



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.

January/February 2016

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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

Hi fellow enthusiasts, I hope you had a great Christmas & a good start to 2016, and didn't put on too many kilos, as I did (shame!!). Hope also most, had a good break to strengthen family ties, and recharge for the year ahead.

Glad to hear that Jeff Roberts is on the road to recovery after major surgery. Yes he's tough, just like Chevrolets. Hope to see you again soon at NARC functions Jeff and Val.

Reportedly the January meeting was very successful, sorry I wasn't there, but I know Vice President Ian did a great job leading proceedings. Thanks also to Moranne for keeping me briefed. I note the executive meeting held before the Cinema event, and I note the decisions made and motions passed, and I hope that matter is now resolved. Hopefully we'll have a full register of all our equipment by the February 11th meeting.

I appreciated the photos in the last edition of Con-Rod of the new fly screen doors that we donated to Cancer Council Lodge Flinders, and the letter of appreciation from the Council. Well done Audrey Hunt for bringing this initiative to our member's attention, it's been an excellent PR exercise, not to mention the service to country people who will benefit. I think this was an excellent use of club funds, with a benefit outside our own local communities, no accusations of any bias to any particular town or community.

Again, thanks Audrey. If members can think of similar projects, charities etc. please let us know, an article in Con-Rod would be a great starting point.

I also note the sad passing of Dennis Weichert from Kapunda and I read Malcolm Johncock's article with interest, it's people like Dennis who give our club character. I hope to attend a chapter meeting soon, hopefully the Feb 20th meeting at Owen.

I have not heard, but have any of our members or members friends been affected by the shocking Pinery fire. A lot of machinery, houses, property and vegetation lost. Didn't hear of any old cars or tractors destroyed. Our thoughts go out to those who suffered so much, especially the families of those who perished, and to those who were badly burnt, especially young Brad Dennis who will have a very long stint in hospital and rehab.

On a brighter note, there's been an addition to our family, a beautiful 1923 T Ford, older restoration, but very nice. So I have a 1926 T Ford surplus, good project for a Ford enthusiast. It was a future project for me, but when I turned 70 a few weeks ago, alas beaten by the clock!!

Good article by Brian Haynes, re the City of Adelaide Clipper Ship. I have also visited the ship, and it's a project most worthy of public support. Those who haven't seen it, I suggest that you do. Well done Kapunda Chapter on an excellent club outing.

I was a little concerned to read in the Con-Rod, the motion of the Federation to limit funds for the 2016 Bay to Birdwood, this due to the declining numbers and lack of external financial support (sponsorship) and surplus funds are rapidly declining!! Why is this, and can we do something about it. I'm sure the lack of Govt. support re policing and traffic management etc. has something to do with it and it would be very sad indeed if it was wound up, it being one of the largest events of that kind in the world. I hope to enter this year.

Looking forward to seeing you all at Graham Goode's workshop meeting on the 11th, and later in the year, the Club Campout, and the Swap Meet on March 20th, not far away.

I did enjoy reading the last Con-Rod, and thanks to all who contributed articles, and thanks to Dean for collating it all.

In the mean-time, drive safely and watch out for cyclists!!! (crazy laws)

