimatum to either buy the premises or move out. All historic vehicle owners are invited to attend and display their vehicles. \$15 includes BBQ lunch more details next edition

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

VVMCC SA—60th Anniversary Tour 17th-22nd September **2016**

To celebrate the 60th Year of the Veteran and Vintage Motorcycle Club of SA, an Anniversary Rally will be held from Saturday September 17th and finishing on the following Thursday 22nd 2016 and centred at the Clare Discovery Caravan Park in the mid north of SA.

Expression of Interest forms, contact and accommodation information is available on the club website <http://vvmccsa.org.au/60th-anniversary-rally/> or Con-Rod editor can supply form.

VALE Dennis Weichert 26/1/1928 - 20/9/2015

Dennis was born at the Kapunda hospital and had two older sisters and grew up in a farming family. He was educated at the Bethel school and later at the Kapunda high school. His first job was as a junior clerk at the Islington Railway workshops where he acted as a bicycle courier. He also joined the Air Training Corps, a move that did not impress his parents. On joining the corps band the level of approval increased. The ATC formed part of his social activities. His group formed an orchestra and he was MC for dances as well as Anzac day parades and bugle band events.

In 1946 he was one of 4 South Australians selected to join the RAAF, becoming a leading aircraftman-electrician. Over the 2 years he was there he was based at Wagga Wagga, Point Cook and Mallala. After initial training he was part of a self-contained crew servicing and maintaining a Lincoln bomber and undertaking experimental work including tests at Woomera.

Early 1949 saw his father become seriously ill and he returned to work the farm. He re-joined the community, playing football for Kapunda playing in the Bethel brass band and becoming involved in motor cycle competition. He married Valda Berry in 1953.

Dennis became well known for his prowess motor cycling. He first obtained a 350 BSA when he was working at Islington. Trips away with his cousin Eddie involved adding a side car and camping gear. A 1947 BSA 500cc with a Tilbrook sidecar was Dennis and Val's only transport in their early married life.

He first competed in the 24 hour endurance trial in 1950, something he did for 26 years consecutively winning 3 times in a field of 100 or more competitors and always finishing. His faith in BSA was reinforced one year when he forgot to refill the gearbox with oil during a pre-trial service. He still finished. The bike used for the trials served as the farm hack during the year and the box sidecar was removed to make a solo for the trial. Later he rode solos for Cornell Suzuki before a succession of bike sidecar combinations he built up himself.

Dennis had been a member of the Gawler and Atadjara clubs at different times and a founding member of Keyneton Motorcycle Club. When he retired from the farm he enjoyed his time restoring bikes, attending swap meets, the BSA club and the Kapunda chapter of NARC. He and his wife Val opened their home on several occasions for Kapunda chapter events. Dennis, son John and their wives had a motorcycle dealership in Alice Springs for several years and he enjoyed this aspect of the trade. He was made a life member of the Keyneton motorcycle club and of Motorcycling Australia.

Kapunda has lost a motorcycling legend and a gentleman

Malcolm Johncock



Chairperson	Irene Woodcock	8566 3585, brianirene09@bigpond.com
Vice Chairman	Robert Parker	8842 1350 0419 212 743 robert@woltawolta.com.au
Secretary	Malcolm Johncock	8566 2603
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Events Coordinator	Robert Stapley	8389 6176 0414 780 395
Sub Editors	Jean and Ray Burns	jeanburns@iinet.net.au
Property Officer	Mick Parker	85663782
Chapter Reps Chairman and Secretary.		

CHAPTER CALENDAR

General meetings held 4th Friday at the Lutheran Church South Tce Kapunda at 7.30 p.m

JANUARY	22nd	Meeting	Brian Woodcock will give his talk about Compressed Air
	26th		Australia Day Combined Club Picnic at Angaston Oval run by the GVVVCV. Meet in Hill Street Kapunda 9.45 a.m. to leave at 10 a.m. Bring own picnic lunch, chairs etc..
FEBRUARY	20th	Saturday.	Twilight run. Probable Venue OWEN Hotel for a smorgasbord dinner. We aim to leave Hill Street at 5.45 p.m. Numbers please at the January meeting or direct to the Chairperson.
	26th	Meeting	Activity yet to be arranged.

