



THE NORTHERN AUTOMOTIVE RESTORATION CLUB (S.A.) INC

RENEWAL OF MEMBERSHIP

Subscriptions due by June 30th

NOTE *Conditional registration requires you to be a Full or Pensioner financial member (joint owners both need to be financial) by June 30th. After this date it is not legal to drive your vehicle until subs paid*

SURNAME

FULL MEMBERSHIP

PREFERRED FIRST NAME

PENSIONER MEMBERS

FIRST NAME

ASSOCIATE (FAMILY) MEMBERS

NAME

FEES

FULL MEMBER	at \$40.00 each	\$
Or PENSIONER rate	at \$30.00 each	\$
Associate (family) member	at \$20.00 each	\$

TOTAL \$

If you require your receipt please include a stamped addressed envelope or collect at a meeting.
Receipt does not need to be sent in with Conditional Rego certificate and log book.

Bank details ... Northern Automotive Restoration Club, ANZ, BSB 015-552. Account, 4142-39425.

PLEASE RETURN THIS FORM TO TREASURER IF USING EFT

Please make cheques payable to NARC and forward to

The Treasurer, Merv Robinson 31 Gloucester Road Jamestown SA 5491

Signed

Date

PLEASE NOTE ANY CHANGES FROM LAST YEAR BELOW

POSTAL ADDRESS

Postcode

Phone Mobile

Email address

Please note **any changes** to vehicles etc (ie bought or sold) since last year's renewal on the rear of this form.

Information on the register is available to members only

LIST COMPLETE VEHICLES ONLY

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If insufficient space add a separate sheet



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 2018

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

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PRESIDENT'S REPORT

Welcome to the Con-Rod. I hope you are all well.

Our 40th Swap Meet has now been held. Thank you to the members who helped on the day and prior setting up. When I came up from the south gate it seemed very busy and although the weather threatened it all went as planned. My first car at 6am was camped at the southern gate and had travelled from Victor Harbour to buy, sell or swap for his military collection. Next were two cars from Adelaide who like the first car have been coming to our swap meet for several years. I hope that the Lions and the other community groups all made some profits to help with the coming year.

The Booleroo Steam and Traction Rally has now been held and our club was well represented. It was a good day out for those who attended. Unfortunately I had other commitments so missed the day, instead watching my grandsons win the Junior Cricket Grand Final.

I avoid travel if I can over Easter because of the traffic but did do a short local trip on the Monday and it was as expected :- cars, 4x4's caravans and campers travelling south like a line of impatient bull ants heading for their nest. Well let me tell you if you haven't noticed there still seems to be a lot of this traffic on the road even now four days after Easter as I met plenty on my way to Craig's to load up for our trip to Mount Barker for the Power of the Past Rally.

Once again our club will be flying the flag to promote NARC and putting on a good display for the public.

Our next meeting for which this Con-Rod is due is another of our satellite meetings across the membership and will be held in Kadina at the Motorcycle Club rooms at 8pm. So I look forward to seeing you there and may it be as well supported as the other two such meetings.

Next on April 15th we have our Shed Day in Jamestown hosted by the Robinson family please book so lunch can be provided for you.

This year we will be combining the Camp Out and the Burra to Morgan Run over the 14th and 15th July. We will be giving final details at the meeting so you have time to book if you wish to stay overnight. However you can still just join the Burra to Morgan run on the Sunday if that suits.

So for us Vintage is finally finished and the wonderful autumn cool nights are here.

Keep smiling Ian

PS Results tonight back from Mt Barker Once again we took out the Club Exhibit Trophy
Many thanks to Craig, John, Andrew, David for being the exhibitors and support from Graham, Trevor and Charles over the two days. Congratulations and I am proud to have been one of the team.
A more comprehensive report will be in the next Con-Rod

LOG BOOK REMINDER

I know it's only April, however the next Con-Rod will not be published until early June – not long before the log books for those of you on the Club Registration scheme become invalid on June 30th, unless they've been endorsed for 2018/19.

The procedure is now fairly simple – the steps you need to take are:-

1. Submit your 2018/19 membership renewal form (find elsewhere in this issue) along with your payment to Treasurer Mervyn Robinson.
2. **After** doing that, send your logbook(s) to me at the address shown below (you've signed them inside the front cover, haven't you?). Please include a stamped, addressed envelope to enable their prompt return.