Cheers Ivan Venning

- February 11th** Meeting at Goode Restoration Workshop, New Road, Clare. 8.00pm
- March 5th/6th** Power of the Past, Mount Barker. **Featuring** Vauxhall cars, Bedford commercials, Villiers engines, Nuffield tractors and Norton motor bikes. Members who have Villiers engines, driving any of the many products Villiers used and who would like to display them at the Power of the Past are asked to contact Craig Thomas. The organisers are happy for us to display as many different combinations of Villiers engines as we can.
- 10th** Meeting Port Broughton Golf Club 8.00pm
- 20th** Swap Meet, Clare. See details pages 9 & 10.
- April 2nd/3rd** Laura Folk Fair The Street Parade begins at 12 pm. Saturday from near the Caravan Park at the northern end of Herbert Street (main street of town) so cars should congregate here a little earlier. As always, there will be a wide range of stalls and free entertainment.
- 7th** Deadline for Con-Rod submissions
- 14th** Meeting Port Broughton Golf Club 8.00pm – Danny Allen on Aviation
- 17th** Yacka inspection day
- May 12th** Meeting Port Broughton Golf Club 8.00pm
- 22nd** Combine with Kapunda Chapter for Lunch at Kapunda
There will be tours in the morning of the mine area
BBQ Lunch is at the Greenock Aviation Museum. Entry \$4 Engine runs for us incl. Rolls Royce Merlin and others. The Kapunda Community Gallery always has an exhibition and also a quality Gift Shop.
Numbers to Moranne (8825 3766 0428 253 766 coomo@bigpond.com)
- 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 Details page 4.
- 25th** Bay to Birdwood
- October 8th & 9th** Burra to Morgan Run Flyer out soon.
Contact Graham Goode or Craig Thomas for more information.
- 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 Full details ... see page 10.

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.

Entry 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.

FROM THE KAPUNDA CHAPTER

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
Treasurer	Brian Woodcock	8566 3585 brianirene09@bigpond.com
Events Coordinator	Robert Stapley	8389 6176 0414 780 395
Sub Editors	Jean and Ray Burns	jeanburns@iinet.net.au
Property Officer	Mick Parker	8566 3782
Chapter Reps Chairman and Secretary.		

CHAPTER CALENDAR

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

February 20th Saturday	Twilight run to the Owen Hotel Meet Hill Street 5.30 p.m. to leave 5.45 p.m. Smorgasbord \$22 person. \$28 if ordering steak. Numbers to Irene 8566 3583 if not already given.
February 26th Friday	Meeting at the Lutheran Hall 7.30.p.m. Photos of Australia Day
March 13th Sunday	Mannum run organised by Jean Burns and Ray Edwards. Meet at Hill Street 9.45.a.m. to leave 10 a.m. for Mannum Mannum Museum entry fee \$7 Concession \$5 11.30 – 1. Pretoria Hotel for lunch 1.p.m. Prices vary but not exorbitant. Numbers please to Jean by 6th March in order to book the Hotel 8847 2423 0407 472 423
March meeting cancelled (Good Friday)	
April 10th	JEEP SUNDAY Opening 10 a.m. at the Military Museum Sturton Road Edinburgh Park details page 10.
May 22nd Sunday	NARC Parent Club to visit Kapunda. This is History month and the Museum Committee are organising tours in the morning of the mine area which is being restored for tourism purposes. BBQ Lunch is being organised at the Greenock Aviation Museum. Museum entry \$4 Lindsay Nitschke has said he will provide an engine run for us Incl. Rolls Royce Merlin and others Plenty to see in Kapunda. The Kapunda Community Gallery has just reopened following repair of the damage caused by the hailstone deluge in November. There is always an exhibition and also a quality Gift Shop. Numbers to Moranne and final details in the April Con-Rod.

AUSTRALIA DAY 2016

Australia Day was celebrated by 20 members of the Kapunda Chapter on a beautiful day at the Angaston Oval.

The Gawler Car Club organised the event this year.

The Kapunda Chapter always have pleasant Social events and this was no exception. We left Hill St at 10.a.m. driving in convoy arriving 10.45 a.m. Lots of shady areas available and there was a good variety of cars for members to admire.



Peter and Raelene Spooner, Fred Schodde and Robert Stapley all relaxing.



John Birrell and Fred Schodde with John's Austin (formerly Fred's)



Well-presented Whippet



Lovely Vauxhall Convertible



Mercedes 230 SL

From the Advertiser Dec 5 2015

Cars Under \$3000

TOYOTA COROLLA Hatch
8 Spd a/c p/steer p/wind cond \$1,800 WIR-723 276 8581 LVD113992

WANTED Pucha flinger
4x4 Suit restoration.
Ph: 0439 847 702

WB HOLDEN VAN
5 window UCT085 \$2,500 one
Phone: 0427 795 486

“Can any of our readers please help find this VERY rare car? and Good Luck”

Sent to us by John Birrell who owns a Steyr-Puch Haflinger He suspects it's an interested person who hasn't done his research to actually get the name correct.



