



# 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.

## March/April 2017

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

## CONTENTS

2. President's Report
3. Narc Calendar
4. National Veterans Vehicle Rally
5. Kapunda Chapter
- 6 & 7. Poer of the Past

8. All British Day
9. Sedan Run
- 10 & 11. Arthur Cliff Howard
- 12-15. Caravan & Camping Club
16. Classifieds

## **PRESIDENT'S REPORT**

Hope you are all well.

Our annual swap meet was very successful slightly better than last year. The use of the south gate worked very well and entertained John Reed and myself with some of the characters that we admitted whilst operating this entrance.

You have no idea who or what will turn up next.

What a broad cross section goods for sale on the day.

I wandered round all the sites and must confess to, as usual, purchasing some more tools.

One of which a local gave grief about as it was an 8inch shifting spanner.

Well like a lot of us some things just disappear.

I had misplaced my much loved and used German made shifter a couple of weeks prior.

So after much hunting I found another almost the same which I purchased.

Only to be greeted by the said missing spanner next day down the side of the truck seat, so now I have a pair. Oh well.

Thank you to all involved in making the swap meet a success.

Many members have no idea how much goes on before, during and after. Congratulations.

Looming quickly is the annual camp out on the June long weekend.

This year we will be based in the Nuriootpa Caravan Park with up to 30 cabins available but you need to book ASAP to secure a cabin.

There are a couple of organised events for members ... See page 16 for all the details.

This venue and event is close enough that members can choose how much time they wish to commit over the weekend, if not to all of it.

Some may only come for parts of the weekend.

Which is good because sometimes other commitments can prevent total involvement .

On a personal note Tina and I have started our first vintage, (so much for being retired), but all is going well so far.

Now all that remain is to see what it will taste like in the future.

Bring on the end of daylight saving as 7.30am sunrise is stupid.

Keep smiling it keeps them wondering just what you have been doing.

Cheers

Ian

### **New Members**

NARC welcomes new members Leonie and Chris Thomas from Jamestown who have a 1958 Morris Minor

<b>April</b>	<b>6<sup>th</sup></b>	General Meeting Port Broughton Golf Club 8.00pm <b>NOTE EARLIER DATE to avoid Easter</b>
<b>May</b>	<b>11<sup>th</sup></b>	General Meeting Port Broughton Golf Club 8.00pm
	<b>TBA</b>	Shed Day – Yorke Peninsula
<b>June</b>	<b>1<sup>st</sup></b>	Deadline for Con-Rod submissions
	<b>8<sup>th</sup></b>	General Meeting Port Broughton Golf Club 8.00pm
	<b>9-12<sup>th</sup></b>	Narc Camp Out – <b>Nuriootpa Caravan Park</b> See page 16 for full details.
<b>July</b>	<b>13<sup>th</sup></b>	General Meeting & A.G.M., Port Broughton Golf Club 8.00pm
<b>August</b>	<b>3<sup>rd</sup></b>	Deadline for Con-Rod submissions
	<b>10<sup>th</sup></b>	General Meeting Port Broughton Golf Club 8.00 – Identification Night
	<b>20<sup>th</sup> or 27<sup>th</sup></b>	Presentation Lunch 12noon.
<b>September</b>	<b>14<sup>th</sup></b>	General Meeting Port Broughton Golf Club 8.00pm
	<b>26-28<sup>th</sup></b>	Y.P. Field Days

## Swap Meets

<b>May</b>	<b>3 &amp; 4</b>	<b>Naracoorte</b> at Showgrounds, 7am - 5pm Saturday 7am - Noon Sunday. 0408 854 658 (4pm-8pm), naracoortesswapmeet10@yahoo.com.au.
	<b>21<sup>st</sup></b>	<b>Kapunda</b> 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.
<b>June</b>	<b>11<sup>th</sup></b>	<b>Kadina</b> at Showgrounds, Site holders 7am. Public 8am. Maxine Tully 0408 811 945
	<b>18<sup>th</sup></b>	<b>Sedan</b> at Recreation Park & Sports, Buyers and Sellers \$5 – Dennis McCarthy 0427 120 640 E mail - fordman1916@gmail.com
<b>July</b>	<b>30<sup>th</sup></b>	<b>All Make</b> at Globe Derby Trotting Track Port Wakefield Road Dry Creek <b>NOTE CHANGE OF VENUE</b> sellers 7.15 am. buyers 8.10 am to 12.10 sites; \$15.00 (2 adults only others at entry fee.) - entry/buyer \$5.00 each.
<b>August</b>	<b>20<sup>th</sup></b>	<b>Willunga</b> , Lions Reserve, Binney Road, Willunga, Sellers 7am \$15.00 Buyers 8am \$5 u/14 free Tony 0427 947 942 www.willungalions.com.au
<b>September</b>	<b>10<sup>th</sup></b>	<b>Gawler</b> Sport and Community centre Nixon Terrace. 6-30 Sellers \$20 . buyers \$5 Indoor sites \$30 Sites Trevor Bellchambers 8522 1864 information Mike Williams 85231233 0407605354
<b>October</b>	<b>1st</b>	<b>Balhannah</b> motorcycle only at Oval, camping available Saturday night. Site Holders, Buyers & Lookers 7.00 a.m., Sites \$15 (inc 1 adult) Entry \$5 (under 12 free) Peter Yates   8255 8856 after 6pm

