



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 2017

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PRESIDENT'S REPORT

Hi

Well the festive season is now behind us and we are already down one month of 2017.

Our annual Blyth movie night was well attended with a great meal, good company and a terrific film.

I must confess to having watched the movie with another group only a few weeks before.

But enjoyed it even more so the second time around picking up those small details missed before.

Good to see lots of members supporting this night.

Many thanks to Ian Roberts for once again providing us with a great movie.

Thank you to the members behind the scenes who made it all happen.

Well done.

Our Shed Night is due next week Thursday 9th February with Don Loffler as our guest speaker.

So bring a chair and come along.

If you are able to help prior contact Graham Goode or myself.

Looming quickly is our clubs foray off to the Power of the Past Rally at Mt Barker On the 4th and 5th of March.

So hoping we do well again.

For those members attending and wish to enter the exhibit compound you will need to wear your name badge or the rally exhibitor badge to be covered by insurance.

Next we have our Swap Meet Sunday 19th March so helpers needed as usual.

Don't forget this is your swap meet too. So bring along some items on the day.

With this as our major fund raiser let's make sure it continues to be a success so our club can continue to thrive.

Hope to see you at the next event.

Ian

- February** **9th Shed Night at Goode Restorations** 8pm
Don Loffler will be speaking about Holdens. Don has written many books about Holdens and I am sure he will have books for sale on the night. Please bring a chair.
- 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 Roster see pages 7 and 8
- 26th** Booleroo Steam Rally
- April** **1st** Laura Folk Fair street parade, Fair also Sunday but no parade.
- 3rd** Deadline for Con-Rod submissions
- 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

- February** **19th Murray Bridge** at Showgrounds \$5 Entry per person includes site fee . Children free Gates open 6am John Whimpress 0428132889
- March** **12th Campbelltown** Oval, Cnr. Darley & Lower North East Rds., Scott McLay 0412 555 723 scottmclay16@hotmail.com
- 19th CLARE SWAP MEET** at showgrounds gates opening at 7:30am. \$5.00 per person. under 14 free. Free sites. Graham Goode 8842 3731 AH 8842 2107 Box 118 Clare SA 5453

Swap meets cont

- March** **27th** **Woodside** at the oval. 6.30 am for sellers 7.00 am for buyers
Doug Mansell 0403 033 939
- May** **3 & 4** Naracoorte Showgrounds, 7am - 5pm Saturday 7am - Noon Sunday.
0408 854 658 (4pm-8pm), naracoortewapmeet10@yahoo.com.au.
- 21st** Kapunda at Trotting Track, Sites: Under cover \$15 Outdoor \$10 Sellers
7am Buyers 8am Adults \$5, Pensioner \$3, Children free Rodney Whenan
0428 956 462, kapharn@yahoo.com.au.
- June** **11th** Kadina at Showgrounds, Site holders 7am. Public 8am.
Peter & Maxine Tully 0408 811 945

Other Events of Interest

- February** **12th** **Corvette Rock The Bay** Wigley Reserve, Glenelg, ALL Corvettes
Welcome for display 10am - 3Ppm Pre-registration \$5 OR on the day \$10
www.corvetteclubofsa.com.au Tony 0417 851 774 tonyb454@outlook.com
- 12th** **All British Day**-Echunga Recreation Ground. **y.** Public from 10.30 am
Adults \$8 Children (5 - 16) \$4.50 and Family \$25.00
<http://www.allbritishday.com/> David Baird 0404 186 961
- 18-19th** **Sellicks Beach Historic Motorcycle Races**
Levis MCC <http://www.levismcc.asn.au/>
- 19th** **All American Day** - Tilley Reserve, Cnr Yatala and Hancock Road,
Surrey Downs Free Entry to all American vehicles Public 10.00am- 3 pm
Adults \$7, kids under 14 free. Adrian Cowie 08 8264 9556
- 26th** **All Japan Day**, Wrigley Reserve Anzac Highway Glenelg
All Japanese Vehicles Welcome Set Up 8.30am to 10am -
Public from 10am free entry 0402 904 069
- March** **5-11th** Auburn Cord Duesenberg Club of Australasia Biennial Rally at Tanunda.
Enquiries mervynnaileen@bigpond.com.au or phone 0417863450.
- 24-26th** **Adelaide Chrysler Festival** incorporating the Mopar Mega Cruise and
All Chrysler Day Urrbrae High Sch, Cross Rd <http://www.cccsa.net.au/acf/>
- April** **2nd** **GM DAY** Gawler Sport & Community Centre (Princes Park Nixon Terrace
Entrants 8am Public 10am Entry \$5.00 Family \$10.00 Concession \$3.00
- 21-23rd** **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

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

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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 11th Saturday Run to Mount Mary for dinner Leave Hill St 5 p.m.