Moonta & District Progress Association

SHOW'n'SHINE

Sunday 13th March 2016

Show'n'Shine Co-ordinator: Lynnette Williams 0428568508 Email: lynnettegold@sctelco.net.au

6 Second St, North Moonta, SA 5558

ENTRY FORM

Entry fees: \$20.00 for 2 categories (please indicate below), entry fee includes driver only.

Admission: \$5.00 Children under 14 free

- | | |
|--------------------------------|-----------------------------------|
| 1 [] BEST HOLDEN | 11 [] BEST 4 CYLINDER |
| 2 [] BEST FORD | 12 [] BEST ORIGINAL VEHICLE |
| 3 [] BEST OTHER MAKE or MODEL | 13 [] BEST STREET MACHINE |
| 4 [] BEST IMPORTED VEHICLE | 14 [] BEST COMMERCIAL VEHICLE |
| 5 [] BEST UTE | 15 [] BEST DAILY DRIVEN VEHICLE |
| 6 [] BEST BIKE | 16 [] BEST STATION/PANEL VAN |
| 7 [] BEST CLASSIC | 17 [] MOST FERAL UTE / CAR |
| 8 [] BEST LADY OWNED VEHICLE | 18 [] BEST CAR CLUB VEHICLE |
| 9 [] BEST V8 | 19 [] BEST CAR CLUB - free entry |
| 10 [] BEST 6 CYLINDER | car club name: |

Entries close Friday 4th March

Vehicle: Model:
 Colour: Registration no.:
 Driver's licence no.: \$enclosed
 Name: E-mail:
 Address:p/c.....
 Ph: Mobile: Signature.....

All vehicles to be staged by 9.00am - late entries will not be judged

Presentation of trophies 3.00pm

Food stalls and entertainment

Please leave grounds tidy and place all rubbish in bins provided. This will be greatly appreciated by our Committee and volunteers who will, in return, welcome you back again next year.

PLEASE NOTE: Vehicles and drivers enter at their own risk. The Moonta and District Progress Association and their Sponsors accept no responsibility for any damage or injury incurred.

N.A.R.C.'S 2016 Swap Meet: **The 38th Year at Clare**

- The Lions Club will again provide full catering on the grounds, with the NARC ladies providing tea, coffee, sandwiches and cakes.
- A craft display will be in the red brick pavilion and a good range of plants will be near to the gate leading to the arena
- If you are unable to assist the club by working on the roster please notify:
Graham Goode (08) 8842 3731 or (08) 8842 2417
Ferg Mahon (08) 8842 2107
- Ladies of the Club are asked to support the Swap Meet stall, by providing slab cakes or small cakes, or by helping on the day. Sandwiches will be made on the day. Inquiries to Rosemary Goode 8842 2417
- The setting up of the grounds and buildings will be held on Saturday 19th March, commencing at 9.00 am. Your assistance is greatly appreciated.

NARC members are invited to a barbeque on the Saturday night from 6.30pm, at the home Graham and Rosemary Goode, 24 Beare St Clare . For catering purposes, please contact Graham Goode on (work 8842 3731 or ah 8842 2417) by Wednesday 16th March, if you intend coming.

Members Please Note: NARC will have a club site near to the lions catering area. All items will need to be clearly priced and they will need to know numbers using the site and the type of treasures being sold, so that we can allow enough room.

For more information contact: Craig Thomas 8662 6203, Andrew Weckert 8846 2124, and Graham Goode 8842 3731

ON THE DAY:

Members are asked to report to the Secretary's Office prior to going to your rostered position as you are required to collect a NARC jacket and to sign in, as a part of the Clubs duty of care. Please wear the NARC (Yellow jacket) provided and return it to the Secretary's Office when finished. It is extremely important that you abide by both directives.