## Other Events of Interest

- April 9<sup>th</sup> Gawler to Barossa Veteran and Vintage Run**  
 Entries: David Prest: 0438 112266 or [VVRun@gawlerclub.com](mailto:VVRun@gawlerclub.com)  
 Run Organiser: Geoff 0437 689 973 or (work) 8284 7095
- 21-23<sup>rd</sup> National Historical Machinery Rally** Hamilton, Victoria at the Harness Racing Club enquiries [hamiltonpastoralmuseum@live.com](mailto:hamiltonpastoralmuseum@live.com)
- September 24<sup>th</sup> BAY TO BIRDWOOD CLASSIC** Open to those motor vehicles built on or after 1st January 1956 and on or before 31 December 1978.

For more information on most of above... [www.bevenyoung.com.au](http://www.bevenyoung.com.au) swap meets **NATIONAL**

# THE VETERANS ARE COMING!



## National Veteran Vehicle Rally - Clare SA 24-30 September 2017.

Open to motorcars and motorcycles built before the end of 1918.

Up to 150 veteran vehicles, with their drivers, riders and passengers, will be based in Clare, visiting Kadina, Snowtown, Bute, Auburn, Mintaro and Balaklava. Highlights include the Wednesday display of vehicles at the Clare Oval, and a visually spectacular Lights Parade at night with the entrants in period dress.

The opportunity to view such a large number of historically significant motor vehicles is a once in a lifetime experience and this promises to be a rewarding event for the participants and locals alike.

Further details from our website or contact Peter Templer on 0417 081 502 or email [rally2017@vccsa.org.au](mailto:rally2017@vccsa.org.au)



<http://vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017>

### VETERAN RALLY CLARE, 2017 Proposed Itinerary

**Sunday 24<sup>th</sup>** - Entrants arrive during the day, register at Clare Oval. Afternoon tea reception in Town Hall with vehicles parked adjacent and on Main North Road.

**Monday 25<sup>th</sup>** - Independent touring around Clare. Travel in a group to Bungaree Station for lunch.

**Tuesday 26<sup>th</sup>** - Snowtown via Blyth for morning tea (NARC). Some vehicles going on to Kadina, with others returning to Annie's Lane/Sevenhill for lunch. All returning to Clare during mid to late afternoon.

**Wednesday 27<sup>th</sup>** - Balaklava via Blyth for High School display and morning tea. Martindale Hall via Auburn for lunch and tour. Clare for afternoon display and BBQ (NARC), Lights Parade in Main North Road in the evening.

**Thursday 28<sup>th</sup>** - Morning briefing at Oval then travel to Anlaby Station via Manoora for lunch and tours,

**Friday 29<sup>th</sup>** - Burra via Farrell Flat for lunch and tour,. Evening farewell dinner in Town Hall.

**Saturday 30<sup>th</sup> September** - Farewell BBQ breakfast at the Oval.

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## **CHAPTER CALENDAR**

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

April 13th Thursday      mid week lunch at Tarlee Hotel (organised by Malcolm)  
leave Hill St 11.30 a.m.

April 25th Tuesday      Anzac Day morning tea at Dutton Park. Jean will provide the  
Anzac biscuits for our enjoyment. We will leave the Park 11 a.m. for a  
mystery location in the Barossa for lunch. BYO everything.

April 28th Friday      Club meeting    ?DVD from Malcolm.

May 17th Wednesday    Visit to Extreme Restorations. Leave Hill St 10 a.m. Watervale  
Pub for lunch Roast/Fish \$15 / head Also possible visit to Annie's  
Lane Winery (Art Gallery and Museum).  
Nos at the April Meeting or to Malcolm for the Hotel reservation.

May 26th Friday C      Club meeting. ?Activity may be to see the photos from  
the Easter Citroen rally in Tasmania.