Extreme Auto Exhibition at Wayville

I ventured down to Wayville to have a look at how they bent up the tin, but I was initially disappointed as most of the cars used existing panels. There were a few two door Holdens and some with suicide doors just to be different. The other type of bodies in the form of Playboy bunnies on some of the stands and Shannon's Bikini competition added to the scenery.

I was walking around trying to decide whether I would sell everything or rob a bank to buy one of the cars. They were brilliantly displayed with lighting and mirrors. There were plenty of mirror paint jobs and heaps of chrome. It is marvellous what they can fit under the bonnet of a FJ Holden. Probably they wouldn't be very safe to drive but I suspect that these cars are never driven on the road.

They were testing cars on a dynamometer. I saw an XR Falcon being tested and the motor was screaming to produce 400 horsepower. No doubt the motor was not original, if it was it won't be much longer, they don't build them that good.

As I was wondering round I discovered I was not lost. I found a stand demonstrating the making of body panels. It looked easy - when you know how and have all the equipment. This business, based in the Clare Valley appears to be very versatile and capable. I was talking to the owner and discovered that I went to school with his father. Must be getting old but I still have six of my nine lives left.

All in all a very interesting day as you saw how the other half lives. If you think you have to ride your Harley to events in the rain, forget it. All you need is a Harley Heaven trailer complete with living quarters, a microwave and TV. Mega bucks!! There was a range of upmarket car trailers and other accessories on display.

Malcolm Johncock

3 December 2015

Moranne Coombs
Secretary
Northern Automotive Restoration Club SA. INC.
PO Box 302,
Moonta, SA, 5558

Dear Moranne,

I wanted to thank you and the members from the Northern Automotive Restoration Club, including the Kapunda Chapter, for your kind donation of \$5,000 which will go towards installing Fly Wire Security Screen doors at Cancer Council Lodge-Flinders.

I understand that this donation was requested by Audrey Hunt, in memory of her late husband John, who was the club patron for many years. This is an incredibly thoughtful gesture and one which will make a real difference to all people who stay at Cancer Council Lodge-Flinders.

It is because of the amazing generosity from supporters like you, that we are dedicated to ensuring that South Australians are reducing their cancer risk and receiving the best cancer care.

Attached are some photos of the newly installed Fly Wire Security Screen Doors that have been fitted to several rooms at our Cancer Council Lodge-Flinders. As you will appreciate, this is a significant improvement from the existing doors, a change that could have only been made possible because of the generosity from your Club.

On behalf of Cancer Council SA, I extended a warm thank you to the Northern Automotive Restoration Club of SA and the Kapunda chapter.

Sincerely,

Kate McMillan


Product & Operations Manager
Cancer Council SA

*One of the 26 doors which the
NARC donation has provided*



CANCER COUNCIL - FLINDERS LODGE.

Having not attended a meeting for a long time I wanted to go in November to say a personal thank you to the members present for the donation gifted to Flinders Lodge as the result of a letter written by me requesting a donation for the purchase of some fly wire/security doors. The request was granted and a thank you was in order both written and spoken. When Ivan asked if someone would write something about these Lodges for the Con-Rod, how could I refuse. I felt it a responsibility and so I write this not as an expert but as someone who made it a home for John & I for 7 weeks while John underwent his treatment.

Both Greenhill and Flinders Lodges are owned by the Cancer Council for the use of country patients undergoing treatment in the city. If you live 100km or more and have your P.A.T.S. forms filled out it is at no cost to you. If you do not have the forms it is a minimal cost (approx \$40.00 per night). Your room is yours for the duration of your stay - you unpack and make it home. In your room you will find, bed or beds a comfy chair, small table, dining chairs, small fridge, electric jug, mugs, tea and coffee and a T.V. and a bathroom of course. No cooking is allowed in your room. For all cooking there is a well equipped kitchen, 2 of everything. Here you will find crockery, cooking utensils, cutlery, fridge freezers, computers and usually a community jigsaw on the go. Quite a few choose to do all there food preparation here but there is a restaurant and the meals are a very reasonable price. We shared a meal as John was not eating very much and this cost us \$7.00 per night. No meals are provided on weekends and breakfast and lunch are your responsibility. There is filtered water in the kitchen and I used 2 large water bottles to fill to take back to the room for drinking. Bedding and towels are supplied and there is no limit. It is there if you need it Of course there is a laundry for guests use. Three machines, 3 dryers, clothes lines, all you need.