Notes:

- I **do not** now need you to send either a statutory declaration or your registration papers (unless you are wanting a log book for the first time, in which case I need your rego papers to make sure I get all the details correct)
- Please check your log book has been signed inside the front cover, otherwise it will be returned unprocessed.
- Including the stamped, addressed envelope helps me a lot – the time I save means everyone gets their books returned earlier, and guess which ones I do first!
- I may be away for a few days at a time over the next 2-3 months, so if you need to use your vehicle for a particular event, please give me a call to make sure I can have your log book returned beforehand, or wait until you know you'll not be needing it for a couple of weeks.

NARC Calendar 2018

- April**
- 11-16 Rolls Royce National Rally in Clare.**
This information is provided for your interest only. NARC is not involved.
 Rally desk is at the Clare Country Club. All runs start from here.
 I believe a lot of participants are staying at the Clare Valley Motel as well as the Country Club but I have not been able to verify this.
 12th 1.45pm run to Bungaree
 13th 10.15am Tour of Clare Valley, lunch at Martindale Hall
 14th 10 – 3 Concourse d'Elegance ... Clare Showgrounds
 15th 10-3 Burra, Hallett (lunch in hall) and Jamestown.
- 12th** General Meeting **Kadina**, Motorcycle Club rooms 8.00pm
 Members Profile - Peter Underwood
- 15th** Shed Day, Jamestown – Whyte Yarcowie.
 10-00 am morning tea at 31 Gloucester Road, Jamestown. (Plenty of parking at rear of the house, please drive in.)
 11-30 am proceed to Aroona, Whyte Yarcowie to view the Robinson family collection. A running board lunch will be provided by NARC. Please advise Moranne, 8825 3766 or 0428 253 766 by 8th April, if attending. If you have a dietary requirement please advise Moranne.
- May**
- 10th** General Meeting Port Broughton Golf Club 8.00pm
- 13th** Port Pirie Shed Day – Sunday May 13
 Meet at the Burgess's, 31 Kingston Road Port Pirie at 10.00am for morning Tea and a look at progress on the Humber, BMW and Tilbrook sidecar.
 At around 11.00am we will be travelling down to Main Road Solomontown to the Italian fishing boat museum, after which we will drive out to the home of Jack and Sonya Mieglich for a BBQ lunch supplied by the Club, and to look over the growing Mieglich collection and workshop.
 If you plan to attend please let Moranne or Graham Burgess know by Thursday 10th May.
 Phone 0407 793 876 or 8632 4293. Email gramarb@internode.on.net
- June**
- 7th** Deadline for Con-Rod submissions
- 14th** General Meeting Port Broughton Golf Club 8.00pm⁴
- July**
- 12th** General Meeting & A.G.M., Port Broughton Golf Club 8.00pm
- 14-15th Burra to Morgan run and Narc Camp Out**
- August**
- 1st** Deadline for Con-Rod submissions
- 9th** General Meeting Port Broughton Golf Club 8.00
- TBA** Club Rally and Presentation Lunch.
- September**
- 13th** General Meeting Port Broughton Golf Club 8.00pm

Swap Meets

- May** **5 & 6th** **NARACOORTE** Showgrounds, Outdoor sites \$25, includes driver
Site holder entry Friday 12 noon to 9pm, Sat 6.30am. Public Sat 7am-5pm,
Sun 7am 12noon. 0408 854 658 (4-8pm) naracoortehvc@gmail.com
- 27th** **KAPUNDA** Trotting Track Sites: Under cover \$15 Outdoor \$10 Adults \$5,
Pensioner \$3, Child u16 free. Sellers 7am Buyers 8am
www.kapundaswapmeet.com Rodney Whenan 0428 956 462,
kapharn@yahoo.com.au.
- June** **10th** **KADINA** Showgrounds, sellers 7.00 am public 8.00am \$5 Under 14 Free.
kadinashow@bigpond.com Belinda White: 0409 333 913;
- 17th** **SEDAN** at Football Oval Sellers 6am - \$5 buyers 8am - \$5
Dennis McCarthy 0427 120 640
- August** **19th** **WILLUNGA** Lions Reserve, Binney Road. Sellers 7am - Public 8am
\$5per person. Gerry McKeegan 0417 800 385
treasurer@willungalions.com.au
- September** **16th** **GAWLER** Sport and Community Centre Nixon Terrace Gawler.
6-30am Sellers \$20 .. buyers \$5 Brian Sambell, 0417 826 560
Brian.Sambell@bigpond.com
- October** **7th** **MOTORCYCLE ONLY** Balhannah Oval,
Sellers, Buyers & Lookers all from 7.00 a.m., Sites \$15 on the day,
Entry \$5 (under 12 free) **Contact** Peter Yates 8255 8856 after 6pm