February 24th Friday Club meeting at Lutheran Hall 7.30 p.m.
Dale will organise a Quiz. Final numbers for weekend away.

March 12th Sunday SEDAN RUN Leave Hill St 9.30 a.m. Travel to Eden Valley via the Barossa Valley. Challenge Mengler's Hill and on through the scenic Barossa Ranges. Visit the Bull Engine House at the historic North Rhine copper mine. Enter South Australia's stone-age with dry stone walls. Visit a house using sustainable electricity (wind and solar). See how it is done. BBQ lunch at Sedan men's shed. \$10 each. View their facilities and see their car restoration plans. Home via Sedan Hill and Angaston : All sealed roads except Eden Valley to Sedan (metal road). Malcolm Johncock organiser 8566 2603 evs 0418173299

March 24th Friday Club meeting 7.30 p.m. ? small DVD showing.

April 13th Thursday Mid week lunch at Tarlee Hotel . Meet Hill St 11.30 a.m..

April 25th Tuesday Anzac Day Morning Tea at Dutton Park 10.30 a.m. Leave the Park 11 a.m. for mystery location in the Barossa for lunch BYO everything.

April 28th Friday Club meeting 7.30 p.m.

May 17th Wednesday Visit to Extreme Restorations Leave Hill St 10 a.m.
Watervale pub for lunch . Roast/fish \$15 head.

May 26th Friday Club Meeting 7.30 p.m.

June 3/4th Sat and Sun Weekend away Mount Barker. Steam Train ride to Victor on Sunday (depends on sufficient numbers being interested)

June 13th Tuesday Mid week lunch , Riverton Hotel, Meet Hill St 11 a.m.

June 23rd Friday Club meeting. Annual dinner at Lutheran Hall 7.15 for 7.30 p.m.

July 28th Friday A.G.M. meeting 7.30 p.m.

ALL AUSTIN DAY

On Sunday the 6th of November I attended an all Austin Day in Adelaide to commemorate 100 years of Austin motor cars in South Australia.

The day was organised by the Austin 7 club of SA

We assembled in the Bunnings car park on the corner of Port Road and Cheltenham Parade. This was the site of the Holden factory which produced the first Austin cars in SA

There were about 35 Austin's of various models from Austin 7, through to Austin A95. We left Bunnings at 10.30 and made our way to Modbury where we formed up on the reserve. On display was an Austin 7 race car of 1930/40 vintage with a claimed top speed of 95mph, no seatbelt and the driver sat on a seat of about 2ins of foam rubber and where the passenger would sit was a 30gal fuel tank.

A great time was had by all who attended.

Robert Brand



Not too sure what this could tow!



Robert Brand's 1968 Austin 1800



N.A.R.C.'S 2017 Swap Meet: **The 39th 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 be 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 0418 894 304
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 18th March, commencing at 9.00 am. Your assistance is greatly appreciated.

NARC members are invited to a bar-be-que 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 15th 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 and Andrew Weckert 8846 2124

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.

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.

*****The north and south gate will only be open until 8.00 am, then traffic will enter grounds via the main gate, opposite the Caravan Park.***

***** All members entering the grounds early in the morning will need to use the south gate, as Ferg Mahon's driveway will be closed to all Swap Meet traffic.***

Swap Meet Roster

Main Gate – opposite Caravan Park entrance.

7 am to 8 am Colin Jay Winston Francis David Dunstan	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: (Only Main Gate will be open after 8.00 am)

7 am to 8 am Dean Manderson and James Duggan

Car Parking:

7 am to 8 am Peter Eaton Graeme O'Toole	8 am to 9 am Jim Puust Vic Barnes Roger Boehem John Miller	9 am to 10 am Trevor Naismith Jonathon Hancock	10 am to 11 am Colin Kaehne
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Southern Gate: Will be advised prior to the Swap Meet.