Transport to and from your place of treatment is provided by a small bus and on two days a week a car will take you shopping if you do not have your own vehicle. Both the bus and car are driven by volunteers, usually ex-country people who have retired to the city. A wonderful service! The bus & drivers from York Peninsula wait at Flinders making use of their facilities until their passengers are all ready for home.

These Lodges are also available to country folk undergoing other medical treatment at a small cost but priority is given to cancer patients, so don't think you can't try to stay there. The overall support you receive from staff and the other residents is very welcome. You make some lovely friends, share your joys and sorrows, support each other, it can be a worrying time, but with an understanding support group it can be quite funny at times and certainly is not a gloomy place to be.

The club donation of \$5,000.00 for the purchase of as many screen doors as possible will be a real boon to keep out the flies and those other little critters the ducks. All walks of life stay at these lodges. While we were there a family from the Tiwi Islands was there and there was usually a car from Pika Wia, not to mention interstate and overseas residents. Other donations that I am aware of made to Flinders while or just after our stay are Microwaves from Pt Pirie and a donation for a top loading industrial washing machine from the Jamestown Lions Club, (organized by Max). We would all bring something back to the Lodge from shopping if we needed it or to replace anything found broken, it is just that sort of place, a home away from home and it is what you make it. I was almost sorry to leave but home was calling and John couldn't wait to get here. I hope this tells you something of the place you have been so generous in making a donation to. There are 66 rooms at Flinders (7 have fly-wire doors) but we are looking after the ground floor first and instructions from our club are that the donation is for doors only not to be put into general revenue. Wouldn't it be good if we got some up on the top floor too!

Audrey Hunt.

Clare Show Day. October 2015.

Our day at the Clare Show, (Robyn had her market stall – Robyn's Home Craft) turned out a good day for her having plenty of happy customers. Then, being president of the Crystal Brook Show Society, I had to meet and discuss matters with members of the SA Country Shows Society plus many other show goers. Then to catch up with club members at the N.A.R.C. display where there was a very good turnout. Well done to you all. Weather wise, we had spot showers all the way from Crystal Brook to just out this side of Clare where they stopped. Lucky for us, sunny blue skies from then on. The rain had made the show grounds look great, perfect!

Time passed quickly, looking after our stall, walking around everywhere viewing other stalls and the many displays on offer, plus all the main pavilions to look through. Attending the official opening was a must for me. Plenty of other events including, dog and sheep trials plus the wood chopping etc., which all attracted good crowds. Around three o'clock it was back to N.A.R.C. Where I was lucky enough to catch a ride with Graham Hore, in his 1950 Jowett Javelin, in the Grand Parade. One lap of the oval watching the temperature gauge all the way around. The spectators seemed to enjoy viewing the collection of cars passing by, fun times! Thanks Graham. More talking, lots of photos taken, then said our good byes. Come five o'clock we had packed up, and headed off home. I think a good day was had by all! Thanks to everyone at the Clare Show.

Robyn & Steve Hyde

My Favourite Car

I have always been interested in vintage and classic cars of the 1920s and 1930s. My first car was a 1934 Morris 10/4 roadster which was given to me by the late Jack Newitt, of Crystal Brook, in 1959. I later sold it for 20 pounds.

In 1975, I bought a 1929 Plymouth from John Stevens in Laura for \$600. I kept it until the Crystal Brook Show in 1981 and I sold it there to the Ellis Brothers for \$1000.

But my favourite car was my 1938 Oldsmobile which I bought from Betty Caines, of Port Pirie, in 1999 for \$12,000. The motor had almost expired and it was burning oil, but I wanted an old car so I bought it. A friend who was a mechanic had a look at it and told me the clutch needed replacing, but he didn't have time to do it so I took it to a garage and they pulled out the clutch, cleaned the oil off it and put it back in again. When I picked it up and drove it, it was no better so I told them to send it away and get me a new one. After it was fixed, I drove it in rallies. I went in five Bay to Birdwood runs, five Cavalcade of Cars runs, five All-American Day car shows as well as Pirie and District Automotive Restorers Club rallies and runs and Northern Automotive Restoration Club rallies and runs.

