

THE 'CON-ROD'

Official Newsletter

JULY/AUGUST 2019 No. 262





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.

July/August 2019 no. 262

PATRON	IVAN VENNING
PRESIDENT	GRAHAM CORRELL, Box 16 Paskeville 5552 8827 3213 0408 273 204, kulburri@bigpond.com
IMMEDIATE PAST PRESIDENT	IAN RADFORD 8843 4385, 0428 452 179 iantinaradford@gmail.com
VICE-PRESIDENT	
SECRETARY	MORANNE COOMBS Box 302, Moonta 5558. 8825 3766 0428 253 766 coomo@bigpond.com
ASSISTANT SECRETARY	PAM STRINGER, 8635 4218, kelvinstringer@activ8.net.au
TREASURER	MERV ROBINSON 31 Gloucester Rd. Jamestown 5491 Ph./fax ah 8664 1838 0417 863 450 mervynnaileen@bigpond.com.au
EDITORS	DEAN & SUE MANDERSON 8842 3407, 0417 859 659 Email deansue2@tpg.com.au Box 667 Clare 5453
CONDITIONAL REGISTRATION	GRAHAM BURGESS 8632 4293, 31 Kingston Rd Port Pirie 5540 gramarb@internode.on.net 0407 793 876
VEHICLE INSPECTORS	BRETT COLLIVER 0408 855 389 (Artherton), GRAHAM GOODE 0418 894 304 (Clare), MERV ROBINSON 0417 863 450 (Jamestown), GARY BLUCHER 0458 896 888 (Kapunda), DAVID KENT 0417 802 134 (Pt Pirie), Al Woods 0451 482 007 (Moonta Bay)
PROPERTY OFFICER	BERYL BUTTON 8635 2621
AUDITORS	IAN DENTON, FERG MAHON, CRAIG THOMAS
SWAP MEET CO-ORDINATORS	GRAHAM GOODE 8842 3731, ah 8842 2417, FERG MAHON 8842 2107 IAN RADFORD 8843 4385, CRAIG THOMAS 0429 001 242
PUBLIC OFFICER	BRETT COLLIVER 0408 855 389
FEDERATION REPRESENTATIVE	CHARLES LEE, 8270 2625, clee1950@live.com
PROXY	BARRY TRELOAR
COMMITTEE	TREVOR ALM 0409 670 140 KELVIN STRINGER 8635 4218 CRAIG THOMAS 0429 001 242 JOHN BIRRELL 8636 2333 ALAN PITCHERS 8667 2157
SUB COMMITTEE	Ian Warnes 8892 9697, Paul Wilson 0419 869 109, Roger Boehm.0437 322 734

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
- 3-5. Narc Calendar
6. Kapunda Chapter
7. Club Registration report
8. Redhill 150th

9. Lori's Diner run
- 10&11. Events posters
- 12-14. Restoring 1913 Humber
15. KLG ad
16. Classifieds

PRESIDENT'S REPORT

I would like to thank you all for electing me as your next President and thank Ian for his sterling effort over the last three years. The office of Vice President is still vacant and I hope someone will step up and fill this position. It will be great to be able to get together and celebrate our 45th Anniversary at Moonta on 14th/15th September. If you haven't already considered it, please do as I think it will be an enjoyable weekend. It will also be 30 years since the Kapunda Chapter was formed; another reason for celebration!

We are an ageing membership and I would like us all to encourage younger members so that our club can continue to grow. As I mentioned at the AGM, I would like everyone to consider wearing name tags at our meetings. It would definitely help me as your president to get to know you all as we come from a large area. Name tags can be purchased from Moranne for \$18 each.

At the Committee Meeting, I raised the issue of club business cards being available to all members and also the upgrading of our club clothing. More on this later.

Show season is now upon us and I hope that many of us will support them with our vehicle displays.

Until next time, keep well and drive safely.

Graham Correll

New Members

NARC welcomes new members ..

John and Mary Vugts from Clare who have a 68 Mini, a 80 Yamaha and a 89 Pajero.