**THE GAWLER VETERAN, VINTAGE AND CLASSIC VEHICLE CLUB
(GVV&CVC)**

INVITE YOU TO PARTICIPATE IN THE SECOND ANNUAL
GAWLER TO BAROSSA VETERAN & VINTAGE RUN

SUNDAY APRIL 9th 2017 AT 9:00 AM FOR 09:30 DEPARTURE

FOR VEHICLES UP TO 1930 ONLY

Motor cycles & Commercials included

\$10 ENTRY

INCLUDES MORNING TEA

Run is from Gawler to Greenock, via Lyndoch, Tanunda & Seppeltsfield.

No traffic lights

Large area for trailer unloading at the start.

Large area for trailer loading at the destination.

Mechanic in a recovery vehicle & trailer will follow at the rear of the cavalcade.

Morning tea supplied to all entrants on the Village Green at Lyndoch.

Bring table / chairs / food / drinks etc. for picnic lunch at Greenock.

Food & drink also available from Lyndoch Bakery or catering stalls on the oval.

A fun day with lots of prizes, not for best vehicle or knowledge but at random and by good luck.

Veterans will leave first with a clear break from the Vintage group.

Details and Entry form available soon

For Enquiries

Entries: David Prest: 0438 112266. VeteranVintageRun@gawlercarclub.com.au

Run Organizer: Geoff Mob: 0437 689 973, Work: 8284 7095

Email: vvrn@gawlercarclub.com.au Web : WWW.gawlercarclub.com



My Dad has just bought a new 1954 DeSoto Diplomat Regent. If you know as much about cars as I do, you'll know that the Regent has the overdrive gearbox and the big 112 bhp motor. The Diplomat Custom has the ordinary three-speed gearbox and the smaller 101 bhp motor, and the Diplomat Plaza has the Powerflyte automatic transmission. My Mum said that if we got the automatic then she could learn to drive, but Dad said that that was a good reason to ban automatics for all time. Mum got upset and made omelette for tea, which Dad hates, but he didn't say

anything. Mum at least got to pick the colour and she wanted cream with a black top, even though two-toning cost £13 more, but it looks really good.

The DeSoto arrived on Thursday and the next night was Guy Fawkes Night, when everybody goes to the local hall for the big bonfire, and where the grown-ups and big kids let off all the fireworks. My Uncle Aug is on the Hall Committee, and my father helped him collect wood on our farm for the bonfire. Uncle Aug drives his Pontiac in car trials and my Dad is his navigator. On the bonfire night, while it was still light, I took a whole lot of kids from my class to

see the DeSoto. Everyone liked it, especially my best friend Alex, who is Uncle Aug's son and lives on the farm next door, but Chester Henderson said my Dad was just copying his pop's Plymouth. That shows how dumb Chester is, because Plymouths aren't as good as DeSotos because they don't cost as much, and his pop only bought an ordinary Cranbrook and not a Savoy with overdrive and it's not two-toned like ours. Betty



Graeber came with us, even though none of us boys wanted her there, and she kept saying how she liked the DeSoto and wanted to go for a ride in it, but I think it's bad enough having my two sisters in the car without having Betty there as well. Betty thinks she knows about cars because her dad owns Graeber Motors and she helps him in the workshop, but she's just a dumb girl.

After looking at the DeSoto, we went around the hall grounds and counted all the different types of cars that were there. There were sixteen Holdens, twelve Fords, eleven Austins, nine Morrises, five Vanguards, five Vauxhalls, four Chevs, four Hillmans, two Plymouths, two Dodges, two Wolseleys, two Singers, a Riley, Mr. Elgar's Goliath and Major Dunleavy's Alvis, Uncle Aug's Pontiac and our DeSoto as well as a Nash, a Graham, a Studebaker, an Oldsmobile and a Continental Beacon. I was the only one who knew what the Continental Beacon was, but then I'm the car expert in my class. I said I liked it best of all the pre-war cars and Betty said she liked it too. I was getting thoroughly sick of Betty, but at last her mum called her and she had to go. I was glad.

