



The 'CON-ROD'

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

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

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

September/October 2016

PATRON	IAN DENTON
PRESIDENT	IAN RADFORD 8843 4385 0428 452 179 Box 93, Seven Hills 5453 iantinaradford@gmail.com
IMMEDIATE PAST PRESIDENT	IVAN VENNING Box 107 Crystal Brook 5523 0408 085 750
VICE-PRESIDENT	CRAIG THOMAS 8662 6203 0429 001 242 cpthomas@bigpond.com
SECRETARY	MORANNE COOMBS Box 302, Moonta 5558. 8825 3766 0428 253 766 coomo@bigpond.com
ASSISTANT SECRETARY	PAT FIEDLER 3 Wearn St., Kadina 5554 8821 1075
TREASURER	MERV ROBINSON 31 Gloucester Rd. Jamestown 5491 Ph./fax ah 8664 1838 0417 863 450 mervynnaileen@bigpond.com.au
EDITORS	DEAN & SUE MANDERSON 8842 3407 Box 667 Clare 5453 Email deansue2@tpg.com.au 0417 859 659
CONDITIONAL REGISTRATION	GRAHAM BURGESS 8632 4293, 31 Kingston Rd Port Pirie 5540 gramarb@internode.on.net
VEHICLE INSPECTORS	BRETT COLLIVER, GRAHAM GOODE, MERV ROBINSON, BRIAN HAINES, DAVID KENT, AL WOOD AND PETER COSTELLO
PROPERTY OFFICER	BERYL BUTTON 8635 2621
AUDITORS	IAN DENTON AND FERG MAHON
SWAP MEET CO-ORDINATORS	GRAHAM GOODE 8842 3731, ah 8842 2417, FERG MAHON 8842 2107 IAN RADFORD 8843 4385
PUBLIC OFFICER	BRETT COLLIVER 8835 1215
FEDERATION REPRESENTATIVE	CHARLES LEE, 8270 2625, clee1950@live.com
PROXY FEDERATION REP	DAVID KENT 8632 5200 or 0417 802 134
COMMITTEE	TREVOR ALM 0409 670 140 KELVIN STRINGER 8635 4218 DARYLE JOHNS 8634 2222 JOHN BIRRELL 8636 2333

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
3&4. Narc Calendar
5. Kapunda Chapter
6. Crystal Brook Show
8&9. Oakland V8

10 - 13. Our car trial
.....14. Bathurst photos
15. Ford T advert
16. Classifieds

President's Report

I hope you are all fit and well.

The sun is out here this morning and it's going to be another lovely spring day. Such a contrast to the weather of recent weeks.

The Presentation luncheon held in Port Pirie this year and was well attended.

Thank you to all those who came along and congratulations to the trophy winners. Our guest speakers at meetings cover such a wide range of topics. With the last one on the Port Pirie airport's part in the Defence Forces exercise held in the upper Spencer Gulf region. What a great insight into some of the things that occur in our own backyard.

Thank you to those members who have represented NARC at the country shows and community events.

I am sure that the Burra to Morgan Rally weekend will be enjoyed by those coming.

The weather should be kind and the number of entries is very good.

The organisers have worked hard to make this another very successful club event.

Congratulations

Sunday 30th October will be the **President's Run. 10am start**

The starting point is in the car park at the Clare Tourism and Information Centre on the south end of the caravan park.

I have organized a Mystery Run for all who wish to attend.

Morning tea, some history and a visit to a private collection followed by luncheon in a beautiful part of the Clare Valley.

Morning tea will be available along the way as part of a CFS fund raiser. Worthy of our support.

The luncheon will have 3 choices. :-

Chicken Roll stuffed with herbs

Slow cooked Scotch Fillet with vino Cotto & Rosemary

Individual Zucchini Flan

To be served with small boiled potatoes and salads

Meats served hot and with fresh Rise Bakery bread

Cost is \$24 including tea or coffee. Sweets will also be available.

Wines will also be available to purchase if you wish.

Both the morning tea and lunch are privately catered for so I must have numbers if you are going to attend this fun day

RSVP by Sunday 21st October. Meal choices can be confirmed then.

Hope you can join me.

Ian Radford

October	13th	General Meeting Port Broughton Golf Club 8.00pm. Marius Venz
	15th	Clare Show NARC has been asked to set up a display at the Clare show. Those that could attend would be greatly appreciated. Passes available for driver and car. Contact Graham Goode 0418 894 304
	16th	Triumph Car Club to visit Clare
	30th	President's Mystery Run 10am start. Full details in President's report page 2.
November	3rd	General Meeting Pt Broughton Golf Club 8.00pm Video – Keith Poole NOTE EARLIER DATE to avoid Bendigo swap meet.
December	1st	Deadline for Con-Rod submissions
	8th	General Meeting Port Broughton Golf Club
<u>2017</u>		
January	12th	Blyth Cinema Night. Tea provided 6.00pm
	26th	Australia Day - Balaklava
February	2nd	Deadline for Con-Rod submissions
	9th	Meeting at Goode Restoration, New Road, Clare. 8pm – Workshop Night
March	4&5th	Power of the Past, Mount Barker
	5-11th	Auburn, Cord, Duesenberg Rally, Barossa Valley.
	9th	General Meeting Port Broughton Golf Club 8.00pm
	19th	Clare Swap Meet
March	26th	Booleroo Steam Rally
	31st	Deadline for Con-Rod submissions
April	1st	Laura Folk Fair street parade, Fair also Sunday but no parade.
	6th	General Meeting Port Broughton Golf Club 8.00pm NOTE EARLIER DATE to avoid Easter
May	11th	General Meeting Port Broughton Golf Club 8.00pm
	TBA	Shed Day – Yorke Peninsula
June	1st	Deadline for Con-Rod submissions
	8th	General Meeting Port Broughton Golf Club 8.00pm
	9-12th	Narc Camp Out – Mannum Caravan Park
July	13th	General Meeting & A.G.M., Port Broughton Golf Club 8.00pm