June 4th Sunday      Barossa Valley Historical Vehicle Club "40th Anniversary".  
Entry forms available from Irene or at meeting.  
Dead line for entries last mail Friday 5th May.

June 13th Tuesday      Mid week lunch at Riverton. Jean Burns and Ray Edwards  
organising the Pub. Leave Hill St 11 a.m.

June 23rd Friday      Club Meeting

July 1st 2nd      Weekend away at Mount Barker. Trip on Steam Ranger  
on the Sunday. Please make own reservations at Caravan Park.  
Robert Stapley is planning the weekend activities. Group Booking  
with Steam Ranger will be done by the Club. \$55 head. Money by  
April meeting please.

July 28th Friday      A.G.M. following dinner at the Lutheran Hall 7 p.m.



## **2017 Power of the Past.** 4<sup>th</sup> & 5<sup>th</sup> March

Craig, Graham and John set up their entries on the oval on Friday afternoon. I went to the oval Saturday morning and when I picked up my rally pack I asked where the NARC site was on the oval, the chap looked at his map and said "Row A straight in from here." As I went through the gate onto the oval I saw, to the right, a NARC flag head and shoulders above its surroundings, the only thing though, it was in row D, looks like I didn't strike the best map reader.

Craig had requested 20 metres of display area, with the tent set along one side of the compound and the exhibits set along in front of the tent. Unfortunately the new team laying out the compounds gave us only 8 metres. This meant we were very cramped ending up with the tricycle being exhibited under the tent and other items crowded in. We were fortunate that next to us were the Copper Coast Region Old Machinery and Engineering Club and as they did not have their full contingent attending they allowed us to use 2 metres of their space, in return we allowed them to shelter from the sun under our tent. The small space allocated was not due to there being not enough room as there was quite a lot of empty space in a couple of the bays and others had quite a bit of space between exhibits.



*NARC site. Note our new display banners.*



Our display consisted of Bagshaw model OR (*above*) driving a Haes & Eggers dynamo which powered a 32volt Wolseley shearing plant.

A New Way Model E Type C 4.5hp engine driving a grinder, (*left*) a New Way Model D type D 6hp engine, Circa 1890 Tyler adult tricycle, a model 250, a Bullfinch and a Bantam Howard rotary hoes. (*next page*)

The New way engines and two of the rotary hoes ran faultlessly for the two days but one rotary hoe (the Bantam)





ended up not being very rotary for much of the Sunday. It was well used machine which I had borrowed and cleaned up to display as an unrestored working exhibit. When I collected it the owner said he did not want it back. It had a Villiers two stroke motor which was very worn, I doubt it could have been started with the normal pull rope but it did respond to being wound up with an electric

drill. One Joe Hunter from Uraidla had a very extensive display of Howard machines including a Bantam with and AC motor so I thought if he would like another one with a Villiers motor it would save me carting it home and trying to dispose of it. I offered it at the same price as I paid and he accepted

Further conversation revealed that he was a son in law of the late Glen Dawes who was a NARC member. The original owner had known Bev (Joe's wife) so was quite pleased that it had gone to a good home.

Craig, Graham and John had intended to get breakfast at the grounds Saturday as they had done other years but there was no food available so the apple and biscuits we were given as we arrived suddenly became very much appreciated.

The crowd appeared to be down on the Saturday but picked up on Sunday, there were also a lot more cars on display for the Sunday as well.

We were successful in gaining the club trophy again even though we did not show a Volvo car or an Ariel motor cycle.

Next year's featured items are: Australian Products, especially those brands that have ceased to be manufactured in Australia.

It's a very wide choice and would include Holden, Ford, Valiant, Magna, P76 and numerous engines and machinery items. It should give the judges a few headaches.

Brian Beyer.



*Brian Beyer, Graham Goode, Craig Thomas & John Birrell  
with the Club trophy*



*The winning Machinery entry*



## The All British day February 12<sup>th</sup>

This year I decided to go to the All British Day at Echunga in the Adelaide Hills. I had never been to Echunga before but I had directions as to how to get there and I went all right until I got to Hahndorf and missed the turn off to Echunga and finished up at Mt Barker. I found a small go-kart track where I stopped and asked a man how to get to Echunga and he pointed me to a man and his son who were going there so I followed them.

It was the first time I had ever been to the All British Day and I was amazed at the number of cars that were there. There would have been about 800 cars and they were all grouped in their own sections making it easier to take photos of them. I took photos of Jowetts, Morrisises, Rovers, Rileys, Humber Snipes, Wolseleys, Singers and various other cars including 2 AJS cars that are very rare and probably the only 2 in Australia. There were a lot of trade stalls there including 2 bookstalls and I finished up buying 3 car books.