It was getting dark and they were going to light the bonfire, so we all went back to the big area beside the Hall where Dad and Uncle Aug had heaped up the wood. My teacher Mr. Hollings and his wife had made the Guy with old clothes stuffed with straw. Mr. Hollings' wife has a fat tummy because she's going to have a baby. I know where babies come from because I've seen lambs and calves being born on our farm. Mr. Finlay, the president of the Hall Committee, now made a speech in which he said that he hoped everyone would enjoy the night,

from little kids up to old fuddy-duddies in Alvises. Some people laughed, but a lot looked embarrassed. I was angry with Mr. Finlay because I like Major Dunleavy. I heard Uncle Aug say to Mr. Hollings that the Major would surely make Finlay regret that joke, and I hoped so. Mr. Finlay then lit the bonfire and people cheered. When the Guy started to burn, they all let off crackers and other fireworks, including sky-rockets. We kids went around picking up the spent fireworks, but I noticed that Major Dunleavy wasn't there. I thought he might be upset and, remembering how he had been kind to me when I fell over and grazed my knee at the Sunday School Picnic, I went to find him to cheer him up.

I found him in his Alvis. I wasn't sure what to say, so I just said, "I like your car." He didn't look up because he was concentrating on something on his lap, but he said, "I'll take you for a ride in it one day!" When he finally looked up, he said, "You're Fred Kloetzke's boy, aren't you? I think I could trust you with a difficult task. Would you like to earn a shilling?" That was two weeks' pocket money, so of course I wanted to. He opened the door and showed me what he had



made. It was a time-bomb, made by sticking the wick of a giant penny bunger in a cigarette and putting them in a box so no-one could see the glow of the cigarette. He wanted me to plant it under Mr. Finlay's chair! I thought that that was a great trick, and I would have gladly done it even if he hadn't paid me.

The Major lit the cigarette and I ran up to where Mr. Finlay was sitting chatting with his wife and some friends on folding chairs. They were all drinking beer and smoking cigarettes, so they wouldn't notice the smell of the cigarette in the time-bomb and they didn't notice me as I stooped to pick up a spent Roman candle and slipped the time-bomb under Mr. Finlay's chair.

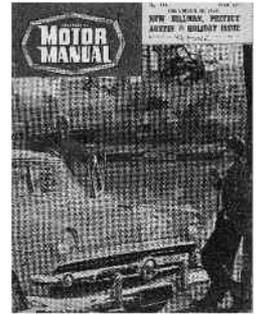
I walked calmly up to my parents, picking up a spent Catherine wheel and a Golden Rain as I went, and waited for the time-bomb to go off. My Mum said, "Get rid of that smelly rubbish!" but Dad said, "All the kids like collecting them and it saves the Hall Committee doing a clean-up next day! Let him go!" I saw the Major nearby and he motioned that I should go to him. He pressed a coin into my hand. "That's too much!" I said, for I saw at once that it was a two-shilling piece. He whispered, "A shilling for doing the job so well and a shilling because you'll never breathe a word about this to anyone!" He then wandered away and we both stood waiting for the bomb.

It went off with a big bang, and that made Mr. Finlay leap from his chair and knock over his folding table and break all the glasses and bottles. He yelled out a word that would have got me a thrashing if I had said it, and then he began shouting a whole lot of other words that were just as bad. I was scared because he was really angry, and it was so bad that Constable Kermody went over and told him to calm down. Mr. Finlay yelled that some (bad word) had thrown a (bad word) cracker under his chair, but Constable Kermody just said, "Be glad it wasn't gelignite!" and walked off. Mr. Finlay stopped yelling, but he walked up to the Major and asked him if he had done it. I was scared that the Major would dob me in and I was ready to run, but the Major just said, "You don't really think that it would occur to an old fuddy-duddy in an Alvis to play a prank like that, do you?" Mr. Finlay just looked at him, then he went back angrily and packed up his folding chairs and table and he and his wife and two boys got into his Vanguard and drove off. It was the best Guy Fawkes Night I had ever been to and we kids talked about it for weeks afterwards.

A really horrible thing happened on Sunday after Church, though. Betty Graeber actually asked my parents to take her for a ride in the DeSoto and they took her home and I had to sit next to her. Mrs. Graeber invited us inside for tea and scones and I was told to go and talk with

Betty. She wanted to show me her dolls, but I said that they were as stupid as she was and that made her cry. My Mum said I had to give her a kiss to show I was sorry. I felt sick all Sunday afternoon.