- August** **3rd** Deadline for Con-Rod submissions
- 10th** General Meeting Port Broughton Golf Club 8.00 – Identification Night
- 20th or 27th** Presentation Lunch 12noon.
- September** **14th** General Meeting Port Broughton Golf Club 8.00pm
- 26-28th** Y.P. Field Days

Swap Meets

- October** **16th** **Strathalbyn** Harness Racing Club 28 Milne Road
Gates open 5.30 am Sellers \$15, includes entry for two people Extra adult \$5, children free Undercover sites \$25, pre-paid bookings required Dean 8552 1042 Camping site \$5 extra. 6.30 am Buyers \$5 adults, children free Car parking free Show and Shine Richard 0423 524 481
Box 610 Victor Harbor 5211 deidresolly@hotmail.com
- November 12-13th** **Bendigo Swap meet**
- 20th** Regency Park at T.A.F.E. car park 137 Days Road, Regency Park.
Traders 7 am. Traders \$20 Buyers 8 am \$3 0419 840 284
or 0413 133 233 ka44190@gmail.com
- December** **4th** **AMP Adelaide Motorsport Park** Supple Rd, Virginia,
Sellers 6 am \$10.00 Buyers 7am \$5.00 Bill 8262 4663 bh
- January** **15th** **Hahndorf** at oval. 6am traders: \$15.00 8am buyers: \$5.00, children free
book early. box 157, Hahndorf SA 5245 or phone: 0429 959 009

Other Events of Interest

2017

- January** **22nd** **All Holden Day** 9am to 4pm Wigley Reserve Glenelg
All Holdens welcome \$10 per car entry, spectators free non trophy event.
paul 0419 196 086 roger 0419 730 177 richard 0432 505 997
- April** **21-23rd** 16th National Historical Machinery Rally Hamilton, Victoria at the Harness
Racing Club enquiries hamiltonpastoralmuseum@live.com
- 9th** Gawler to Barossa Veteran and Vintage Run
Entries: David Prest: 0438 112266 or VVRun@gawlercarclub.com
Run Organiser: Geoff 0437 689 973 or (work) 8284 7095
- March** **5-11th** Auburn Cord Duesenberg Club of Australasia Biennial Rally at Tanunda.
Enquiries mervynnaileen@bigpond.com.au or phone 0417863450.

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

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@inet.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.

October 9th Sunday 2 events that day

- 1) Murray Mallee Anniversary to be held at Nildotte
- 2) N.A.R.C. Burra to Morgan run.

Decision made at the last meeting that any members interested in either event will make their own arrangements.

October 16th Sunday AVIATION MUSEUM PORT ADELAIDE (open cockpit day)
Leave Hill Street at 10.30 a.m. A lunch booking has been made for 20 at the FED Hotel Semaphore for midday then on to the Aviation Museum.

October 28th Friday Meeting 7.30 p.m. followed by small pie floater supper.

November 6th Sunday Walter Duncan Rose Garden Sevenhills. Leah Chidgey organising.
Leave Hill Street 10.30 a.m. 11-1 at the gardens \$10 admission includes a glass of wine or coffee.
Picnic lunch in Robert Parker's garden. BYO own picnic and Chairs

November 13th Sunday KAPUNDA REMEMBERS. 10 a.m. Hill St where we shall display cars BBQ (local club) or cafe or Hotel lunches available.

November 25th. Mince Pie supper

December 11th Sunday CHRISTMAS LUNCH at the North Kapunda 12 MD. Numbers to Irene please at the November meeting or before by phone 85663585

No meeting in December

January 27th. Friday Meeting 7.30 p.m

January 26th Thursday AUSTRALIA DAY at Balaklava MAPS Arranging.

Kapunda Chapter visit to Scholz Park, Riverton

Eighteen members met at Hill St Kapunda at 10am on Sunday the 28th of August before continuing thru Tarlee to Riverton. Due to the very cold weather it was deemed a wise idea to have lunch at the Emporium Bakery at Riverton. Everyone had the opportunity to catch up in lively conversation over a light lunch & good coffee, followed by a walk to the museum.

The blacksmiths from the S.A Blacksmiths Association had two of the forges fired up and ready to show their skills. Everyone was in awe to see and experience the old art of blacksmithing. The volunteer blacksmiths enjoy responding to visitors questions while making horse shoes, fire tongs, sea horses etc. People wandered off to visit the Wheelwright shop with displays capturing the art of making wheels for drays and buggies. The ladies were fascinated by the items in the cottage, that were brought out by the Scholz family in the 1850s from Germany.

For club members information the Museum is open every Sunday from 1pm to 4pm with the Blacksmiths attending on the 4th Sunday of the month from 1pm to 4pm. The Museum Committee is working towards being able to serve afternoon teas to the visitors in the near future.

Ray Edwards & Jean Burns.

PAGES . . . from the past

MARCH 19, 1937

MESSRS I.S. SCOTT and L.C. Castlehow of Clare, and Mr R.B. Griffith, of Blyth, have been gazetted as Justices of the Peace.

*

FARRELL'S FLAT CENTENARY CELEBRATIONS — An air race from Parafield to Farrell's Flat will be one of the chief attractions of the latter Town's centenary celebrations. It will be followed by a display of aerobatics, balloon bursting, and a parachute descent by a member of the Royal Aero Club of S.A. The celebrations will be held over three days, March 20 to 22, and opened by Mr Jenkins M.P. Joint secretaries of the celebrations are Messrs H.G. Fiedler and G.E. Twelftree.