Robert and Kathy Jones from Kybunga who have a 29 Chev tourer and a FX Holden

Gary Butterfield from Wallaroo

Bruce and Helen Philbey from Alford

Rob Shandley from Clare

FRONT COVER

Keith Napper's AP5 Valiant

This 1964, AP5 Valiant was purchased new from W. H. Scott & Son agency, Jamestown in August 1964, by Dorrie Napper. She drove it until 1996 when she stopped driving. It was then put on blocks until 2005. Dorrie's son Keith then had it restored and back on the road by May 2010. All restoration work was done by Keith's son Frank. It has won numerous trophies at Show & Shines



More front cover photos needed!

NARC Calendar

2019

- August** **8th** General Meeting - Port Broughton Golf Club 8.00pm
Kristin Weidenbach, author.
- 10th** Crystal Brook Show
- 10&11th** Hit & Miss Rally – Benson Park, Waikerie
- 17&18th** Kadina Show
- September** **1st** Old Car Day, Bethany
- 8th** - Presentation Lunch at Port Broughton Hotel at 12noon. Please advise
Moranne on 8825 3766 or 0428 253 766 by Friday 30th August if you wish
to attend so number can be confirmed with Hotel. **TO BE CONFIRMED**
- Friday 20th** General Meeting at **Clare Airport** 8.00pm. Peter Jackson
Note change of date
- 14&15th** Club Rally – 45th Celebrations – Copper Coast
- 23-27th** Austin's over Australia – Barossa Valley
- 29th** Bay to Birdwood - 60 years of Haflinger, cars after 1st January 1956
- October** **6&7th** Jamestown Show 7th – Car Display
- 3rd** Deadline for Con-Rod submissions
- 10th** General Meeting – Port Broughton 8.00pm
- 12th** Burra Show.
- 19th** Clare Show
- 26th** Kapunda Show
- November** **3rd** President's Run - Kadina
- 8-11th** Chevrolet Festival at Renmark see page 5
- 7th** General Meeting - **Jamestown** 8.00pm **Note change of date.**
- 16&17th** Bendigo Swap Meet
- December** **4th** Deadline for Con-Rod submissions
- 12th** General Meeting – Port Broughton at 8.00pm.

2020**January**

9th Blyth Cinema Night. Tea provided 6.00pm

26th Australia Day

February

5th Deadline for Con-Rod submissions

13th Meeting **Clare**. 8.00pm – Workshop Night, Goode Restorations 60 New Rd

March

7&8th Power of the Past, Mount Barker

12th General Meeting – Port Broughton at 8.00pm

15th Swap Meet, Clare

25th Deadline for Con-Rod submissions

28-4th **Apl** AHMF National Tour

29th Booleroo Steam Rally

April

2nd General Meeting – **Crystal Brook** at 8.00pm ***Note change of date***

4th Laura Folk Fair

10-13th Easter Weekend

19th Shed Day Craig Thomas

May

14th General Meeting – Port Broughton at 8.00pm

June

3rd Deadline for Con-Rod submissions

11th General Meeting – Port Broughton at 8.00pm

July

9th General Meeting & A.G.M., Port Broughton Golf Club 8.00pm

11&12th Burra to Morgan Run & Camp Out.

August

5th Deadline for Con-Rod submissions

13th General Meeting Port Broughton Golf Club 8.00pm.