Next time when we went into the town to go shopping, my Mum sent me to buy her Woman's Weekly and I bought the latest Motor Manual with the two shillings the Major had given me. I had to keep it hidden, otherwise I would have had to explain how I got the money. The magazine had nothing about Alvises or DeSotos in it, but it was still very interesting and I read it again and again until I knew the articles in it almost off by heart. Not long after that, when we went into the town again, Major Dunleavy saw us and came up and spoke with my parents. When he had said that he would take me for a ride in his Alvis, I just thought that that was one of those things grown-ups say but don't mean, but he said that he had to visit a farm on our road and would take me home. I was excited and proud to ride with the Major. He followed the DeSoto for a while, but when we got to the tight curvy part of the road we sailed past and the Major accelerated, leaving Dad's car far behind. We arrived at the farm long before my parents and I had time to show the Major my pet calves before they got there. From that day on the Alvis has been my favourite car. My Dad said that if he had as much money as a Bank Manager he could afford a car like that too, but I knew from my Motor Manual that the Alvis cost £1943 and the Diplomat Regent £1923, but I knew better than to tell that to my Dad.



A really strange thing happened at the School Christmas breakup in the Hall. We kids all lined up to get a Christmas stocking from Father Christmas, and when it was my turn he pressed a small package into my hand as well as giving me the stocking, and whispered, "Don't let the other kids know I gave you something extra!" I kept it hidden until I was back with my parents, and when I opened it was a toy car, a model of an Alvis sports car! I wanted to show it to the Major, but it seemed that he had gone away shortly before Father Christmas had arrived. I wondered how Father Christmas had known how I liked Alvises, but Mum reminded me that he is magic. The toy Alvis and the Motor Manual are now my favourite things.

Footnote: The little boy in this story retired from his farm some years ago, so that his eldest son could take it over. When they packed for the move into town, his wife Betty knew that a much-read old Motor Manual and a toy Alvis were among her husband's most sacrosanct possessions, never to be thrown away, even though she doesn't know the story behind them. He is restoring an old car now – no, not an Alvis, not a DeSoto, but a 1933 Continental Beacon and, yes, Betty still likes it too; she is out in the garage helping restore it.



Early Engineers in Kapunda

Kapunda has an extensive history but the history of the local engineers is perhaps the least publicised. While the copper mines fostered several entrepreneurs, agriculture was the main inducement for the manufacturers.

In 1865 County Light of which Kapunda is the centre, produced one third of the total wheat production in South Australia. Capt. Bagot was one of the first to trial John Ridley's stripper on his property "Koonunga" east of Kapunda. He worked the machine with 6 bullocks and he reapt 39 acres in 60 hours over 9 days. It was a good crop, 4 feet high and Bagot gave glowing reports of the potential of the machine. Just imagine the logistics of moving the machine from Adelaide to Kapunda in 1843.

The first Kapunda workshops would have been established by the copper mine owners to carry out their own repairs, but soon other entrepreneurs were attracted to the area. With the rapid development of the surrounding agricultural lands, no doubt fuelled by the insatiable demand for wood to feed the boilers and smelters at the mine, many blacksmiths and manufacturers were attracted to the town.

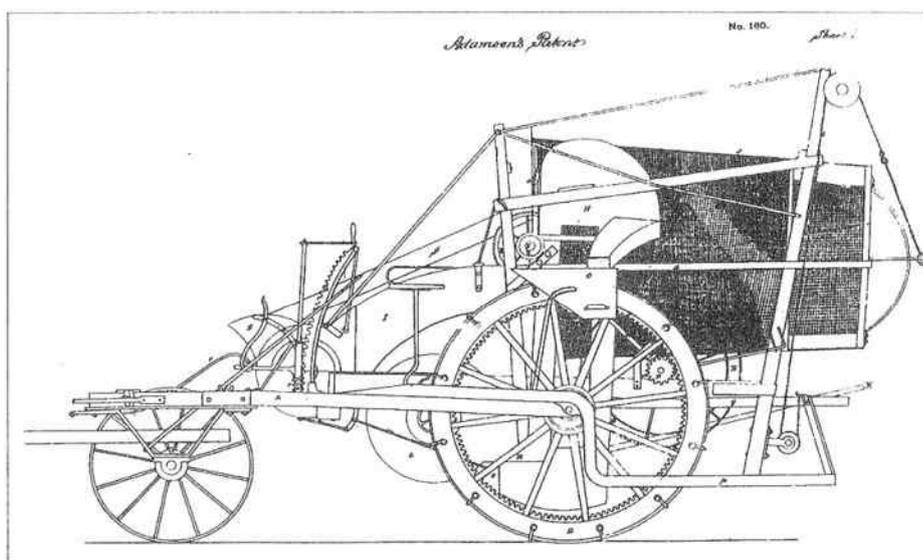
Whilst many blacksmiths went on to produce strippers, buggies and wagons, none reached the employment levels of the 4 major manufacturers, Adamson Bros, HB Hawke, Robert Cameron (Vulcan Iron Works) and Meller Bros.