THE ANNUAL GENERAL MEETING of the Clare Orchestra presided over by the Mayor, Mr J.W. Ohlmeyer, revealed that the orchestra is in debt for one pound sixteen shillings and sixpence, notwithstanding that each member has contributed three pence per week for the year. Mr Arthur Bishop was elected conductor.

MRS P KILMARTIN was convenor of the supper for the St. Patrick's Grand Annual Ball at the Clare Town Hall in aid of St. Michael's Church. Mr H. Siney was M.C. and Messrs J. Ryan and C. Davis were secretaries.

FOR SALE — Overland 4, Fair order. Three new Tyres and Tubes. Convert into Ideal Buckbord. 25 pounds. 'This office'.

At the Crystal Brook Show Saturday 13th August 2016

Wow! How lucky can we be, after all the rain we have had in the mid north over the past month, to strike such a perfect day for our show. All our hard work put into mowing, dead tree removal, building repairs and landscaping, paid off! The show grounds looked great. From mid-morning people were milling around everywhere and parking was stretched to its limits on and off the grounds. All the nearby street parking and other open grassed areas, were full. Show goers had an amazing selection of exhibits and entertainment to keep them interested all day. Horses/cattle/sheep judging and shearing competition, birds, pets and petting zoo plus rides. Trade exhibits ranged from large farming equipment and cars to spare parts. Caravans (new), stationary engines and old implements were on show. Craft and displays filled the pavilion and market stalls covered all the usual items. Rides for all the family, food and drinks taken care of. Official opening, luncheon and all the other behind the scenes activities went well.



Variety club bash cars (around ninety) gathered on the picnic grounds, where they had the cars washed and a massive BBQ lunch put on by local clubs/organizations. A great effort from the Crystal Brook community. The highlight was when the cars departed through the show grounds around 2.30 pm, on their last leg of the bash to finish in Clare. This was a great treat for the public to watch. Staying with cars and on the oval was the ute muster display along with the NARC & PADARC members cars. In my opinion and that of the viewing public it was a terrific turn out which resulted in a fabulous display. (we love it) The oval looked great with this amazing selection of cars. Thank you all for participating and making our show the success it was.



While at the show the push to attract, grandparents with their grandchildren, who have an interest in your old car and don't mind having their photograph taken, was started. Using John Birrell's 1923 Gray buckboard, Judith O'Shaughnessy with grandchildren Lochie Elleway and his sister Sara, were the perfect subjects! All gladly posed for the first photos to get this happening. Have a look at the smiles on their faces, holding that steering wheel, bet they can't wait till there old enough to drive. In years to come they will be asking, can I please take the car for a drive. On a club run or even in The Bay to Birdwood, how cool would that be having your grandchildren drive you to Birdwood, In your families pride and joy. So come on most of you are of the right age, will have grandchildren who would love to be a part of this !! Take the photo, with a short story and put it in your newsletter and get this started. Can NARC be the first club to get going!! Don't let your Veteran or Vintage cars vanish from the roads. Unseen and unused. Classic cars will be taken care of by your children if they have the same passion, as we all do! Our cars attract a lot of attention driving by just imagine how it would be seeing those young faces behind the wheel.



Thanks to John Birrell for the use of his Gray buckboard and to Judith with Lochie and Sara for being willing participants in this photo shoot.

Steve Hyde. President. North Western Agricultural Society. [Crystal Brook Show].

Oakland V8 Indianapolis Racer

Condensed from an article in the Oakland newsletter written by John Armstrong who is a US member of the Oakland register of Australia.

In 1930 Ira Vail built and entered a 251ci Oakland V8 racer in the Indianapolis 500. From release date of the V8 to the race it is estimated that he completed the car in 2 to 3 months. With a qualifying speed of 105 mph the racer averaged 87 mph on the big day with only one pit stop for fuel. Records indicate the racer won \$500, finishing 11th ahead of the Stutz racer and just behind a Duesenberg.

After seeing a 1926 Pontiac hill climber, John and co wondered if an Oakland racer ever existed. Their search led to the Indy racer, but it no longer existed. Planning to build a replica, it soon became a daunting challenge for one person. Four years were spent researching the racer's history and then over the next 9 years 300 pages of documentation and considerable technical support was gathered for the project. More than 17 people from across the US, Australia, Canada, New Zealand and England made the project a reality.

In 1930 Ira Vail an experienced and successful driver in his own right entered the Oakland V8 special in a new "stock class" that necessitated two seat racer for the driver and a riding mechanic. Ira Vail did not have marque sponsorship, so he was unable to display a marque badge. Oakland soon became involved after the race promoting the attributes of the car via a promotional tour of Oakland-Pontiac dealerships.

Every detail was double checked during building the replica to ensure it was as authentic as possible. The chassis was shortened and narrowed with shorter springs. The radiator was lowered and shortened. Dual exhausts were accomplished by switching the left and right manifolds and 2 Winfield carburettors were fitted. (All race cars used Winfield carburettors in this era)

Several Oakland Pontiac worldwide members made the project a reality. Hugh Venables an Oakland V8 expert and John Felder flew from Australia and spent several weeks re-configuring and generally overseeing the project's progress. Other OPW members did the machine work, calculations and body fabrication. It all took 10 years.

The Oakland racer was invited to attend the 100th running of the Indy 500 last may giving it the opportunity to run the track with Duesenbergs, Millers and other famous vintage racing marques of the era.