The motor blew up twice while I owned it. When it happened the first time, I could not get any main bearings for it in Australia. I had to get them from America and they arrived in Adelaide a week before the 2001 terrorist attack in New York. It cost \$4500 to get the motor fixed.

Then, in 2009, I went on a NARC run and the motor blew up again, but I managed to get the car home and took it to my mechanic who needed a week to fix it. He charged me \$2,345 so I borrowed the money, paid him, put the car up for sale for \$16,000, but ended up selling it to Gary Rainsford, of Adelaide, for \$10,000.

He later sold it for about \$12,000 after having advertised it for \$15,750.

I was sorry to sell it, but I couldn't keep it any longer. I had a lot of enjoyment while driving it to rallies and car club events, even though it was off the road for two months waiting to have the new motor put in.

Leon Darley



THE 'CITY OF ADELAIDE' CLIPPER SHIP.

Many know that I've constructed some models of 19th century sailing ships. With that interest, I've been following the venture to get the 'City of Adelaide' to Pt. Adelaide. I was keen to visit the ship, so what better way than to organize a club run. Sixteen members drove to the port for lunch, and then to the much awaited tour of the ship.

The first thing that strikes you is the sheer size of the vessel. The tour began with an overview of the project, highlighting the historic events associated with the building, voyages, and getting it to Pt. Adelaide

We walked around the ship inspecting the construction of the hull, rudder and the cradle on which the ship rests. The group then climbed the stairs to gain access to the interior. It was a privilege to stand inside a ship built in the middle of the 19th century. It is in original condition, and we were all able to see and appreciate the shipbuilding technology of the day and imagine what the passengers had to endure on the voyages to their new life in Adelaide.

The tour guide Peter Christopher was excellent, vividly describing the construction, history and future directions. The ship was built at Sutherland in the U.K. in 1864. It is of composite construction i.e. timber planks over an iron frame. Its 5 years older than the famous "Cutty Sark" also of composite construction. The ship was built as a passenger vessel to carry people and cargo to Adelaide. It made 23 voyages between London and Adelaide.

The ship was recovered from Scotland and arrived at Pt Adelaide in 2014.

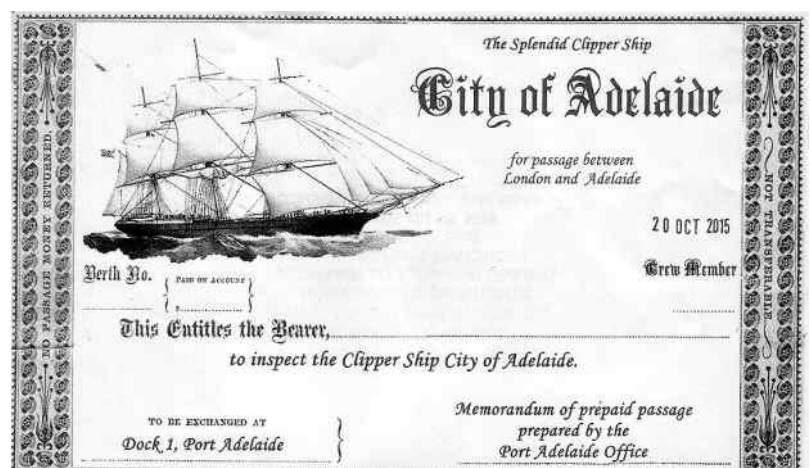
The history of the ship is well documented and makes interesting reading. .

I believe everyone enjoyed our voyage into the past on such a famous old vessel

Brian Haines



*Irene Woodcock, Deanna Haines, Moranne Coombs
and Dianne Palamountain*



President's Run December 6th 2015.

We met from 10am onwards at a small park in Spalding, under a shady rotunda, where morning tea was available, thanks to Moranne. The day was very warm, but a breeze made it more bearable. People were very busy talking so perhaps the heat wasn't so noticeable.

About 11am most of the group moved off to the local History Room to look at the display there and hear some information and stories about this area.



Soon after midday we began gathering at the hotel - there were 39 people for lunch and we all found somewhere to sit. The area was colourfully decorated with Christmas tinsel and other decorations, each table had some small Christmas parcel decorations which added to the festive feel.