September

10th General Meeting at 8.00pm

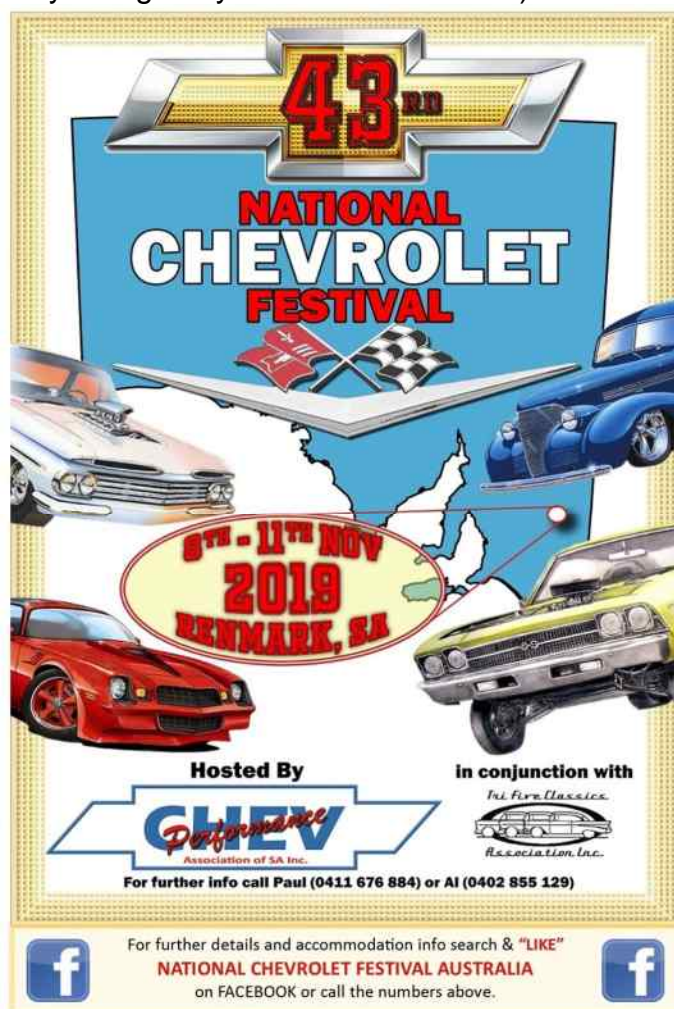
Swap Meets

- August 18th** **Willunga** Lions Reserve, Binney Road, Willunga, sellers 7am – Buyers 8am \$5.00 per person Gerry McKeegan 0417 800 385 or treasurer@willungalions.com.au
- September 22nd** **Gawler** at Sport And Community Centre Nixon Terrace . 6-30 AM. \$5 outdoor sites.. \$20 admits vehicle & driver. Yvonne Eales 0402 905 978 www.gawlercarclub.com
- October 6th** **Balhannah**, Motorcycle Only at oval. Sellers and Buyers from 7.00 a.m., sites \$15 adult entry \$5 (under 12 free) A static display of restored and original condition Motorcycles dating from the 1900's to the 1960's . Contact Peter Yates 8255 8856 after 6pm
- October 20th** **Strathalbyn** at Harness Racing club 28 Milne Road Sellers 5.30 am Site Fee \$15, includes 2 people. Buyers 6.30 am \$5, children free Enquiries Malcolm 0488 528 331 Deidre 0422 078 127 Dean 85521042

Other Events of Interest

- September 28th** **Billetproof Down Under** –Torrens Parade Ground, Adelaide.10am till 4pm Traditional hot rods, customs, nostalgic drag cars and classics, mammoth program of entertainment. Free admission ..**and also ---**
Concours D'lemons ... the strange, rare, weird, wonderful and wacky automobiles that have "graced" our motoring history.. especially those that wouldn't get a look-in at other car shows! A totally free family fun day out, (we couldn't possibly charge anyone for this debacle!)
- September 29th** **Bay To Birdwood** cars after 1st January 1956
- October 6th** **Edinburgh Truck Show** at Military Vehicle Museum see page 11
- November 8-11th** **National Chevrolet Festival** Renmark
 Enquiries AI 0402 855 129 Paul 0411 676 884 and on Facebook

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



The poster for the National Chevrolet Festival 2019 features a large Chevrolet bowtie logo at the top with the number '43' inside it. Below the logo, the text 'NATIONAL CHEVROLET FESTIVAL' is prominently displayed. The poster includes illustrations of various classic Chevrolet cars, including a white sedan, a blue sedan, a red sports car, and a yellow sedan. A checkered racing flag is also shown. The dates '8TH - 11TH NOV 2019' and the location 'RENMARK, SA' are highlighted in a red oval. At the bottom, it states 'Hosted By CHEV Performance Association of SA Inc.' and 'in conjunction with the Five Classics Association Inc.'. Contact information for Paul (0411 676 884) and AI (0402 855 129) is provided. Social media icons for Facebook are also present.

For further details and accommodation info search & "LIKE" NATIONAL CHEVROLET FESTIVAL AUSTRALIA on FACEBOOK or call the numbers above.