Hugh Venables and John Armstrong 's son Tim took the racer out on the track for its maiden run and passed almost every other racer on the track including the previously mentioned ones. Next day John Armstrong and his riding mechanic passed their first Miller and the "Duesy" soon saw the Oakland's boat tail as they reached 97 mph on a GPS. John gives Hugh credit for making it all possible and as Hugh recorded a higher rpm he mostly exceeded 100 mph. They matched all the original 1930 speed records

Malcolm Johncock



At Indianapolis

OAKLAND V-EIGHT

proves SUPERIOR PERFORMANCE

PONTIAC BIG SIX

See the Oakland V-Eight in action at Indianapolis

OAKLAND EIGHT

The car with superior performance

OUR CAR-TRIAL

Our Hall Committee has held its first car trial. The second (1954) Redex Trial, won by Gelignite Jack Murray in his 1948 Ford, had the whole country obsessed with car trials. We five members of the Hall Committee, all car enthusiasts, needed to organise a fund-raiser to buy new floor coverings for the foyer. It was the obvious thing to do. The only problem was that we nearly all wanted to drive, but we didn't want to give ourselves an unfair advantage by organising the Trial ourselves. Four of us – Kloetzke, Finlay, Elgar and I – had taken part in several car club trials, I as a navigator for a teacher colleague in his Morris Minor, since I hadn't had a suitable car myself, and all of us had been place-getters at some stage. Kloetzke had even won a trial, albeit one where the speed of his powerful Pontiac was an advantage.



We were relieved to find that there were plenty of people in the community only too glad to take on the organisation job or to be officials. Of our Committee, only the bank manager, Major Dunleavy, was a non-entry and joined the organisers. Finlay, the Town Clerk, said privately that, since the Major was likely to drive his lumbering 1936 Wolseley 14/56 down the middle of the road at twenty miles an hour, we should be relieved. Further, added Finlay (who had never liked Dunleavy), the Major's choleric temper and self righteous nature were bound to bring him in conflict with officials if they tried to deduct any points.

We had originally planned to run the Trial on a Sunday, but Habermann, the Lutheran pastor, was bitterly opposed to this and threatened to deny Holy Communion to anyone who missed church for the Trial. As this affected both Kloetzke and Howard Graeber, who headed the Organising Committee, we capitulated and ran it on a Saturday. Everyone seemed happy with this, and nearly all the businesses in town remained closed on the Trial Saturday.

Of us four entrants from the Committee, I had least chance. I had recently replaced my old Austin Seven with a used 1948 Hillman Minx, but even though I had had the head planed and fitted twin carburettors, it was hardly a trials car. However, I considered myself to be a skilled driver and my new young wife, Jean, was very good at Mathematics and so ideal to calculate average speeds, and was very keen to be my navigator. Finlay, the town clerk, was a good driver and his Vanguard was, as the Redex Trials had proved,



a good car in tough going. Kloetzke, a farmer, had a late model Pontiac and was a hard, fast driver, well used to driving in rough conditions. Elgar, the barber and Continental car enthusiast, had bought a two-stroke Goliath, and while it was not high-powered, its front-wheel drive gave it superb handling. Elgar

was also a driver to be reckoned with. These three all had experienced navigators. Of the rest of the 36 entrants, it was hard to say how they would go. We wondered if there were any teams among them who were able to maintain exact average speeds, navigate by compass and also handle rough conditions.



The entrants included such unlikely people as Miss Agatha Binkley, a retired Sunday-School teacher, in her 1949 Triumph Mayflower.

Apparently other people in the district agreed that we Committee members had the best chances. I heard that someone at the hotel was taking bets on the trial, and that Kloetzke, Elgar and Finlay were given odds of two to one. I was gratified to hear that I at least rated at four to one. The Trial had one bitter opponent, however. Kermody, the local constable, announced that he would be looking out for any speeders or irresponsible drivers, and would be at a surprise location on the Trial route. The Trials Committee responded that the average speed for the whole distance would be less than forty miles an hour, so there would be no need for speeding. This didn't stop Major Dunleavy from getting involved in a heated argument with Constable Kermody, saying that skilled drivers could safely maintain speeds far above the arbitrary speed-limits, that the rest of Australia approved of trials and that Kermody had no right to oppose an important local event, and that the Police should be protecting the public from criminals rather than harassing motorists. Kermody merely repeated, "I don't make the laws, I just enforce them." This rather unthinking response only incensed the Major further, and privately, we wondered if he would use his considerable influence to have Kermody transferred. Finlay, who had recently received a speeding ticket, said that he certainly hoped so.



The Major was soon involved in a new controversy. Before the Organising Committee met for the first time, someone suggested that he might reveal the route to his friends on the Hall Committee. When he heard of this, he resigned in a huff. Shortly after this, he and his wife left the district in their pre-war Wolseley, apparently on a long journey.



It was announced that an anonymous donor had given prize-money for the event – thirty pounds for first, fifteen for second, seven for third. We had just found out that Jean was expecting, and we could have used the prize-money, so I decided to practise on the likely trial route. The organisers would probably choose the tight, curvy road through the hills past Wyndham's farm, and the rough track through Howe's Gully would have to be the trial's Horror Stretch. I began practising on these, and got my time for the seventeen miles of the Wyndham's Farm Road down to thirty-one minutes, good going on that steep, narrow, curvy track. The poor little Hillman was leaning at crazy angles, but fortunately Jean thought it was fun and wasn't frightened. Similarly, I got my time down to an even forty minutes on the Howe's Gully Road, an average speed of twenty-seven miles an hour. The Committee released the rules. One point would be deducted for each minute late at a control, ten points for each minute early. This was to discourage speeding and, hopefully, appease Kermody. There would be secret controls in unexpected places, so that anyone running ahead of schedule or behind would be penalised. This had been a controversial rule in the Redex Trial, but all our competitors accepted it good-naturedly.