Adamson Bros were the smallest of these 4 employing 70 men at its peak. There were several Adamson Bros businesses in the state, each being owned independently by one of the Adamson brothers making the same or similar products. A younger brother, James Adamson was employed by John Adamson at Kapunda. James developed and patented the Axial flow thresher for grain harvesting. This was first demonstrated at Mr Henry Kelly's property "Cambustoon" at Kapunda in 1859. Henry Kelly had already ordered one machine and as soon as he saw it working he ordered another. He had 2000 acres to reap that year. Kelly was Adamson's brother –in –law, it helps!

Those attending the field trial agreed that the machine produced a sample equal to the best that could be achieved by a stripper and winnower.

The farmers were not convinced, they had just invested in the new technology of strippers and winnowers and were not prepared to lay out more money. Anyway the wife could always turn the handle on the winnower!

James Adamson established his own Adamson's Bros business at Auburn before selling out and going to the USA. He sold about 20 of his harvesters in the Livermore Valley of California before the idea lapsed and lay dormant for 100 years. International Harvester found the concept going through old patent records and developed it in the modern age when the capacity could be utilised and the power to drive it was available. Most of the world's grain harvesters now utilise the Axial flow thresher.



Patent drawing of James H. Adamson's reaping machine 1872. (MLSA)

The Adamson factory at Kapunda closed in 1875 and was vacant for several months before William Hiller took it over. He established a reputation for building horse drawn carts and buggies. He was followed by Vogt Bros and then Klienig Bros before the factory closed altogether.

Robert Cameron employed 100 men building railway rolling stock, prefabricated houses, strippers and wagons among other products, besides running a foundry and lecturing on metallurgy. The Cameron factory closed on his death and the site was taken over by Hawke & co whose factory was adjacent.

Mellor Bros were large manufacturers of farm machinery with factories at Kapunda and Adelaide. These were connected by the railway from 1860. James Mellor managed the Kapunda factory and was heavily involved in civic affairs. Of the 180 strippers built in Kapunda in 1864, 110 were made by Mellor bros.

In 1857 Mellors developed a harvester but found as did Adamsons a couple of years later that the farmers were reluctant to invest in more new technology so soon after the introduction of the stripper.

Mellors later established branch blacksmith shops and agencies at Jamestown, Quorn and Hawker. Mellor bros ran into financial difficulties in the depression of the 1890's and was liquidated. Mellors cooperative was then formed but this also failed.

The next generation of Mellors decamped and established the "Braybrook Implement Company" near Melbourne. An interesting sidelight to this is HV McKay approached Braybrook to build his newly developed harvester. Mellors laughed at him based on their previous experience trying to market a harvester. The upshot of this was that HV McKay returned a few years later and bought Braybrook and established his great Sunshine works. Mellors also owned the "Meadowbank Works" in NSW

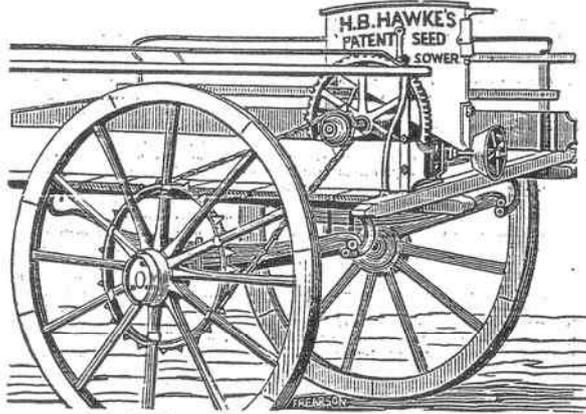
In 1857 Henry Hawke established an engineering works in Kapunda that traded for 126 years. It was primarily a weighbridge manufacturer with the first recorded weighbridge being made in 1859. At the close of business in 1983 almost 2000 weighbridges had been built beside converting all the existing weighbridges to metric at the decimal changeover. Weighbridges were built for road and rail with capacities up to 150 tons.