FROM THE KAPUNDA CHAPTER

Chairperson.	Irene Woodcock. 85663585. 0400 294 521 brianirene09@gmail.com
Vice Chairperson.	Robert Parker. 88421350. 0419212743
Secretary.	Malcolm Johncock. 8566 2603. 0418 173 299
Treasurer.	Dianne Palamountain 85811071
Events Coordinator.	Robert Stapley 0414 780 395
Property Officers.	Trish Evans and Malcolm Johncock
Sub Editor.	Robert Stapley. 0414 780 395
Auditor.	Brian Woodcock

CHAPTER CALENDAR

General Meetings held on the 4th Friday in the Lutheran Church Hall, South Terrace, Kapunda at 7.30pm

Wed August. 14th.. Mid-week run "Chocolate factory excursion" Meet Hill St. 1pm. Leave 1.30pm. Afternoon tea available at venue.

Frid August 23rd. General meeting Kapunda.7.30pm.

Sun Sept 1st. Old Car Day at Bethany Oval. Make own way there by lunchtime.

Wed Sept 14-15th. Moonta weekend NARC Rally, 45th anniversary celebrations. See NARC calendar.

Sun Sept 22nd. Gawler swap meet.

Wed.Sept. 25th. Austins Over Australia. 160 entrants converging on Kapunda trotting track for funkhana. Plenty of Austins to look at from 10.30am till .30pm. Public welcome.

Frid Sept. 27th. General meeting Kapunda.7.30pm.

Sun Sept 29th. Bay to Birdwood. Club members meet in Gumeracha to watch the parade pass. Park opposite hotel. Toilets and barbeque in park. Suggest travel through Kersbrook to Chain of Ponds turn left then travel same direction as rally cars.

ANNUAL REPORT - CLUB REGISTRATION SCHEME 2018/9

As at 30th June 2019, 132 Club members had 241 vehicles registered under the scheme.

As at 10th July, log books from 65 members pertaining to 146 of these vehicles had been presented for endorsement and returned to their owners, ie. 50% of owners, and 61% of vehicles have their records up to date – about normal at this time of year.

A total of 1298 days use was recorded for the 146 vehicles processed to date, ie. an average of around 9 days use per vehicle for the year.

74 new log books were issued during the year, including 22 for vehicles new to the scheme, and details have progressively been forwarded to the Federation of Historic Motoring Clubs of SA (inc.) as required.

The scheme as revised on 1st July 2017 continues to work well, and after running out of the stock of the older blue-covered log books still on hand at that date, books renewed from 29th June this year will be of the newer style. There isn't much difference, except that in keeping with the revised code of practice, it is now clearly the owner's responsibility to maintain details of the vehicle's period of registration.

For those who may hear or read this report but have not yet renewed your subscriptions or submitted your log books for endorsement, please consider this as a reminder. See below. Finally, my thanks to those authorised members who have been inspecting vehicles and issuing MR334 forms to other members of the Club.

Graham Burgess

NOTE:-

Names of owners of vehicles conditionally registered through NARC who have not renewed their membership by 31st August will be forwarded to the Registrar of Motor Vehicles as required by the Code. In that event, the next step is that the registration of those vehicles will be cancelled by the Registrar.

Also note that if a vehicle is driven / ridden after 1st July without it's log book having been endorsed by myself, it is not deemed to be registered, and the driver / rider is liable for any consequences that may arise from its misuse.



2019/20 Committee Members :-

Back: Graham Goode, Kelvin Stringer, former Patron Ian Denton, Graham Burgess, John Birrell, Dean Manderson, Trevor Alm, Ian Radford, Allan Pitchers.

Seated: New Patron Ivan Venning, Treasurer Merv Robinson, President Graham Correll, Secretary Moranne Coombs and Assistant Secretary Pam Stringer.

REDHILL 150TH CELEBRATIONS

Sunday morning July 14th turned out to be quite drizzly and cold at Redhill, but did not deter the many people who turned up to reminisce and renew old acquaintances. The day started off with markets up in the town and Thanksgiving Services in the Catholic Church and Redhill Institute. After that everything centred around the oval with a magnificent luncheon, speeches, opening by the Governor Hieu Van Le and games and vehicle and machinery displays, both old and modern.

NARC and PADARC were both well represented. NARC members who attended were Barb and Ivan Whitelaw in their 1982 Mercedes Benz 380SL Roadster, Barry Treloar and Judith O'Shaughnessy in their 1977 Mercedes Benz 280SE, John Birrell in his 1923 Gray Buckboard, Graham and Dianne Correll in their 1927 Cadillac Victoria Coupe, Allan Pitchers in his 1937 Vauxhall Coupe and Ivan Venning in his 1928 Ford Model A Tourer. Kelvin and Pam Stringer did a great effort in bringing three Deutz tractors and Deutz V8 and V12 truck and marine motors.