At The British Day there were a lot more vintage and classic cars of the 20s, 30s, 40s, and 50s and there was even a 1912 Sunbeam. There was also stationary engines tractors a lot of motorbikes and a Goggomobile art car advertising Shannons. For anyone who hasn't been to the All British Day I thoroughly recommend it.

Leon Darley



*1922 Rolls Royce*



*1951 Jowett Javelin*





A good crowd gathered at Hill Street for this run on a beautiful day with further members joining us en-route. We welcomed Kelvin and Pam Stringer and Daryle Johns from the bigger half of the club.

We set off down through the Barossa Valley via Belvidere and Vine Vale Roads to Menglers Hill, the vines looked magnificent. After flying up Menglers Hill with its panoramic views of the valley floor, we traversed the scenic Barossa Ranges. This is beautiful gum country with roadside trees providing a canopy over the road.

After meeting more members at Eden Valley we travelled to the North Rhine Bull Engine House off Pine Hut Road. We were not the first group visiting the engine house that morning, a large mob of kangaroos were just leaving as we arrived. The water level in the 360 foot deep pump shaft is only a few feet from the surface and is pumped to supply water for the livestock. There should be no problem with steely wool but I hate to think what the water could be doing to the animal's kidneys.

The North Rhine mine was first discovered in 1849 and it produced 100 tons of ore before it closed in 1851. In 1858 a new company was formed to work the mine and a Bull engine was purchased from the then defunct Tungkillo mine, starting work in 1860 at North Rhine. The engine was a 48 inch bore by 8 foot stroke pumping engine. The mine proved uneconomic at depth and operations ceased in late 1863. The engine was transferred to Wallaroo where it was erected as the Hughes engine in 1867.

The chimney for the boilers was 120 feet high whereas 80 feet was considered the height required for efficiency. This blew down in a windstorm in 1974. The pump rod is still protruding in the centre of the shaft. This is the only Bull mine pumping engine house left in the world. A heritage item of world-wide significance.

On leaving North Rhine we travelled along Pine Hut Road with its drystone wall fences on both sides and as far as you can see. It is a credit to local landowner Roger Lillecrap for how he has maintained his stone fences. This is no mean task as I know, having a short section that needs rebuilding when the kangaroos knock the top stones off by jumping over. The stones take a long time to sort out and replace to get a stable fence. It is not a heap of stones but a skilled art form. Those old blokes knew what they were about.

Our next stop was to view a Savannah wind generator. We were to have a guided tour but this was not possible at the last minute. Duncan answered the technical questions and Malcolm had already seen how it works. With wind and solar it still costs with batteries etc but not as much as being connected to the grid.

Our lunch stop was at the Sedan Men's Shed. Sedan, being a small community, incorporated the Men's Shed, car club and a couple of other organisations in one group. The community run a very successful swap meet annually. The workshop has several metal fabrication machines, guillotine, roller, folder, lathe, etc as well as woodworking machines. In fact there is no room for cars. Some of the members have several restorations to their credit. A very enjoyable day and home via Sedan Hill and Angaston.



*A couple of Kapunda identities with Dolly their 2CV Bumper sticker says 'We think your car looks funny too!'*

## **ARTHUR CLIFF HOWARD** - a man with a VISION.

As a young teenager he had watched heavy steam traction engines pulling ploughs to cultivate the land. He considered that soil compaction caused by the heavy machinery required extra power to break the soil and caused extra wear on the plough. He reasoned that if some form of rotating tines could be configured to cut into the soil, lift it and throw it backwards then the ploughing action would assist the forward movement of the machine and would require far less power to do the job.



In 1912 at the age of 19 he built his first powered rotary cultivator on his father's farm at Gilgandra. He put his motorcycle engine on the machine for its first demonstration. There was no interest from broad-acre farmers because of its small size and no interest from market gardeners, mostly Chinese, who had little or no money.

His plans to build a machine big enough to match the horse drawn implements used by broadacre farmers were interrupted by the first world war. He went to England during the war and worked on munitions and aircraft engines, returning to Australia in 1919. He realized that to be successful he would have to make a machine that could at the very least match the work done by a 10 or 12 horse team.

His aim was to produce a machine that could be used for cultivating and seeding and then by removing the rotovators a reaper thresher attachment could be fitted so that his machine would be "*The wheat farmer's complete outfit.*"

In 1921 he formed a syndicate with his brother Albert to finance the project. The first model was powered by a 40hp Halford truck engine. The next model was powered by a 60hp Buda engine, it covered 15 feet with 5 sets of rotors and cultivated 3½ acres in an hour.