After we were seated we heard there were four choices of mains then later dessert would be served. Orders were made, then the noise level rose considerably as chatter continued -

until the meals were served. After we began eating it quietened down a bit and the hotelier Geoff Tiller gave us some history about the extensive barb wire collection he has on display in the hotel.

He was an entertaining story teller and I think there were many more stories that could be told. Geoff also told us about the reservoir, channels and aqueduct in the area - it is quite unique, there is only one other similar reservoir in the world. The information was very interesting and told of a marvellous engineering feat which began in 1898 and finished in 1902 - most of the work was done by hand - no machines like those available today.

After Geoff's story time we listened to a song especially written about the Barb Wire hotel, this song was a runner-up in the song writing section at Tamworth.

Our meal was very good and the drinks were cold - an enjoyable day all round and a good venue with lots of atmosphere.

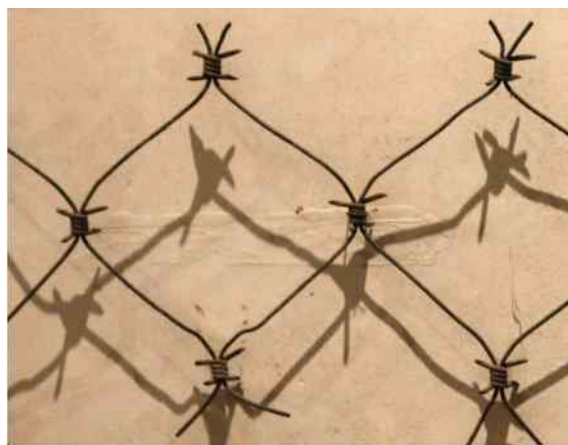
Originally we were to visit the aqueduct after lunch but this was cancelled because of the heat and the risk of fire. Maybe we could do this another time when the weather would be kinder.

Congratulations Ivan on the choice of venue - a good secret tucked away in one of our wonderful small towns - well worth another visit.

Eleanore Beyer - photos by Brian.



Geoff Tiller



*Barb wire
netting
for pigs
1882*

*Displays
set up in
passage way*



FORDS, CHEVS, AND FAMILY PICNICS.

Many months ago Brett phoned one night to ask if there was ever a J.E. Hunt connected to John at Yarcowie. "Yes" I replied, 2 of them, a grandfather and a brother. It turned out to be grandfather, as Brett had discovered while researching something for himself. Brett had discovered that J.E. Hunt of Yarcowie had in February 1913 purchased a Ford T registration number 2979.

From further information Brett has received from David Chantrell, it was discovered that it had been purchased through Duncan and Fraser, Franklin St. Adelaide and most likely sold by one of their "travelling salesman", who travelled through the mid north and Yorke Peninsula, as far as Kadina. The body style or colour we do not know.

Worth noting is that Duncan and Fraser sold 35 Model T's in that month and they were all registered consecutively.

I contacted John's cousin Colin Hunt in Adelaide to see if he had any knowledge of it. He didn't but said he would look through some old photos to see if he could find anything.

A couple of weeks back I received a package containing two photos and a sales brochure for Canadian Ford Cars, he did not know the age of the book as it was not dated. Having shown some Ford gurus at the N.A.R.C. meeting we now think it is 1922/23.

Back to the photo. John's Dad had a 1925 Chev and his brother William, who lived at Spalding had a 1922 Chev so we can assume that one of them owned the Chev in the photo but not sure who owned the Ford. Could have been their father's later model?

The photo was taken at a family picnic at the Jamestown Show in 1927. On the back of the photo is written "Lina Hunt (wife of Sid) & sons. Ross Hunt (nephew) in white hat on left." I worked the year out by the number of boys and the age of the baby in pram, Alan about 7 weeks.

The little one having his hand held by Mum would have been John your late Patron.



I would like to point out that Yarcowie did not adopt the prefix Whyte until 1926 hence the address. Joseph Edwin Hunt retired to Adelaide to live on South Rd. in 1916.
Thank you Brett.

Audrey Hunt.



Founded 1971

Federation of Historic Motoring Clubs

S. A. Incorporated

PO Box 703 Plympton S.A. 5038

Ph 0417 847 944

www.fhmcsa.org.au

4th December 2015

To All Member Clubs

At the Federation of Historic Motoring Clubs (FHMC) general meeting on 28th November 2015 the following motion was tabled:

“That FHMC allocate a sum NOT TO EXCEED \$20k for the “2016 Bay to Birdwood Run” only.”