Spare Helpers: Graham has prepared a list for Moranne to use on the day (see next page)

Members are reminded that their assistance at the end of the day, to dismantle and clean the site is greatly appreciated. Please bring leather gloves.

This is a major event for NARC. We would appreciate help from any new members especially to help clean up. Contact Graham Goode for more information.

Swap Meet Roster

Main Gate – opposite Caravan Park entrance.

7 am to 8 am Colin Jay Winston Francis David Dunstan Graham Burgess	8 am to 9 am Peter Eaton Graeme Pulford	9 am to 10 am Malcolm Mill Andrew Alm	10 am to 11 am Daryle Johns Ian Warnes	11 am to 12 noon Doug Dunstan
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Marshalls for site area:

7 am to 8.30 am Trevor Alm John Birrell Graham Goode Merv Robinson	8.30 am to 10.00 am Peter Lehmann Dale Loffler	10 am to 11 am Kelvin Stinger Harvey Matthews
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Stock Gate:

7 am to 8 am Dean Manderson James Duggan	8 am to 9 am Vic Barnes Roger Bohem	9 am to 10 am John Mieglich	10 am to 11 am
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Car Parking North Area:

7 am to 8 am Peter Eaton Graeme O'Toole	8 am to 9 am Jim Puust John Miller	9 am to 10 am Trevor Naismith Jonathon Hancock	10 am to 11 am Colin Kaehne
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Southern Gate: Run by Kapunda Chapter: Duncan McDonald and Brian Haines to coordinate.

Car Parking South of Pavilion:

7 am to 8 am: Alex Ryan

8 am to 9 am: Keith Poole

List of Club Members not yet assigned but who may need to be called upon during the day:

Brian Beyer	Peter Costello	Merv Matthews	Ken Porter
Tom Chapman	Peter Jeisman	Malcolm McPherson	Ian Radford
Brett Colliver	Richard Hughes	Robert Parker	Barry Stoneman
Graham Correll	Steve Hyde	Brian Pocock	Allan Thomson
Roger Cross	Ronny Leighton	Allan Pitcher	Mark Weckert
			Paul Wilson

National Military Vehicle Museum

JEEP SUNDAY



& FIRE BASE CHARLIE

SUNDAY 10TH APRIL

9:30AM- 3:30PM

10 STURTON RD
EDINBURGH PARKS 5111

COST: \$12/ADULT
SUPERVISED UNDER 15'S
FREE

You are
invited to
display your
Club Car.

Vietnam
Veteran's
Display.

Afghanistan
Memorabilia

FEATURING

- OVER 50 CLASSIC CARS FROM VARIOUS CLASSIC CAR CLUBS
- GUN HOWIZER FIRING
- BARRY SPICER ART EXHIBITION
(IN PERSON TO SIGN ART WORK)
- WEAPONS DISPLAY
- VEHICLE HANDLING DISPLAYS