There was a gala atmosphere in the Hall grounds at the start of the Trial. Hundreds of people had paid a shilling admission to see off the cars, and there were so many milling around them that it was impossible to see all the cars that were lined up. We had drawn number 4 and were among the first away. Jean, who is good at sign writing, had painted up our Hillman. It had big number 4s and "Driver Reg Hollings Navigator Jean Hollings Hillman Minx" in big letters on both sides. Many other cars had been similarly decorated, and that really added to the atmosphere. We heard that Major Dunleavy had sent in a late entry and had just arrived back from Sydney that morning, but we didn't see him or his black Wolseley.

We received the route instructions. Sure enough, after leading us around several towns, the route would take us down the Wyndham's Farm Road and, later, through Howe's Gully.

I was shocked to see that the average speeds for these sections, as with the rest of the Trial, was close to forty miles an hour, but at the drivers' briefing it was pointed out that if it had been too easy, no-one would lose any points and the Trial would be a washout. I reckoned that we had as good a chance as anyone, especially since we had previously practised the difficult sections. The navigation looked very difficult, being by compass and odometer, but that would sort out the navigators from the amateurs. This trial would be won by good navigators and good drivers, with the car playing a secondary role. My little Hillman stood as fair a chance as any.

All went well. By the time we reached the town of K., where there was a half-hour tea-break, we were (thanks to Jean's skilled navigation) among the few who had lost no points. I managed to find out that Kloetzke, Finlay and Elgar, plus a few others, shared this honour, so we were truly in the running. We were cheered by the local residents who thronged the Oval to see the cars. We were now sent off in different order, so we were among the last cars away.

Next came the descent of the dreaded, curvy, hilly, Wyndham's Farm Road. I gave it all I had and actually got the time down to a bare thirty minutes, but that was four points lost at the control at the end of this section. It was clear that we were still among the leaders, though. I wondered how the Goliath had gone on this section. We next had a good run to the town of L., where there was another control and the lunch-break, and again a re-shuffle of our order of leaving. This was followed by twelve-mile straight stretch before Howe's Gully. It would have been a good place to make up time before the rough section, but it also seemed an obvious place for a secret control, so I held the Hillman at a steady forty. We were passed by numerous other cars, including Kloetzke's Pontiac, which must have been doing close to eighty miles an hour. Sure enough, we did come to a secret control after eight miles, but lost no points there. We later learnt that Kloetzke had lost fifty points at this control, putting him out of the running for first place. Now came Howe's Gully. I knew this road well by now and we made good time, even passing several cars that were being driven more cautiously. Not all were cautious, though – we saw Finlay's Vanguard, bogged to the axles in the soft mud near the creek crossing. He had slid off the road at speed on a tricky corner with loose shale. Our chances were looking ever better. We lost twelve points on this section, but that was almost certainly less than most other competitors.

The last section was a real test for navigators, taking a circuitous course through back-roads, with several confusing intersections. There was another secret control, but we were again exactly on time. Some miles and several intersections after that, though, it was clear that we had missed a control. I stopped and studied the route instructions and the map. That was my first inkling that Jean believed that West was always on the left-hand side of the map, even when it was held upside-down. It was also the scene of our first marital tiff. Jean said that she wouldn't ride home with a brute like me, and it took ten minutes to coax her back into the car. As she refused to navigate further, we were now out of the trial. I realised that I had made a mistake in saying that anyone as stupid as she was should restrict herself to peeling spuds and scrubbing floors. We drove back to the Hall in tense silence.

On arrival, we were questioned by a very angry Constable Kermody, who also searched our car. In the Hall grounds, we learned that a competitor, emulating Gelignite Jack Murray, had thrown a stick of gelignite after the secret control, at the spot where Kermody was lurking with his black Holden to catch speeders. In the dust and confusion, he had been unable to recognise the car, which, after leaving the secret control without loss of points, had then proceeded at incredible speed. This was, of course, to give him plenty of time to negotiate Howe's Gully. Finlay claimed that Kermody (whose name he pronounced as 'comedy') had had to return to the Station to change his trousers and underpants, which may or may not have been merely Finlay's wishful thinking. Poor Finlay had been the only driver booked during the trial. We also learnt that the Goliath had come down Wyndham's Farm Road in an unbelievable twenty-three minutes, which proved what how well the little car handled curvy roads but also cost the unfortunate Elgar thirty points for reaching the control too early. His navigator had been too petrified with fear to look at his stop-watches during the rapid descent.



Among the assembled cars was a magnificent silver limousine, obviously British, which I recognised as a new Alvis Three Litre. The inscription on the side indicated that this was car thirty-seven, driven by Major Algernon Dunleavy, navigator Charles Dunleavy. We heard that, after resigning from the organising committee, he had gone to Sydney to collect his newly-landed car, which had been ordered a year earlier. He had returned just before the Trial. There was no time to wonder about this, because the word went round that we should go into the hall, as the Trials Committee had collated the points sheets and was about to announce the winner.