Other Events of Interest

- April** **22nd** Mid Murray Classic car & music Festival
- 27-30th** Hillman National Rally at Victor Harbor
- May** **20th** Civic Park Historic Car & Motorcycle Show, 995 North East Road,
Modbury SA 5092 Free event, open to the public from 10am until 3pm.
A celebration of historic motoring -veteran to classic, street rods and
customs, and even vintage caravans. Clubs are invited to display banners,
distribute flyers and promote themselves. Entries for vehicles built before
January 1989 Register online at :- www.stickytickets.com.au/63942/
- September** **29th** Copper Coast Show and Shine Kadina Oval Dyno competition, stalls,
amusements, music and Royal flying doctor plane simulator etc.
- 30th** **BAY TO BIRDWOOD**
Open to those motor vehicles up to 1st January 1956
- October** **28th** Down Under London To Brighton Run. (VSCC SA)
Assemble at Park 23 in the Adelaide Parklands from 8am before travelling
along London Road at Mile End (10am) to Brighton (Wattle Reserve).
Rod Wood 0419 806 552

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

FROM THE KAPUNDA CHAPTER

Chairperson	Irene Woodcock	8566 3585, brianirene09@bigpond.com
Vice Chairman	Dale Palamountain	85811071 0419841656
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Sub Editors	Dale and Dianne Palamountain	85811071 0419841656
Property Officer	Malcolm Johncock	
Chapter Reps	Chairman and Secretary.	

CHAPTER CALENDAR

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

APRIL 25th Wednesday	Anzac Day. Members to meet 10.30 a.m. Dutton Park BYO morning tea. Lunch 12 @ Vine Inn Nuriootpa. Please notify Irene of attendance for booking purposes. 8566 3585.
APRIL 27th meeting	Rod Zerk to address us on chrome plating. Mystery Outing May 16th will be discussed.
MAY 16th Wednesday	Leave Hill Street 11 a.m. for BYO picnic mystery outing.
MAY 25th meeting	
JUNE 12th Tuesday	Mid week run. Clive Hill's property and lunch at a suitable Hotel. Notify attendance at May meeting or Irene the week before i.e. D Day 6th June.
JUNE 12th meeting	Speaker needed. Numbers for the AGM Dinner meeting please or 2 weeks before for catering purposes. Dinner \$20/member, but the club will pay \$10 of this.
JULY 27th	AGM Dinner at 7 p.m. followed by meeting. \$10 to be paid on arrival.

Malcolm is planning a trip to Swan Reach and its Yabbie Farm possibly for October and we are planning the Long Weekend away to the Innes Conservation Park September 14 15 16 17 for those interested. Accommodation at Marion Bay or in the Park.

BOOLEROO STEAM AND TRACTION RALLY - March 25th

NARC was invited to participate in this year's rally to mark the 50th Anniversary of the Booleroo Steam and Traction Preservation Society, once again held at the Booleroo sporting complex where the society houses its collection and enabling the mobile exhibits to be given an airing for the day.

After a pretty awful Saturday when there was a hot, dry north wind blowing all day, Sunday couldn't have been more different. With a small amount of rain overnight and in the morning being just enough to settle the dust and reduce the fire risk, the weather proved ideal. Although the crowd took a while to build up, by early afternoon it was clear the event was being well attended.

NARC was allocated an area on the oval, and our presence well advertised by the Club tent and signage brought along by Graham Goode. By the time I arrived after a false start (I forget to put my crash helmet in the ute the first time I left home), most of our members had already lined their vehicles up for display, and the day's activities were well under way.

As usual, the Society had its traction and stationary engines under steam, and their other fixed exhibits were also operated at various times throughout the day, drawing a crowd each time a new noise appeared from somewhere around the ground.



68 Daimler (Graham Correll) and 27 International (Peter Lehman)

For me, a highlight was the appearance of the 1922 Sentinel steam lorry circulating the oval every hour or so, and the W&G DuCross truck restored and exhibited by John McWaters which I last saw at a Booleroo rally a couple of years ago as a wreck just dragged out of the paddock, suffering from years of neglect and exposure. My research indicates this London built truck is one of a very few remaining in the world, so not a common sight.

A feature this year was the appearance of two exceptionally talented motorcyclists putting their special machines

(and themselves) through their paces with

Merv's 1935 Auburn & 1922 Sentinel steam truck

a display of balance and climb riding that had to be seen to be believed. These bikes don't even have seats, so not the thing for a spot of touring, but ideal for climbing over stacks of tyres, concrete pipes, or up onto the back of a truck. Without a ramp!