In 1923 he registered AUSTRAL AUTO CULTIVATOR Ltd, raised shares and bought the Mossvale premises where he had worked. By the end of 1923 6 machines had been built and sold but the money from each machine sold was required to finance building the next.

The seeding and reaping functions were not developed due to a lack of finance.



*An early model*

Selling was not always easy "*On one occasion my man and I arrived at a farm to deliver a machine after having driven it 50 or so miles from the nearest railway station, chiefly over unmade roads in rainy weather with many creeks in flood. We got bogged so many times it took 2 days to do the journey and on arrival found the farmer in a very bad mood as the machine was a month late.*

*He had missed all the good ploughing weather. He thought it was too late to do any good with his crop that season and wanted to get out of taking the machine, but after seeing a 5*



*acre patch tilled in 1 1/2 hours he agreed to take delivery and pay for the unit if my man and I stayed on the job and ploughed all the land he had ready to crop—which amounted to about 1000 acres!*

*It was most inconvenient as I had other urgent jobs to attend to, but we just had to have that money to keep going, so we started in right away and kept the machine going continuously, stopping only for oiling and refreshments for 15 days till the job was done.“*  
(From Cliff Howard's reminiscences with J. P. Richards)

Selling machines may have been hard but selling shares was harder, “Another time a noted doctor expressed interest in our company and arranged to see a demonstration. He motored 100 miles to where the machine was working and was greatly impressed. I had made out an application for 1000 shares for him to sign, then he thought his wife might like to buy some shares so he went to the car and spoke to her about it. She got out of the car to take a closer look at the work but her Pekinese lap dog which she was carrying, seeing the blades revolving then disappearing into the ground, jumped out of her arms and made a grab at a blade. He was, however, not quick enough and the next blade caught him, cutting his head clean off, the poor lady was so distressed she collapsed with grief and nervous prostration and had to be carried back to the car and taken home at once. I never saw the doctor or his wife again and with sad hearts we buried the Pekinese” (From Cliff Howard's reminiscences with J. P. Richards).

Business out grew the Mossvale premises, in 1927 a new factory was built at North Mead at its peak the factory employed 650 working two shifts to keep up with demand Cliff went to England in 1937 to take over running the English company which had been set up in 1928, Albert ran the Australian company.

In the 1980s the Australian company fell on hard times and was wound up. A new company Howard Australia was set up to sell machines manufactured overseas. In excess of 100,000 rotovators had been made and sold by the company.

**Products developed and made by the company included:**  
Self propelled rotovators,. Three point linkage rotovators ,Helical Mulboard plough, Mowers, Slashers Cane harvesters Engines 1, 2 & 4 cylinder, Manure spreader Wine press, Trencher, Tractors from small to 4WD and crawlers Ploughs of several types  
Company records show a photo of a motor cycle but no details.

“Howard salt cutters” were used by Donald Campbell on Lake Eyre 1963/64



*Howard salt cutter at work preparing surface of Lake Eyre for Donald Campbell's land speed record attempt*

Brian Beyer.,

## The Caravan and Camping Club

I had a really bad run at the end of 1954, but I hope 1955 will be better. It began at Guy Fawkes Night, when I made a harmless little joke at Major Dunleavy's expense. It got a good laugh from the crowd, but the Major is very thin-skinned, and the next thing I knew a great cracker went off, right under my chair. I went straight to him and asked if he were responsible. He tried to look innocent, but he's a bad actor and I can read him like a book. He didn't deny it, but referred to my little joke, which confirmed my suspicion. The only thing is that he hadn't been anywhere near our group, so he must have got someone else to do it. Later on, I worked out that it must have been my brother-in-law George, who had been sitting right next to me. I am sure that he is jealous of me, because I am the Town Clerk and he is only a bank employee. In the newspaper he reads, "Signed, K.R. Finlay, Town Clerk" or he sees signs with, "By Order, K.R. Finlay, Town Clerk" and it must really rile him. He has no authority and has to do everything the Bank Manager – that's Dunleavy – tells him, and of course Dunleavy must have told him to place the cracker. George denies it, of course, and my wife Gladys sides with her brother rather than with her husband, so I've had to let the matter drop, but I won't forget it.

At the last meeting of the Hall Committee we voted to open a fund to build new change-rooms and toilets at the oval beside the Hall. Dunleavy immediately pledged ten pounds, and I wasn't going to let him upstage me, so I did the same. The other Committee members all pledged lesser amounts and the fund began with over thirty pounds and the townspeople have been supporting it well. However, Gladys was furious about my pledge, because I had just traded the old Vanguard on a new Spacemaster with overdrive, and she thinks we need to economise.