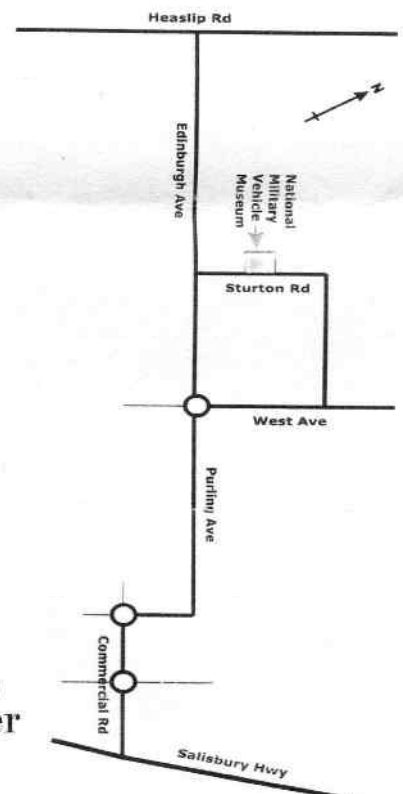
ALSO ON THE DAY

- BBQ
- FOOD & DRINKS
- CHILDREN'S RIDES
- LIVE MUSIC (60'S-70'S)
- MUSEUM OP SHOP

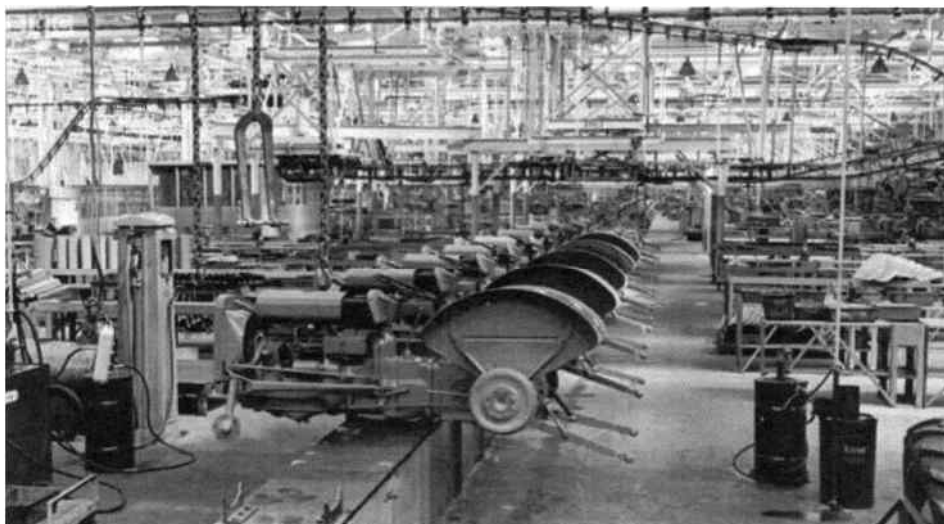
40th Anniversary Event



See a unique collection of Historic Military vehicles,
communication equipment and Militaria spanning over
100 years, all displayed undercover.
Display cars in place by 9am if possible please.



Standard Motor Company after WW2



During WW2 The Standard Motor Company had operated on behalf of the Government a new "shadow" factory making aero engines. This 1,000,000 sq. ft. (92,903 sq. m) plant in Banner Lane, Coventry, stood idle once the war had ended and Standard's managing director Sir John Black was anxious to find a use for it. Such a large empty factory was also of interest to

Harry Ferguson and a deal was struck between the two. As usual Ferguson was to be in charge of design, development, sales and service while Standard Motor Company made the tractors for him.

The first product of the new "alliance" was the TE20 (TE = Tractor England) and the first one came off the Banner Lane production line on the 6 July 1946. The little grey Fergie as it became known was a milestone, not only for Ferguson but agriculture in general.

During its peak the factory produced 300 tractors per day.

How did they win the war!??? The Standard Motor Company built aircraft during the war.

After the war they resumed making Standard and Triumph cars. This photo depicts part of the Canley assembly line in Coventry, probably in 1950. It looks a bit like cars were assembled as orders came in creating a chaotic situation with different models all mixed on the one line.

The photo below looks to be taken about the same time but does look a bit more organised.



How to spend a fortune while you make a bigger one

Sidney Kidman is always associated with cattle sheep and horses. Whilst there is a romantic image of him controlling his string of stations from horseback and camping in a swag, there is another side not told. Kidman lived in luxurious surroundings in Kapunda. His second home he bought from Alexander Greenshields estate and it was Kapunda's prestige residence with formal gardens and a conservatory containing 5000 plants.



He did not always travel the outback on horse-back, he had a personal Concord coach. This was America's luxury stage coach. Cobb and co started with a few Concord coaches but switched to building their own version cheaper, retaining the through-brace leather suspension for a smoother ride. Although Kidman bought numerous Cobb and co. coaches for his own coach line, the Concord was not among them. The serial number on his does not correspond with

The Concord coach with some employees & families

any of the Cobb and co. coaches. Anecdotal stories indicate the Concord needed considerable refurbishment every time it returned from the outback.