There were two displays during the day, conditions for the first one not being made any easier by all the obstacles made wet by the misty rain falling at the time. The grand parade in the afternoon once again gave the crowd the opportunity to see and hear a wide variety of tractors in motion, led off by the Society's 1910 Caldwell Vale tractor / truck, one of a very few machines purpose built in Sydney for earthworks associated with the construction of Canberra.





The most significant features being that they were four-wheel-drive, and had power steering, which to me looked like a good idea, otherwise I reckon they would have kept going in a straight line on leaving the factory gate!

After the tractors (including Kelvin driving his Deutz and Darren driving the Robinson's John Deere) had completed one or two laps of the oval, the rest of us had a turn, together with cars brought along by members of other clubs in the area.

Darren Robinson, John Deere model 80

Members attending with vehicles were:

John Birrell	1974 Haflinger (held firmly to the ground by his Puch motorcycle on the back)
Allen Pitchers	1912 La Buire roadster, and 1928 Singer delivery van driven by Greg Bettess
Merv Robinson	1935 Auburn 851
Darren Robinson	John Deere Model 80
Col & Gill Kaehne	1938 Chevrolet truck
David Thomas	1946 Humber Super Snipe
Barry Treloar & Judy	1984 Jeep J10
Graham Correll	1968 Daimler V8 250
Bruce Davies	1935 Ford coupe
Graham Burgess	1928 Indian and 1930 Scott motorcycles
Peter & Rosemary Lehman	1927 International S26 truck
Kelvin and Pam Stringer	Deutz tractor
Graham Goode,	with the body of a 1915 Dodge tourer under restoration in his workshop.

Daryle Johns, and Tom and Neil Chapman were also wandering around taking in the sights.

I think it's fair to say a good day was had by all attending - thanks to the Society for its dedication and efforts over 50 years in acquiring and restoring the collection of machinery they now have to offer, with particular credit to the founders and former members for passing on their knowledge and enthusiasm to the current custodians.



Birrell's 74 Haflinger & Alan Pitcher's 1912 La Buire

Graham Burgess



38 Chevrolet (Colin Kaehne), 46 Humber



46 Humber (David Thomas), 35 Ford (Bruce Davies)

Goliath Adventures

Recently we drove the Goliath to the Historic Commercial Vehicle Club's gathering "Classic Trucking- Discover Mount Gambier", leaving on the Wednesday before and arriving home the following Tuesday evening. With all the day runs we clocked up about 1700 Km. We were the smallest "truck" as expected! Fran came too as she wanted to catch up with her 2 sisters who live at Glencoe.



John chatting with Ian Childs

We had no sooner arrived at the reserve for the public display on Saturday morning when a chap driving past stopped and announced that he thought he had seen a Goliath. He turned out to be Ian Childs, the son of Les Childs who was the owner of the green Combi I used for parts. Les was a chook farmer at O B Flat, just out of Mt. Gambier and had 2 Goliath Combis plus 2 Tempo Matador vans he used for egg deliveries. Ian thought that the 2 Goliaths had been bought 2nd hand in Adelaide.

This would explain the extra parts that were in the green machine and the parts I bought from Ian Matters. Ian Childs remembers the clearing sale at the farm where there was "a lot of junk lying around". I surmise that Ian Matters bought the 2 Goliaths at this sale.

Note the Goliath logo t-shirts that Fran had printed for the occasion.



John even has an original Combi brochure



Goli (the Golliwog) was a gift from a friend with a sense of humour and is now the mascot.

The Major's Recollections

We were on another weekend away with the Caravan and Camping Club, this particular trip having been organised by my wife Estelle. I had brought our tent on the pack-rack of our Alvis 3-Litre, as had Elgar with the Goliath GP700 and Hollings in the '48 Hillman, while the Kloetzke brothers had caravans behind their DeSoto and Pontiac, as did Graeber with his Vauxhall Velox. Jack Butler had his new Holden Special and Globetrotter caravan. Dud Forrest had brought his self-built caravan on its first outing with his '37 Graham (a fine job he made of it, too; he is a builder and expert at carpentry) and Angus McIntosh hadn't yet finished his caravan but was camping with his wife in their V8 Pilot, which has lay-back seats.