After the meeting Aug Kloetzke said that he had just ordered a new Carapark Superb caravan to tow behind his Pontiac. Howard Graeber, the GMH dealer, had just bought a fifteen foot Globetrotter, so it is clear that Aug was trying to keep up with his brother-in-law. He's married to Graeber's sister and you know how those Gerries stick together. The next thing we know, Aug's brother Fred came back from the city with a new sixteen foot Aerolite behind his DeSoto. You can guess what happened next. Straight after the next meeting of the Hall Committee's Ladies' Auxiliary, Gladys began prattling on about how she'd love to have a caravan. My telling her that we couldn't afford it had no effect; she said that if I can afford to throw away ten pounds for some change-rooms, I can afford to buy something that my wife really wants, so that was that. I had to go to the Bank and beg George to approve another loan, after which we drove to the city and visited all the caravan dealers. Gladys chose a Jennison Pathfinder, which is the best van anyway. My Spacemaster is also the best tow-car; with its powerful wet-sleeve motor and synchronised, low first gear it's even better suited to the job than the American buses that the Kloetzke brothers drive.

A few days later, Aug Kloetzke said that he wanted to form a caravan club. Hollings, the teacher, heard of it and suggested that we make it a caravan and camping club, which is of course because his 1948 Hillman could hardly tow a van and Hollings couldn't afford one anyway. However, we liked the idea and named it the Caravan and Camping Club and called our first meeting. I was naturally elected President – people look up to the town Clerk – and Aug Kloetzke Secretary, with Alby Elgar, the barber, as Treasurer. Elgar also has to be a tent camper; I doubt that his 700 cc Goliath could tow a caravan.





We set the date for our first trip away, a week at a sea-side town on York Peninsula and looked forward to our first caravan weekend. Many of the people who had joined the club were in the process of building their own caravans, so those going on the first trip were the two Kloetzke families and the Graebers, Hollings, Elgars and of course my family.

It started off well. We had left very early in the morning so as to arrive before lunch. The van towed beautifully and I was sitting on a steady 45 miles per hour, when suddenly, with a roar, Elgar's Goliath flashed past, a loaded pack-rack on its roof and his wife and three children inside. Quite naturally I sped up, and found that the van still towed well at higher speed. The Goliath didn't slow down for corners and disappeared around a bend. That caused me to enter the S-bend before the bridge a trifle too fast and the next thing I knew the Spacemaster was sideways across the road and the caravan jack-knifed beside it. Gladys immediately began to squawk like a whole coop full of chooks when the fox has got in, accusing me of wrecking the caravan, but when I got out to inspect the damage the van was unmarked and there was only a tiny dent in the Spacemaster's bumper. I was just feeling relieved that there had been no serious consequences when a black Holden pulled up and out stepped the curse of the district, Constable Kermody, who wrote me out a ticket for exceeding the speed limit with a towed vehicle and for dangerous driving. I have written several letters demanding that this pest be transferred, but even though they were on Council paper and signed "K.R. Finlay, Town Clerk" (I am the Town Clerk) nothing has been done. In my opinion, the police should be taken out of the hands of the Government and put in the control of District Councils. The rest of the drive was anything but pleasant, as Gladys continued to berate me and my two boys in the back seat found the whole incident highly amusing.

The Kloetzke brothers were already well ensconced in the caravan park and Elgar had also erected his tent. Gladys went off to give the other women full details of my misfortune and my boys went off with Elgar's eldest lad, who is around the same age and also in High School. I unhitched the van and jacked it level; I had already practised doing this at home to make sure that there would be no problems. Hollings now arrived in his little Hillman and the Kloetzkes' eldest boys, who are both in Hollings' class at school, came and enthusiastically helped him pitch his tent. Hollings must



have good rapport with his students, for I can't imagine that I would have ever helped any of my teachers! I have to say that I just can't take to Fred Kloetzke's boy, who looks at me with a smirk and if I look at him, promptly looks away. Howard Graeber with his Vauxhall Velox and Globetrotter were next to arrive. His daughter, who is also in Hollings class, helped her father unhitch and jack up the caravan with great skill, while her mother looked after their three toddlers. I felt annoyed that my boys hadn't helped me like that, but rather always disappear at the first sign of any work. They'll soon be going to boarding school in the city to complete high school, though, and that should straighten them out. Graeber's daughter – Betty, her name is – now proceeded to provide us with entertainment for the afternoon by trying to join in with the two Kloetzke boys, but they were having none of it. They constantly turned their backs on her and if she as much as glanced away, headed off as fast as they could, whereupon she, with a very determined look on her little face, took off after them. This Betty is a very pretty little thing