Here it was announced that the winners, with zero loss of points, were Major Algernon Dunleavy and his son, the Hon. Charles Dunleavy, MLC, in a 1954 Alvis Three Litre. He was presented with a trophy and the thirty-pound prize, which he promptly donated to the Hall Committee. (We later found that he had been the anonymous donor of the prize money.) In second place, with a loss of twenty-four points, was Habermann, the Lutheran pastor, in his 1953 Ford Zephyr. Haberman's cousin, who had been



in both
Redex



Trials, was his navigator. The reason for his opposition to the Sunday trial was now very clear. Jean cried as she realised that her mistake had cost us second place, but I hugged her and all was right between us again. Third, with twenty-nine points lost, was the elderly Miss Agatha Binkley in her Mayflower. Her navigator was her friend Miss Hermione Wigglesworth, who explained

that she had taught navigation in the Girls' Guidry back in the Old Country before the War. Her navigation had been faultless, and all their points had been lost for late arrival at controls, due to Miss Binkley's never quite reaching thirty-five miles per hour. On the other hand, she had maintained the same speed down the Wyndham's Farm Road, apparently oblivious to the limitations of her vehicle or the laws of Physics, and only Divine Providence had kept the little car upright. The chagrined Elgar had been beaten for third by one point, having lost his only points for coming down Wyndham's Farm Road too fast. The little Goliath's front-wheel drive had clawed its way though Howe's Gully fast enough to maintain the forty mph average speed there! These four, plus Kloetzke and Finlay (who had eventually extricated his Vanguard from the bog, but lost fifty-seven minutes in doing so), were the only ones who hadn't lost their way in the final, difficult navigation section. The Trial had been very well planned, and the Organising Committee received highest praise from all.

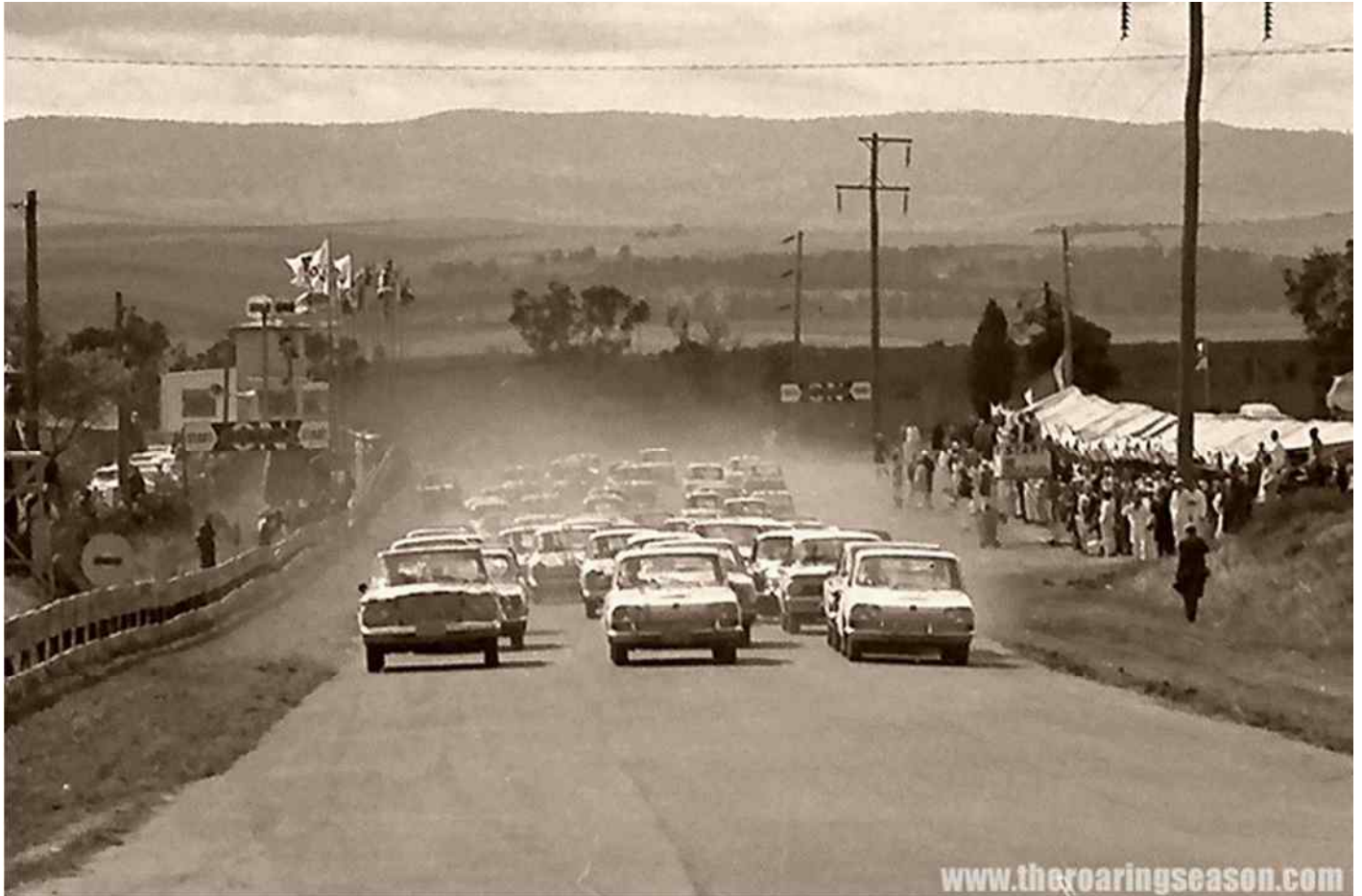
The Constable's investigations eventually revealed that the gelignite had been thrown from a 1954 Alvis Three Litre, but knowing that Dunleavy had a lot of influence and a son in parliament, Kermody wisely decided to drop the matter. Elgar did some research and discovered that, back in the twenties and thirties, a certain fearless, ruthless driver named Algie Dunleavy, in an Alvis Speed Twenty, had been nearly invincible in trials, hill-climbs and track events. The Hon. Charles Dunleavy MLC had been an RAAF navigator, and so that task came easily to him. Together with the 100 mph Alvis, it was little wonder that they had been unbeatable. The Major had bet £20 on himself to win, at odds of twenty-to-one, so the illegal bookmaker lost badly and the Major could well afford to spurn the prize-money.