The small town that we were in had no camping ground, but Estelle had arranged to set up in a paddock next to a church hall, to which she had organised access, along with the hall's kitchen and facilities. As the hall also had a stage, she had the idea of holding a concert. All of us had been asked to prepare an act. We had several musicians in the group, and little Betty Graeber had written a play in which she was a princess and (as she insisted) young Martin Kloetzke was to be the handsome prince, with good roles for the other children as well. An hour before the concert, however, as the children were rehearsing, Martin refused to follow the part of the script that required him to ask for princess's hand in marriage and to kiss her. Martin's mother tried to intervene, assuring him that it was only a play, but Martin rather improvidently compared kissing Betty with kissing a cow under its tail. This very unkind vulgarity reduced Betty to tears and earned Martin four hard whacks on the behind from his father, so that both children were howling in chorus. It seemed that we were now faced with tantrums, and Finlay, bless him, signalled that we men should make an escape.

We gathered in Finlay's caravan: Elgar, Aug Kloetzke, Finlay, Forrest, Butler, McIntosh and I. Hollings, the teacher, had stayed back to negotiate a truce between the children. I can't understand how any rational being would want to be a teacher, but he seems to like his job. The fathers of the quarrelling children, Howard Graeber and Aug Kloetzke's brother Fred, naturally had to stay back too. After we had settled down and Finlay had brewed a pot of tea, Elgar said, "Major, you used to be a motor racing champion?" I didn't want to be drawn and just said, "No, but I did have a few successes." Angus McIntosh asked smugly, "I guess when you got married, you had to stop?" It's easy to see who the hen-pecked husbands are. I answered, "Good heavens, it was Estelle who got me started in circuit racing!" Now I had gone too far, and I had to tell a story. We sipped our tea (now that Finlay had given up alcohol, we avoided stronger things in his presence), ate slices of Gladys Finlay's superb fruit cake, and I began:



"I had got a big inheritance from a great uncle and had bought an Alvis boat-tail sports car, was living the life of a playboy and had met Estelle at a dance. She loved the Alvis and fast driving, but I realised very early that she also had qualities that other girls I had been out with had lacked. I often raced on the open road with other young fools like myself and Estelle was usually with me. One day she handed me the entry form for a race meeting on a round-the-houses circuit in a country town, saying that she was sure I'd do well. That was really a bit too serious for me, but I wanted to impress Estelle, so I filled out the form and paid the entry fee. I knew a man who was a tuning wizard and he used every trick he knew to get the most out of the Alvis.

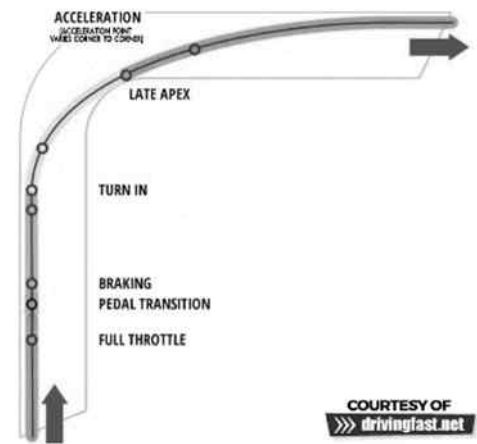
In the first heat I quickly realised that circuit racing is different from road racing. The other drivers had worked out the best line around each corner and knew the circuit intimately. A reckless dare-devil like me wasn't necessarily the fastest driver here. I began following a modified Overland, doing exactly what its driver did, then I passed him just before the finish and got third. Estelle was jubilant, and the kiss she gave me made it worth risking my life. In the second heat I gradually learned more, following other, faster drivers. I managed another third and would be in the main race of the day.

By now it was clear that the work my friend had done on the Alvis – a very fast car to



start with – had made it one of the fastest cars on the circuit, and I soon found myself tailing Muldoon's Bugatti. Muldoon had won both the heats and was regarded as the king of this circuit. It would have been an honour to finish second to him, but, well, I wanted to impress Estelle. He was faster than I was on the straights, but the Bugatti had

lousy brakes – old Ettore once said that he built his cars to go, not to stop – so I caught up on the corners. However, on this narrow circuit there wasn't room to slip around another car on corners, especially as Muldoon's technique was to enter the corner wide on the outside, then cut across the inside, so as to effectively have the largest turning radius.