This motion is to be voted at the next General Meeting, 20th February 2016. Voting may be recorded personally by your club's Delegate on the night or for those member clubs based more than 160kms from Adelaide by letter on Club Letterhead signed by two officers of the club one of whom must be the President or Secretary.

Please note, only delegates that have been recorded by FHMC will be eligible to vote on the night.

Points to note during your deliberations:

1. This is raised specifically for the Bay to Birdwood Run only and does not pertain to the running of the Bay to Birdwood Classic in any way.
2. The Bay to Birdwood event is a joint venture between FHMC and History Trust, through the National Motor Museum (NMM) at Birdwood. That is, we are co-owners of the event.
3. The event is a non-profit community based event. However, good business practices require that a reasonable level of surplus funds be held to cover for unforeseen circumstances. Due to the declining numbers and lack of external financial support (sponsorship), these surplus funds are rapidly declining and are extremely close to the point, should a catastrophic event occur the event would be financially devastated.
4. The Run has been steadily declining in numbers over the past years, resulting in the event barely breaking even and in most cases losing money.

5. FHMC has not contributed financially to the cost of staging the event since the very early days. This was generally because there was a generous level of sponsorship available in the past.
6. The NMM does contribute financially to the cost of the event, firstly through wages paid to staff for planning and conduct of the event, and secondly by virtue of the fact that 2/3 rds of gate takings on the day are directly distributed as Bay to Birdwood income. These funds are used to supplement the cost of entry to keep entrant fees as low as possible to ensure a safe and enjoyable experience is had by entrants, spectators and visitors.
7. FHMC's main contribution over the years has been:
 - a. Volunteers to organise and conduct the event. Sadly in decline.
 - b. Originally assumed that the vast majority of entrants would be members of affiliated FHMC clubs. Stats indicate that this has not been the case for quite a number of years and is potentially still declining. Noting that a major reason for the granting /approval of the Conditional Historic Vehicle Registration Scheme we all currently enjoy was in response to the high number of Historic Vehicles requiring permits in order to participate in the Bay to Birdwood Run as it was an extraordinary drain on the Registrar's staff.
8. The event is uniquely South Australian and showcases Australia's vehicle heritage by being driven on our states roads and displayed at our National Motor Museum.

The intent of this motion is to provide a short term solution to a long term problem while we explore other strategies to overcome what is becoming an increasingly common issue within our movement as our vehicles age along with their owners/drivers. As we work through strategies to improve the viability of the event, we would hope that the requirement to actually spend these funds does not eventuate, however we must plan for contingencies.

And as we work through these strategies to take the event into the future there will be more discussion at our meetings. We invite you to join in in all the discussions and share any thoughts you may have.



Alan Pickering
Secretary

Old Fords

I've been around old car Museums all over Australia, and for a long time, but one so impressed me that I report on it here. It's in Tasmania, at Wynyard, and simply called "The Wonders of Wynyard - Veteran Car Display", maybe some of you have seen it. I was amazed at the collection of very rare and very early Fords.

The oldest, a 1903 Ford Model A (bit confusing), in beautiful condition, and is the equal oldest Ford to still exist.

Next, a 1905 Model F, first Ford to be fitted with running boards - a 4 seater and quite luxurious, discontinued in 1906.

A 1906 Model N "a little beauty", very popular and very affordable - built up from parts from all over the world.

A 1908 Ford Model S, now looking more like a car than a buggy - one of the most successful cars of the era.

A 1907 Ford Model K, this is a big car - never knew they even existed - doesn't even look like a Ford - mainly because of its size and very stately appearance. This car is one of the rarest Fords on earth, and was the last Ford influenced by Alexander Malcolmson - who was keen on building bigger more luxurious models, but Henry was not keen on it. This rare car was purchased from Ohio USA.

Big jump now to a 1916 Ford Model T, this particular car has a rare sedan body not sold in Australia. To finish off the Ford exhibits, a 1928 Model A Coupe, a huge success when it was released on 2 December, 1927.

There are 6 other very rare cars well worth a visit if you are in "Tassie".

Ivan Venning



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