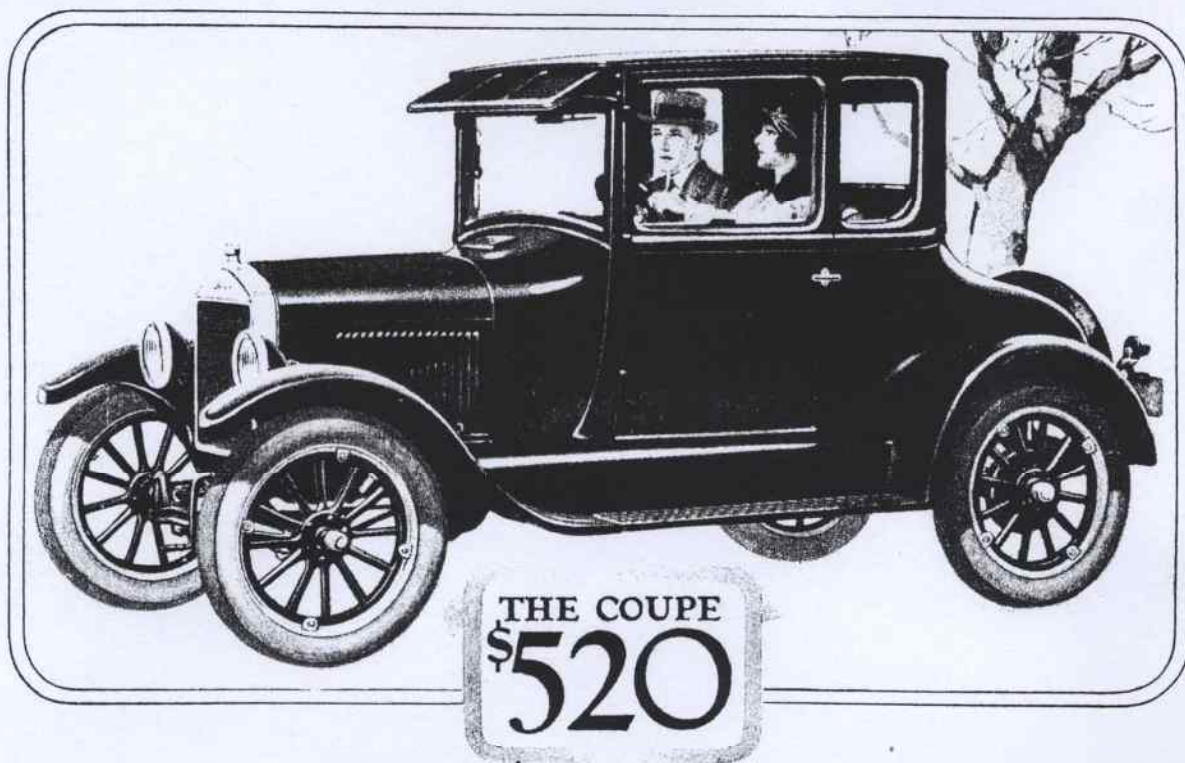


Major Dunleavy has since repeatedly suggested that we organise another trial, but for some reason this has found no resonance with the rest of the committee.

Bathurst

With the Bathurst races being run last 8th & 9th October here are some photos from an earlier event. We are now back in 1964. These cars were basically stock standard cars that the majority of customers would buy straight from their dealer. Note the heroic Hillman Imp and the extensive pits with huge amount of safety barriers!!!!!! Not.





Easier to handle - safer to drive

The driving control of the Ford car is exceedingly simple, yet always dependable. It effectively reduces the possibilities of accidents—particularly in crowded city traffic. Foot pedal gear changing, powerful brakes, short wheelbase and full visibility, afforded by the all-steel body construction with narrower pillars and large plate-glass

windows, are important reasons why Ford owners enjoy such security. Let the nearest Authorized Ford Dealer explain the many features of Ford cars and demonstrate their easy handling. Get full particulars about convenient time payment plans.

RUNABOUT, \$260 • TOURING, \$290 • COUPE, \$520
TUDOR SEDAN, \$580 • FORDOR SEDAN, \$660
Closed cars in colors. • Demountable rims and starter
extra on open cars. All prices F. O. B. Detroit

FORD MOTOR COMPANY, DETROIT, MICH.

Ford

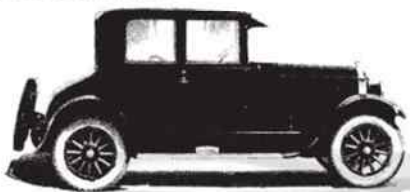
BEAUTY .. COMFORT .. CONVENIENCE .. UTILITY

The 1925 Ford Model T Coupe. This was one of the last Model T advertisements.

GOODE Restorations

RESTORATION WORKSHOP
34 NEW ROAD
PHONE (08) 8842 3731

P.O. BOX 118
CLARE 5453



SPECIALISING IN REWOODING VINTAGE CAR BODIES
RESTORERS OF VINTAGE AND CLASSIC MOTOR VEHICLES
gooderestorations@bigpond.com
www.gooderestorations.com.au

MID NORTH CRASH REPAIRS

RESTORATION AND REFINISHING
OF VINTAGE AND CLASSIC
MOTOR VEHICLES

- Complete Crash Repair Service
- Insurance and private work

Phone: 08 8842 2062

Email: mncrash@rbe.net.au
9 Lennon Street, Clare

Working in conjunction
with Goode Restorations



CLARE UPHOLSTERY

PH/FAX

8842 2572

46 GLEESON ST, CLARE

PROPRIETORS:
NICK & JUSTIN TILBROOK
MOTOR TRIMMERS

EXPERIENCED IN VETERAN, VINTAGE
& CLASSIC P.V.T. VEHICLES

- We specialize in:
- * HEADLINERS
 - * TOURER HOODS
 - * SIDE CURTAINS
 - * CAR SEATING
 - * PANELLING
 - * CAR CARPETS
 - * WINDOW & DOOR SEALS
 - * MODIFICATIONS