COURTESY OF
drivingfast.net

This is, of course, the correct way. However, on the second-last lap I came up on the inside and out-braked him so that the two cars were now level. This was damned stupid as we were now both in trouble. I was blocking Muldoon from rounding the bend, while I had an impossibly sharp corner to get around at high speed. I felt the inside wheels of the Alvis lifting up, but I steered out of the curve and didn't tip, but rather snaked down the following straight, desperately trying to get the car under control again. I realised that Muldoon had gone through the hay-bales and up the escape road, but had recovered and was bearing down on me fast. I was lucky, the Alvis straightened out in time and I was around the next corner. The Bugatti tried to pass me on the straight, but the next corner came up too quickly and I got around first. I drove like a man possessed; it was clear that Muldoon was furious and I was scared of what might happen if he caught me. It went well for me; on every corner I got a little further ahead. I won the race by a couple of yards and had lowered the lap record by two tenths of a second. Muldoon came up in a rage, wanting to fight me, but I rolled up my sleeves and said, "Do you really want to be beaten twice in one day?" That was pure bluff; he was wiry and very fast and could have certainly beaten me in a fight, but his friends believed me and held him back. The Clerk of the Course questioned me, but I played innocent and said that I had out-braked Muldoon and he hadn't left me enough room to get around. After that meeting I competed regularly, but I always had to watch out for Muldoon. He stopped racing after a serious crash less than a year later, but I later got an Alvis Speed Twenty and continued up till the war.

That was the story of my first race, but I had wanted to tell you how I got engaged to Estelle. After that first race meeting, I dropped in with her on an uncle who lived not far away. This uncle was like a father to me; my own father had been lost in the first war. He was very impressed with Estelle and congratulated me on my good taste, but then he turned to her and said, "Your taste in men, on the other hand, is terrible! I'm sure you could do better if you tried!"

I hoped that he meant it in jest. That did, however, bring him to the topic of my future; it worried him that I wasn't earning a living. Estelle assured him that I did earn money, explaining how I had recently won ten pounds from someone in a Terraplane-based special who bet that I couldn't beat him in a race to Victor Harbour. She naively thought that that would placate the uncle, but of course it had just the opposite effect. She was still very young. However, when uncle calmed down, he said that he had a plan for me: he had a friend who was high up in a bank and was willing to offer me a job. Estelle exclaimed, "Oh, do say yes, Algie, I've always wanted to marry a banker!" She had, so to speak, crossed several bridges at once, but things couldn't have gone more according to my wishes. Within a few days I had met her parents, we got engaged not long afterwards, and I have never regretted marrying her." I refrained from adding, "Until she came up with this fool of an idea of a concert!"

I sipped my tea. Elgar said, "You were decorated for bravery during the war, weren't you?" I didn't want to talk about that. It wasn't bravery, it was, yet again, foolhardiness mixed with a lot of luck. Fortunately, at that moment Flora McIntosh found us and began berating poor Angus, as well as the rest of us, for not staying in the hall. Please refer to my previous comment about hen-pecked husbands.

Back inside the hall, we found that Finlay's wife Gladys had appointed him to be Master of Ceremonies. He was already scheduled to sing "Amazing Grace", accompanied by Mrs. Butler. He proved to have a beautiful voice, which I had never suspected. Aug Kloetzke on violin and his wife on the piano accompanied Fred's wife Josie singing "After the Ball". Howard Graeber and his wife Doreen did a very funny comedy skit, Fred Kloetzke had us in stitches with his impersonations (including, of course, one of me) and Alice Forrest, accompanied by her husband Dud, brought the house down with her rendition of "I'm knitting a singlet for Cecil". Alby Elgar proved to be an excellent amateur conjurer and Estelle and I played a piano duet, Franz Schubert's Rondo D-dur. I hope you will excuse the cliché when I say that we make beautiful music together. Poor Angus McIntosh had to sing the "Skye Boat Song" in a duet with his wife. He is very talented in his metal-work trade, but certainly not as a singer. Hollings had managed to convince Betty that, in olden times, a prince would have to first go to the king to ask for the hand of the princess, and that he would be thrown in the dungeon if he dared to kiss her beforehand. In the end, both children had reluctantly accepted his suggestion, "Noble princess, I shall ask your father the King for your fair hand!" In Betty's play, the prince saved the life of the princess by slaying a dragon, very convincingly played by Flora McIntosh. I regarded this as a perfect piece of role casting. The play was remarkably good and all the children acted very well; I understand that Hollings (who himself took no part in the concert) is quite brilliant at teaching his pupils acting skills. Quite a number of the local church congregation had heard about our concert and had come to watch and applauded the performance warmly. The concert was a great success and made this Club weekend one of the most enjoyable of the year. One day, however, I'm going to have to explain to young Martin that Betty will get him just as surely as Estelle got me. He might as well stop fighting it, and instead be grateful for his good fortune. Girls like Betty – or Estelle – are all too rare.

Footnote: When, as a high school student, Martin asked Betty out for the first time, he paid dearly for his "improvident, unkind vulgarity". She made her acceptance dependent on his either kissing a cow under the tail or letting her drive every time they went out. As a result, she drove his Morris 8/40 many more miles than he ever did.