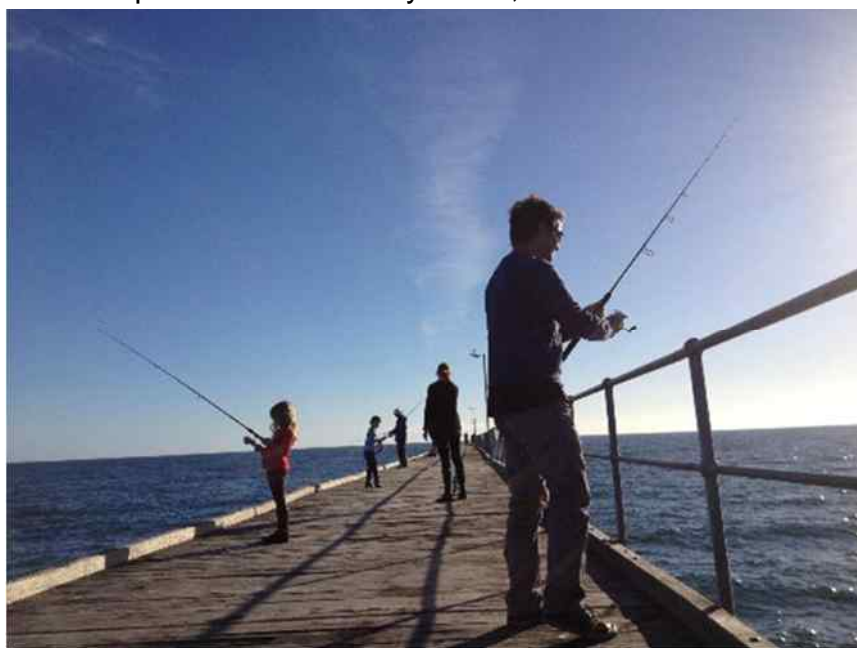
and no doubt in a few years these boys will have a very different idea as to the desirability of her company.

Suddenly we were joined by someone I hadn't expected: in drove the Major and Mrs Dunleavy in their silver Alvis. The Major really gets my goat. I think I may have mentioned that I am the Town Clerk, which means that every matter of consequence in the district passes over my desk, but to listen to that pompous old fool, you might be excused for thinking that the most important man in the district is a retired Major turned bank manager. The Major set about erecting a large army tent, assisted by the Kloetzke boys and Betty; apparently the children had developed a taste for tent-pitching. The Major then recounted how he had very luckily avoided a speeding fine. He had been driving at between eighty and ninety miles per hour, when his wife spied a lovely picnic spot and they had stopped for a cup of tea from their Thermos. A minute later Constable Kermody' Holden had gone past in the opposite direction, so the Constable missed out on catching Dunleavy. This put the cap on what had been a very miserable day for me, and I'm sure that you will understand that I sought solace in a couple of bottles of Cooper's Red Label, even if Gladys didn't understand at all.

The alcohol must have clouded my judgement, for I then cooked up a plan that would backfire on me horribly. The Kloetzke boys had gone swimming and left their clothes on the beach, having tricked Betty by putting on bathers under their clothes while at lunch. I appropriated the jacket of Fred's boy, the one who smirks at me and waited for nightfall. Once I was sure that everyone was asleep, I got up and loosened the guy-ropes on Dunleavy's tent, so that the roof must have been mere inches above his face. I then hung the boy's jacket on a tent pole, so that it would appear that he had been the culprit. As a final measure I tied a trip-cord across the path between Dunleavy's tent and my van, so that he would come to grief if he tried to get even. I then went back to bed and slept better than I had in months.

In the morning I woke to find Dunleavy adjusting the guy-ropes, assisted again by the children. I walked over to enjoy the scene, unfortunately forgetting the trip-cord and landing flat on my face. However, I hoped that this would make me look innocent of having put it there. Once at the tent, I pretended to discover the jacket and said, "Look, this might be a clue as to who the culprit was!" Dunleavy replied, "I think the size nine footprints in the sand around the tent might be a better clue, especially as the boys saw the same footprints in the sand on the beach from which the jacket had disappeared yesterday!" Aug Kloetzke's boy observed, "Look, they're the same as Mr. Finlay's footprints!" upon which little Betty absolutely looked daggers at me. I feel sorry for anyone who gets on that girl's wrong side when she gets older. Fred's boy, as usual, looked away and avoided my gaze. I retreated to my van and was so upset that I again forgot the trip-cord and fell over a second time, much to the amusement of Dunleavy and the children. Once Gladys had heard of the escapade from Dunleavy's wife, it became unbearable for me to stay in the caravan, so I retreated to the jetty and tried to catch a fish. Hollings and afterwards also Elgar, later came out and joined me, decent blokes that they are, although they caught fish and I didn't, which only added to my misery.