Email: tilbrook@rbe.net.au
Web Site: www.rbe.net.au/~tilbrook/cu.htm



CHRIS MILTON

Engine Developments

www.miltonengines.com.au

- Specializing in rebuilding of vintage & early engines
- No job too big or small
- Over 100 years combined knowledge

Ring one of our friendly staff for a free
quote or advice Mon-Fri 7:30am-5:30pm

Ph: 08 8344 8070

Fax: 08 8344 1167

Email: sam@miltonengines.com.au

Mid North Clean Blast

ABN 25 475 162 753

Abrasive Sandblasting
& Paint Supplies

Ian & Jenny Hillam
PO Box 158 Jamestown SA 5491

Mobile: 0427 866 573

Email: ihillam@bigpond.com

CHROME RESTORATION (& more!)



Premium quality
work performed
by our team of
qualified industry
specialists!

A CLASS
METAL
FINISHERS
P/L

6 Waddikee
Road
Lonsdale
SA 5160

NEW!
Plating on
Plastic

PH: 8384 4331
www.aiclassmetal.com.au

CLARE PRINT CLARE PRINT

- Offset & Digital Printers • All Colour Printing
- Single/Two Colour High Speed Printing

- | | |
|------------------------|----------------------|
| ➤ Programs | ➤ Newsletters |
| ➤ Docket Books | ➤ Calendars |
| ➤ Business Stationery | ➤ Book Printing |
| ➤ Self-Adhesive Labels | ➤ Brochures |
| ➤ Posters | ➤ Raffle Books |
| ➤ Rubber Stamps | ➤ Photocopying |
| ➤ Card Printing | ➤ High Speed Folding |

Contact us for a free, no-obligation quote

CLARE PRINT

12 Gleeson Street, Clare
Telephone: (08) 8842 3504
Email: clareprint@bigpond.com

NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a quote on 13 46 46



INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU
Shannons Pty Limited (2004) 100% owned and controlled by Shannons Insurance Group Ltd (ASX:SHN). The product is underwritten by Shannons Insurance Group Ltd. Shannons Insurance Group Ltd is a member of the Shannons Insurance Group.

SERVING ALL AREAS



Redden Bros Pty Ltd

INDUSTRIAL BUILDER G019148

Domestic Garages and Sheds
Commercial and Rural Range
Barns
Stockman Barns
Patios and Awnings



8664 0660

FAX 8664 0661
P.O. BOX 49 JAMESTOWN SA 5491
EMAIL reddenservices@bigpond.com.au

MIGHTY HELPFUL MITRE 10

Pink's Mitre 10

281 Main North Road Clare
Ph: (08)88422644 Fax: (08)88422358

For all your
Hardware, Camping & Outdoor,
Painting & Gardening needs.

Open 7 Days

Mitre 10 National Store of the Year 2009
HASA HASA Store of the Year 2003, 2007, 2011, 2013/14

farmclearingsales.com.au

WHERE WILL YOU FIND YOUR NEXT PROJECT?
(or sell your current one)



Search from the comfort of your Home Computer or mobile device at

www.farmclearingsales.com.au



CLEARING SALES
PRIVATE SALES
COLLECTORS & RESTORERS
WANTED TO BUY



You never know what you might find

Email enquiries to:
admin@farmclearingsales.com.au
or phone: 0429 186580

farmclearingsales.com.au

Sanders H HARDWARE

SANDERS H HARDWARE

- *Framing Timber *Doors
- *Tiles *Vanities
- *Plasterboard *Reinforcing
- Delivery Available

1 Archer Place, Clare SA 5453
Tel: 08 8842 1171 Fax: 08 8842 3499

Con-Rod Classifieds

Please advise editor when you advert is no longer required. Even if it is no longer listed on this page it may still be on the website.

- For Sale** 1971 **Rolls Royce** Silver Shadow sedan. good body, excellent interior 5888AKZ. spare parts car included 1976 Shadow good body good engine \$18,000 for both phone Robert on 0414 780 395. Lobethal
- Wanted** **Essex** mudguards 1920 model. Glen 8566 2145, 0402 778 951
- For Sale** Gear box for **Austin lancer/ Morris Major**. stored for last 45 years. Haynes manual for Cortina Mk III four cylinder, also manual for Australian 6 cylinder Cortina. Peter Spooner 0409 031 984. Peterborough
- Wanted** 1925 **Buick Standard** radiator surround, hopefully sound, needed to finish off the car. Ivan Venning- 0408 085 750
- Wanted** **VW country buggy**, driveable or in need of restoration, willing to pay a reasonable price depending on the amount of work required to get it on the road. Bob Kay 8265 0442 lrkay@adam.com.au
- For sale** 1970 **J3 Bedford** Tray Top Truck , 214c.in motor , runs but needs work, reas. con. shedded at Clare most of its life , Not registered in recent years, Good restoration project , C/N CDJ3BCO666105, \$1500 negotiable. Greg 0418 806 578
- Wanted** To suit 1956 **Morris Minor** 2 door sedan .. interior trim panels preferably grey, ie Front kick panels, door trims and rear side panels. Peter 0427 623 666
- For Sale** **1912 Triumph** motor bike in good original condition. Registered on Conditional Rego. S49AGL \$15,000 Greg 0418 845 369 Adelaide.
- For Sale** **EH Holden Ute** Dismantled ready to be sand blasted, very good bolt on panels and doors. Some rust in shell. Graham Goode 0418 894 304. Clare

Indian 640B 1942