S.A. HISTORY FESTIVAL



FREE OPEN DAY IN MAY.

THE OLD YACKA MOTOR GARAGE.

See the ongoing restoration of the Old Garage 1926 with the newer GMH-Dealer Showroom 1948.

View early Holdens as they were found - undergoing restoration and complete cars. Garage equipment-Parts-Tin signs Photos. With the old CFS shed- oil storage room & service ramp at the rear.

Walk the main street visit the History Group view Yacka's other listed heritage buildings visit the Yackamoorundie Craft shop: Have a BBQ at the Picnic grounds: Talk with Steve; about his Hobby & Passion.

HELP YACKA REVIVE! ALL WELCOME...

Sunday 20th May 2018.

9:00 AM - 6:00 PM

BRING YOUR OLD HOLDEN! PH; 0419038295

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**COPPER COAST
 500 SPRINTS**

**SUNDAY 29TH APRIL 2018 10AM-4PM
 COPPER COAST AIRPORT KADINA**



Funds raised support the Leukaemia Foundation SA, Copper Coast Aero Group, Royal Flying Doctor Service, Wallaroo Lions Club and CFS.

Contact editor if you would like a copy of the registration form (cost is \$250)

REGISTRATION FORM

This event is a 500 metre sprint for all sports and performance cars - 50 ENTRIES LIMIT

RAAF 011 118

After a year of walking past the wreck of a boat that appeared in my back yard after a family holiday in Victoria, I decided now was the time to begin the journey of restoring. I'd had plenty of time to study what was wrong, what needed doing, what colour it was originally, how was I going to do it and where should I start. Some of these questions would be answered later.

The vessel came from Rick Cove a collector I knew in Paynesville Victoria. It was built during the Second World War for use by the Royal Australian Air Force (RAAF) at the Catalina base in the Gippsland Lakes. I had a black and white picture of the vessel during the war with two guys in it. I was told one of the guys was named Mo who was still alive and living in northern NSW at the time. Another collector told me in a conversation that he did some research on the vessel and found that it was one of 126 built, of which 40 something survived the war and no one was sure if another one existed today (something I am yet to verify). On my searches of the internet I discovered an old advert on eBay for what looked like a 011 RAAF boat somewhere in NSW, but this had a different shaped hull, more like a clinker style construction.



*011-118 during WW2 at Paynesville Vic
(Mo is on the right)*

A BBC documentary I watched about Royal Air Force (RAF) boats of similar construction during the war *Brittan's greatest machines* "mother of war" described these types of vessels as revolutionary at the time. It described the hull as being amongst early designs of boats constructed to rise out of the water or plane as we know it today, reducing drag and increasing speed.

2016 - Joel sitting on 011-118

My boat was gutted inside and I had no idea what the interior looked like. What type of steering wheel did it have, what shape were the seats, how was the engine cover constructed? Further searches on the internet were fruitless, I had no idea what I was going to do inside. The only clue I had was a



steering box mounted to a bulk head on a large brass bracket (looked original). It was the same box as the one in my Chev blitz C15A without a steering Column, but it was offset to the centre, inconsistent with the historic photos I had showing the driver sitting in the centre of the boat. Not much help so far.

The inside of 011-118 now



My greatest concern was the condition of the keel. There was a wedge shaped gap between the two large sections that made up the rear half and the brass fitting that held the propeller shaft at the prop had sunken into the hull. When repaired to original position there wouldn't be enough room between the hull and the keel for the fitting, something was wrong. Of course the rest of the hull was in poor shape and the skin needed replacing but this didn't concern me, that was just remove remake and replace.

I had to start somewhere. I began removing the plywood sheets from the forward undersection of the hull. My plan was to expose the structure of the keel, assess what was wrong and correct it. I would need to rebuild the transom (back of the boat) first then work my way forward to the front, rebuilding and strengthening the backbone before repairing the ribs and finally reskinning the outside. I was conscious that if I completely removed the skin the frame might distort and I would have a challenge correcting its shape, for this reason I was going to leave the side skins on for now.



The plywood skin is held on by a combination of brass screws and copper nails. The copper nails being most likely original and the screws used later to replace the nails for whatever reasons. I had to remove the heads of both by drilling them off as they were in poor condition and could not be unscrewed or unpicked. The nails were easy as the copper was soft to drill in to as long as I got them in the centre. The brass screws on the other hand either disintegrated on touch or were difficult to drill due to their hardness and difficulty of getting the centre. The job seemed to never end, there were hundreds of screws and nails.