Embracing the latest technology Sidney Kidman bought a new Thornycroft car in 1903 and this vehicle still exists. By 1908 he is recorded as buying a Mercedes and a Nagant chain driven racer. Kidman never drove a car himself. After an initial trial when he found he could not look around the countryside and drive at the same time, he employed a chauffeur.



1908 Nagant of the type Kidman owned

The advent of the Ford T saw Kidman pension off the Concord coach and he conducted his inspections in a Ford T. When Dodge 4s became available he switched to them, but Ford Ts seemed to be standard issue for his business operations. On one occasion he travelled with a party to Sydney where he sold a few thousand head of cattle to meatworks in Sydney, Melbourne and Adelaide and then bought a Ford T and a Whippet and they left on an inspection of his sheep stations in western NSW. The Ford broke a wheel so he borrowed a horse and buggy from one of his stations to continue his inspection while the station blacksmith fixed the wheel.

World War One saw Kidman appalled at the waste of men and materials and he made every effort to shorten and end the carnage. At the beginning of the war he gave one



*WW1 patriotic rally, cnr Hill & Main Streets Kapunda
Mock tank on a trolley, Sidney Kidman's 1914 Whippet*

thousand horses to the army and sold them another thousand at cost price. A thousand cattle were given for bully beef (No doubt the troops blessed him for this donation!) Kidman was a vigorous promoter of fundraising for war loans and a large contributor himself.

To alleviate the suffering at the front Kidman donated an ambulance. Kapunda then set about raising funds to buy another ambulance. Kidman immediately said "put me down for 100 pounds". He withdrew this offer shortly afterwards saying if Kapunda raised enough money for an ambulance without his contribution he would match it with another ambulance. Not to be outdone Henry Dutton the squire of Anlaby Station near Kapunda gave another only to be matched again by Kidman. In total five ambulances were donated from Kapunda. The ambulances were imported Overlands with the body being built by Murray Auger's company, the one and same person who first crossed Australia south to north in a motor car with Harry Dutton of Anlaby in 1908.



*HMAS Franklin in 1920,
formerly Dutton's 'Adele'*

The government also acquired Dutton's steam yacht "Adele" and renamed it HMAS Franklin. It was acquired again during the WW2 and renamed HMAS Adele.

In 1916 Sidney Kidman gave a fully equipped Farman fighter bomber. In 1918 his wife Bel gave a Bristol fighter. When the Farman was lost in battle it was replaced with another also called the Sidney Kidman no 1, this occurred several times.

Following the 1st World War the Kidman family went on a trip to the USA and England. In America he bought a new Cadillac and had it shipped to England for his use there before it came to Australia

Returning to Australia Sidney arranged for his travelling manager Ted Pratt to meet the ship at Freemantle and to take his son Walter on an inspection of his properties in the Kimberly region of North West Australia. They travelled in a Ford T and camped out to bring young Walter back to reality after his soft living aboard.



Farman fighter-bomber as donated by Sidney Kidman in WW1

Some years after Sidney Kidman had retired and left Kapunda he bought a Stutz Bearcat.

This gives a brief account of the boys' toys you can indulge in when money is no object.

A WAGER ON THE FUTURE OF THE MOTOR-CAR

Last night we had a meeting of the Hall Committee. After quickly completing the business, none of us yet felt like going home, so we stayed on talking. All five of us are what might be termed motoring enthusiasts, so the conversation quickly turned to motor cars. At the present time, that is, mid-1948, the War has been over for two years, and things are starting to return to normal. The restrictions on who can buy cars are likely to be lifted soon. Hopefully, the supply of cars will eventually increase, so that anybody who has the money can buy one.

Kloetzke, the farmer, said that he was very happy with his 1936 Nash, that he liked the new 1948 model and was going to get one as soon as he could, even if he had to pay more than the list price. Major Dunleavy, the bank manager, said that he would prefer the elegant quality of a British car, and that the Alvis and Armstrong-Siddeley appealed to him.