Hawke is credited with inventing the broadcast seed sower in 1875. This could plant 100 acres of wheat in a day, a job previously done by hand. In 1866 he had produced a mower in competition to the one produced by Mellor Bros. Henry Hawke was a founder by trade and produced a range of castings for his weighbridges and castings for other manufacturers.

When Henry Hawke retired a partnership of Rees and Thomson bought the business. Rees was a mining engineer who added mining equipment to their range of products. When Thomson retired from the partnership David James bought into the business. James was one of the original 7 shareholders of Broken Hill and resided at Kapunda. Being a gentleman farmer, racehorse owner (he won the Melbourne cup) and politician.

Horatio Rees son Howard was a brilliant engineer who developed the Rees Patent Boiler, (renowned for its efficiency) and built centrifugal pumps powered by Hawke high speed triple expansion steam engines for the new irrigation projects along the River Murray. He also designed tin dressing plants powered by Hawke engines. Mining equipment of all types was supplied to Broken Hill, Kalgoorlie and many smaller mines.

**SEED SOWERS. SEED SOWERS.
SEED SOWERS.**



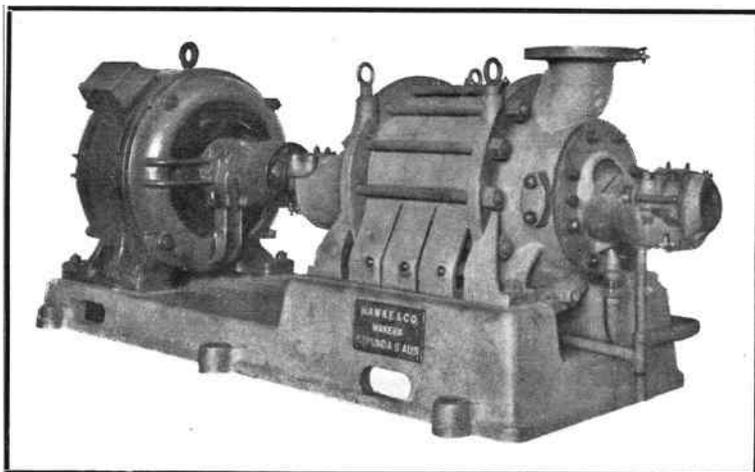
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In 1903 Hawke and Co introduced the Advance harvester to the market. This won many awards for its design but one farmer, Edmund Frith of Crystal Brook was not happy. He refused to pay for the machine because he claimed it would not make a satisfactory sample as soon as Hawke and Co's expert left the paddock. Mr Weston the local Massey Harris agent seemed to be hovering around most of the time. The case was summed up in court as being the result of rivalry between Massey-Harris and Hawke and Co and the court ruled in favour of Hawke and

Co. With the cost of litigation and the harvester it made a very expensive exercise for the Crystal Brook farmer. The evidence suggested that the problems stemmed from poor operator skills and a lack of understanding of the machine.

According to records nearly all of the production of harvesters was supplied to DM Osbourne & Co of Adelaide.

Osbourne had a showroom in Adelaide, a warehouse at Port Adelaide and a head office in New York. DM Osbourne was a front company of International Harvester. In the USA International had 4 companies and they appointed an agent for each company in the towns, all selling the same equipment with a different name on it. This practice was legislated against with the anti trust laws of 1912. What I am suggesting is Osbourne rebadged the harvesters as McCormick Deering but I have no proof. They look the same in photographs but I have never seen a McCormick harvester.



A restored Advance harvester at work being drawn by a team of 'Geralka' Clydesdales

Howard decided to try his luck in the USA where he became a design engineer for the Ford Motor Company and later foreign export manager for the Hudson Essex Motor Car Co.

With the departure of Howard Rees a major shake up took place at Hawke and co. The steam division was sold to Thompson's at Castlemaine in Victoria, the harvester section went to May Bros at Gawler and a new partner in Sidney Kidman replaced David James.

In 1926 Sir Sidney Kidman acquired all the assets of Hawke and Co and enticed Howard Rees brother Rees Rees to manage it for him.

Rees Rees had gone with the steam division to Thompson's. Rees Rees returned with a vow to revitalise the business and buy out in 5 years. In 1931 Kidman offered him the whole of Hawke and Co. The company returned to Rees ownership. Rees Rees died in Fiji on a business trip to America in 1957 and his daughter became managing director.

The advent of the electronic load cell spelt the end of Hawke and co. The need for specialised manufacture for the weighing industry ended. Anyone could build a platform and put a load cell under each corner.

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