After that second miserable day, it took a long time for me to get to sleep. I was then awakened by rolling out of bed and landing on the floor, so discovering that the caravan was leaning heavily to the front. I got up to investigate and fell over the trip-cord, which had been tied across my doorway. I soon discovered that the jockey wheel and the front jacks had





been wound up, and the tyres fully deflated – the villain had gone as far as to remove the valve cores. I was furious, but other people in the park yelled that I should be quiet and let them sleep, so I had no choice but to spend the night in the leaning van, lulled to sleep by the angry complaints of Gladys and the boys. In the morning I immediately sought out Dunleavy, but he looked so honestly surprised that that it was at once clear that, this time, he was innocent. When he came to inspect what had been done, he annoyed me by saying, “When you do locate the culprit, Finlay, please tell me so that I can buy him a bottle of whisky!” I asked the Kloetzkes if their sons had been responsible, but both swore that they slept near the door of their caravans and that the children were in bunks at the back and could not leave without waking their parents. I knew it couldn’t be Graeber, as I am buying two Bedford trucks for the Council from him and he wouldn’t want to endanger the sale, and Elgar and Hollings both like me. I couldn’t see that any strangers in the Caravan Park would have done it, either. I finally realised that it must have been my brother-in-law George, who had obviously driven all that way at night just to annoy me, because he is jealous of our new caravan. Gladys told me not to be ridiculous, but I can’t see that it could be anybody else. I had valve cores with me, fortunately, and pumped up the tyres and jacked up the van again. I wanted to leave and go somewhere else, but Gladys and the boys were enjoying the company of the others and wouldn’t hear of it. I had to stay and fish, swim, play beach cricket and all the rest, but at least the rest of the group accepted me well and didn’t tease me too much.

Little Betty had caught a cold, which didn’t surprise me, as the children had been in the sea well into the cool of the evening, but when she was up again next day, a strange transformation had taken place. The Kloetzke boys no longer treated her as a pariah, but rather as if she were royalty and the three children laughed, talked and played together. One never knows what children will be thinking from one day to the next.



I was very worried about the dangerous driving ticket, especially when I found out that the case would be tried before the Hon. Major A. Dunleavy, JP. With the payments on the Spacemaster and the Jennison and my pledge for the change-rooms, I just couldn’t afford a heavy fine. However, Dunleavy said that my inexperience with towing had doubtless played a role in the incident and that he would not record a conviction, but would require me to make a ten pound donation to the change-room fund and gave me a surreptitious wink to show that this was not to be in addition to my pledge. Constable Kermody, a keen sportsman and great supporter of the change-room project, was very happy with this judgement, not realising that I was, in fact, being let off scot free. I have decided that the Major isn’t such a bad old stick after all and shall avoid provoking him in future.

The Caravan and Camping Club has mapped out a plan for the year 1955 with at least one weekend away each month, but I am trying to find some pressing Council business that will prevent me from taking part.

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.

- 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](mailto: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
- 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
- For Sale**      **AR130 International** truck circa 1954. Complete. Motor turns over. Good restoration project \$1,000 ONO Col 0417 512 444 Jamestown.
- For sale**      **Morris Minor** 1959, Nice tidy car just needs a polish! \$3,500 Peter 0438 486 529 Kapunda.

### **Narc Campout June 9-12 2017**

Note change of venue ... now Barossa Tourist Park, Penrice road, Nuriootpa

Narc club has a hold on cabins in park until Friday 14 April  
Members need to book own accommodation, But say they are part of Narc group.

Barossa Tourist Park 8562 1404    [barossatouristpark.com.au](http://barossatouristpark.com.au)

### **Programme**

Saturday Afternoon 2:00pm

Visit Roseworthy museum...Gawler Machinery club will show us their museum.

Sunday morning

Visit Kalleske wines Greenock...After tour of winery light lunch will be available

Visit other tourist places

Club members are welcome to attend events on each day if they wish.

Could people attending notify Graham Goode or Craig Thomas

We will eat as a group on Friday, Saturday Sunday night we will need numbers to book meals

Any other questions contact Graham Goode. 0418 894 304