Finlay, the Town Clerk, said that these cars all had lines from the past, and that he would love a car of modern appearance, such as a Packard, Kaiser, Hudson or Studebaker. Since these American cars were out of his price-range, he would settle for the new Standard Vanguard, of which we had recently seen pictures in the "Australian Motor Manual". Dunleavy snorted at this and stated, "This new fashion in motor bodies is but a passing fad! Within a few years it will be forgotten and the people who have bought these strange-looking cars will

suffer severe depreciation, and regret it!" Kloetzke agreed with him. "Look at the Chrysler Airflow! That was going to be the look of tomorrow, but after two years they had to pull it off the market and build sensible-looking cars again! Think of other cars with unconventional looks! Where is the Cord, or the Pierce-Arrow, today?"

Major Dunleavy added, "Standard obviously have no confidence in the Vanguard, otherwise they wouldn't be marketing the Triumph 1800, with its elegant razor-edge lines. The Vanguard is just there to test the market, but it will be withdrawn as soon as this silly American fad has passed! The time will come when that firm makes nothing but Triumphs, and the name Standard will disappear!"



Elgar, the barber, hadn't joined in up till then, but now he saw the opportunity to turn the conversation his way. "Progress in motor car design doesn't come with the appearance of the body, but with the motor and power-transmission! Look at my DKW! Front-wheel drive, two-stroke, its road performance on curves and hills is amazing, and I never have to change oil or grind valves! Continental cars are way ahead of British and American designs! Another brilliant car is the Citroen! It will out-perform any of your cars on a tight, curvy road!"



Dunleavy, despite the slur against his beloved British cars, added with satisfaction, "And it has sensible styling. Running boards and separate wings! Elgar is right, new styling fads are just leading into a cul-de-sac!"

Finlay, the victim of these attacks, had never liked Dunleavy. I could see that his ears were turning red, and knew that we were in danger of having him get angry. I tried to defuse the situation with a distraction, by saying, "Everyone is saying that the new Holden will have a big impact on the Australian market! It's meant to be in production by the end of this year." We had all seen sketches and a description of the proposed new car in the daily papers. Elgar expressed his opinion at once. "I don't see that it can be any good. I mean, Australia is a new country to motor-car manufacturing, and you can't catch up more than sixty years of development over night! The motor-car was invented in Germany and further developed in France, which is why Continental cars still lead the world!"

Major Dunleavy said in an undertone, "If the Germans knew anything about engineering, we wouldn't have defeated them in the War," but Elgar didn't take the bait.

Farmer Kloetzke, disagreed: "The Holden has General Motors behind it! It will have the best of American design in it! It might be built in Australia, but you can be sure that it's all being done with American know-how!" I added, "Australians have shown that their products are as good as any in the world! We just need to support a local enterprise to make sure that it succeeds. I'd buy a Holden, if I could afford to."



The others tactfully avoided mentioning that there was no chance of my being able to afford a Holden, or any new car. On my teacher's salary, I can barely afford to run my 1928 Austin Seven. Dunleavy, unfortunately, added another comment. "The one good thing about the Holden is that it has separate wings! Even General Motors obviously agrees that this new styling fad isn't worth investing in, even for a totally new car!"





That was too much for poor Finlay. He began a long diatribe on the advantages of the new, flush-sided bodies, how they provided much more passenger space, how they had less wind resistance, how the motor car had evolved from the horseless carriage to the fast, comfortable modern car of today, how it was continuing to evolve and how the styles of today would soon be obsolete, adding that Kaiser, Studebaker, Packard, Hudson and

Standard would one day be celebrated as the pioneers of modern body design. Regrettably, he used the term “fuddy-duddy” in referring to the appearance of cars such as the Alvis and Armstrong-Siddeley, or, for that matter, the Major’s 1936 Wolseley 14/56. The Major, himself a man of rather choleric temperament, heatedly said that nearly all these firms, except for Standard, which would be saved by the razor-edge Triumph, would be out of business within ten years. Elgar, Kloetzke and I all tried to tell the two men not to take the matter so seriously, but Finlay wouldn’t be halted. He challenged Dunleavy to make a wager of it, and even offered two-to-one odds. Dunleavy immediately said that he would put up fifty pounds, and Finlay accepted. I, as Secretary of the Hall Committee, was given the job of typing out the agreement, with two carbon copies; namely that if three of the four above-named American firms were out of business by this date in 1958, Finlay would pay Dunleavy a hundred pounds, but in the event of this not happening, Dunleavy would pay Finlay fifty.