I decided to get serious about researching the vessel. First point of call was the Australian War Memorial. I asked if they had any information or photographs in their collection other than what was publicly available on the website, which consisted of a number of photos. The response was as follows;

Underside of the hull showing the condition of skin and keel.



Brass screws that held the skin on and wood rot of the internal structure.



Dear Mr Rathbone,

We do not hold any work boats in our collection, so I checked our collection database to see if there were any photographs of Type 11 or just RAAF work boats (also searched the phrase "workboat") that were not online, but there is nothing more.

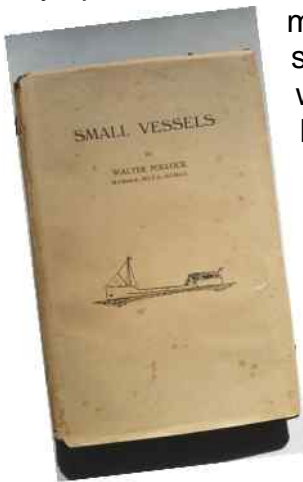
I am afraid other than the photographs, we have nothing else regarding Type 11 work boats. I checked our collection of plans but we do not hold plans for workboats. I could not find any manuals in our library, the closest thing I could find was the following book, which might be of interest - **Small vessels** by Walter Pollock published 1946, call number 623.8202 P777s. This book is held by the Research Centre (info@awm.gov.au).

We do have a model of a Type 71 RAAF work boat and a Type 14, but they have not been photographed and are unlikely to be much use as they are a different boat type.

I am sorry we are unable to assist further, if you haven't already, you could try contacting the RAAF's airpower centre (<http://airpower.airforce.gov.au/>) or the museum at Point Cook (<http://www.airforce.gov.au/raafmuseum/>) to see if they know of any useful resources.

Regards

I enquired as to the content of the book "Small Vessels by Walter Pollock" but was unable to get any specific information but they were kind enough to invite me to Canberra to view the book



myself. EBay was the next port of call, unbelievably I found the book for sale in a book shop in Wessex England for AU \$17, so I bought it. A few weeks of waiting went by and finally the book arrived in the post. I couldn't believe it was so easy. Flicking through the pages to find a picture of a 22 foot workboat, I was soon disappointed. I flicked through it again....and again. Nothing! **Bugga.**

Further enquiries to The Pt Cook RAAF museum, the Australian Maritime museum, Australian Archives, Australian Airforce and a few other leads all ended similarly, although I had another invite to visit Melbourne to view more mysterious documents that I was unable to determine any relevance. Lucky me.

I had hit a brick wall with my research and was feeling defeated. The only things I had to show for my efforts was an interesting book written

by the owner of a shipyard in England and a document I found on the internet called "RAAF Marine Section, Forgotten Era of Men and Machines". An interesting read with some more photos of the type 011 boats but nothing specific to my needs.



011-118 in 1991

Any information or photographs of type 011 work boats would be appreciated. Please contact Simon Rathbone leannerat@gmail.com

To be continued.....

(Simon is a friend of Trevor Naismith and I thought this may be of interest to our members as this is a restoration somewhat different in some ways (yet very familiar in other ways) as our experiences restoring vehicles. ED)

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** 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** **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
- Wanted** as a restoration project going or not. **FX or FJ Holden** 1949 - 1956 Ron Voss 8566 3224 or Ross Vogt. 8566 2021
- For Sale** 1958 **Fargo 3 ton truck** good motor, no tray no rust, 4 New (NOS) 825x20 tyres \$1,500 Alex 0415 459 756 Clare
- For Sale** 1958 **Dodge 3 ton truck** motor runs, no tray \$1,000 Alex 0415 459 756 Clare
- Wanted** **4 Cylinder magneto SEV** or similar ... mid 1920s Gary Blucher 0458 896 888
- For Sale** **Bedford 2 ton** truck 1954/55.(DJ?) Complete. Motor turns over. Good restoration project Best offer or it goes for scrap Col 0417 512 444 Orroroo
- For Sale** **Brake lining** – 50mm X 6mm soft woven asbestos free. This lining is the best available for older cars. It gives maximum grip in all conditions. It should be riveted onto the shoe as bonding actually hardens the lining material. 50mm wide but can be cut. Ordered for the Delage and have surplus. \$60 per metre. Gary Blucher on 0458 896 888. Kapunda
- For Sale** **1986 Sigma** station wagon 2.6 Astron engine, colour cream, garaged last 17 years, very good condition, 181,487 km QVN 691 Best offer Lee Robertson 0429 350 694 Broken Hill