The two men shook on it and parted on civil terms, Finlay in his Willys Seventy-Seven, Dunleavy in his Wolseley and the rest of us in our respective cars. I felt sorry for Dunleavy. He may be an impetuous, self-righteous man, he has always been good to me, and I must confess that I really like him. He will obviously lose, though I suppose that losing fifty pounds won’t hurt him as much as it would me. Firms like Packard, Hudson and Studebaker are old-established and rock-solid, and an industrialist like Henry J. Kaiser isn’t going to be put out of business easily, either. They’ll certainly all be there in ten years’ time – or twenty, or fifty. I don’t like their modern styles any more than Dunleavy does, but

perhaps they really are the styles of tomorrow. As I locked the Meeting Room, I wondered what we would all be driving in ten years’ time. That seems such a long way off!

POSTSCRIPT: Dunleavy, of course won the bet, even though the flat-sided style he so hated was not the cause of the demise of those firms. Kaiser, Hudson and Packard were all gone by 1958, and Studebaker would only last a few years more. The name Standard would also later be dropped in favour of Triumph, but for totally different reasons. Finlay, a man of honour, paid up the hundred pounds on the day. He must have been flush, because (always keen to have the latest style), he had just bought a brand new Vauxhall Velox, with dramatically wrapped-around screens front and rear, modest tailfins and gaudily two-toned blue-and-white paint.

Dunleavy immediately donated the money, in Finlay’s name, to the Hall Renovation Fund, and handed the receipt to Finlay, telling him to claim it off his income tax.

In case you’re interested, two others in the group, beside Finlay, had just bought new cars. Kloetzke had a new pink, yellow and green Customline to replace his ’54 Pontiac (which had replaced his ’49 DeSoto). He had never bought another Nash, though in later years, he would buy a Rambler. Hollings, the teacher, now transferred to another part of the state, had proudly brought his young wife and two small children back on a camping holiday for the occasion, sleeping in their new beige FE Holden Standard Station Sedan. The dealer, anxious to clear stocks to make way for the new FC, had given him a very good deal on his old 1948 Hillman Minx. His children, today (2016) in their late fifties, still recall the many camping holidays they had in the Station Sedan, with a mixture of nostalgia and horror. Elgar, true to his love of European two-strokes, had bought his second two-stroke Goliath the year before, the new one having fuel injection. Major Dunleavy’s expensive British limousine, now several years old, had become the best known car in the district.



Here is a thought to ponder on: Today, we can understand that it was the independent manufacturers – Studebaker, Hudson, Packard, Kaiser and Nash, who in the post-war years were the real innovators and leaders of the American motor industry. While they were there, American design led the world. The big firms could come up with short-lived fads, like tail-fins and wrap-around windscreens, but never anything as important as the flat-sided, “three-box” style that was the subject of this story, the Studebaker style of 1953, the step-down Hudson, the pioneering compacts, Rambler and Lark. The independents were forced out of business, not because they were innovators, but by the big firms’ cut-throat marketing techniques. Without the independents, the whole American motor industry was condemned to merely following the rest of the world, and so to sink into unimportance.



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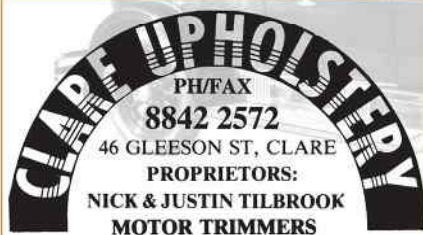
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