NARC and PADARC'S display



Kelvin & Pam's circa 1938 1 cylinder water cooled 11Hp Deutz Tractor and their 1950's 3 cylinder water cooled F3M 417 50HP Deutz Tractor which in its working life pulled two 20 row combines on a Brinkworth property.



This is what is needed to take 3 tractors and 2 motors for a display.



Kelvin started up this deafening motor to the delight of many enthusiastic onlookers

Run to Lori's Diner Sunday July 21st

A good number of members arrived like Brown's cows at the Nuriootpa venue owing to us realizing we were going to arrive too early. We apologise to those who didn't get the message that we were leaving later.

Done up as a diner (on route 66) in the Elvis era this was a trip down memory lane. It must have taken years to collect the paraphernalia, pin ball machines, jukeboxes, petrol bowlers (Golden Fleece) etc. The surrounds had derelict machines tastefully displayed. Following morning tea we adjourned to the Vine Inn for lunch. A really good day.

Malcolm Johncock



John looking a little stunned after getting no response trying to chat up the local talent!!! (who's the dummy?)



BAROSSA VALLEY HISTORICAL VEHICLE CLUB

Invites your club and all people interested in Classic / Historical vehicles to join us for a **“Charity Classic Car Muster”** on Sunday 13th October 2019.

This event is sponsored by, **AUTOPRO Kapunda** and **PENRITE OILS** and is supported by:

- **Tarlee Hotel Social Club, Gilbert Valley Lions Club, Tarlee Bakery.**

Make this a **“Club Run”** on this day, finishing at the **TARLEE OVAL**, between 11:00am and 12 noon. Food and drinks will be available for purchase.

There is **no entry fee** for participants or spectators, but “lucky draw” tickets will be available for \$2 each.

Each **“Club registered”** vehicle will be issued with a numbered money box (decorate and bring your own if you wish!) and all participants and spectators will be invited to vote for their **“favourite vehicle”** (regardless of class or age) by placing a **gold coin** in the money box for that vehicle.

At approximately 2:00pm, votes will be counted and the two most popular vehicles will receive prizes donated by **PENRITE OILS**.

ALL MONEY RAISED from votes and lucky draw tickets will be divided equally between the:

**“Friends of the Gilbert Valley Senior Citizens Home” and the
“Tanunda Primary School Disability Unit”.**

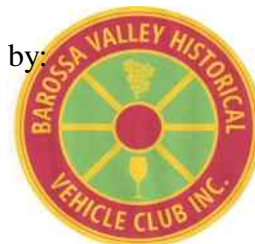
Please register your interest in attending this event by emailing or texting the following information:

Name, Club, Type of vehicle, Contact Phone/ email

To: garrywellington@aussiebb.com.au OR 0417855548

Spectators and all interested persons are more than welcome.

There is ample parking for **“Club Cars”** on the oval and for **Spectator vehicles** on the oval surrounds.



It's time! Saturday 10th August 2019

THE 142nd

Crystal Brook Show



Please, come along and join us where **town & country** meet. Horses, Sheep, Cattle, Show Rides, Market & Trade stalls, Displays, Machines, Cars, Ute's, Events, Games, Food. Enjoy all the fun of show day.. See you there!

PLUS; BUSTER THE MONSTER TRUCK..

SHOW ENTRY: ADULT \$10 UNDER 17\$5 CONCESSION \$8 CAR \$5

OPEN TO THE PUBLIC 9.00AM.

OFFICAL OPENING BY *TONY MODRA* 11.15AM.

JUST LOVE OUR COUNTRY SHOWS



SPONSORED BY HUNTS FUEL



CONVENOR: Merv Robinson 0417 863 450

JAMESTOWN A. H. & F. SHOW SOC INC INVITES YOU TO BE PART OF THE CLASSIC CARS, MOTORBIKES & OLD MACHINERY ON MONDAY 7th OCTOBER 2019

\$5 entry fee if you wish to compete for a prize. Entries accepted at the Secretary's Office from Monday 23rd September 2019. Entries accepted on Show day. Contact convenor or secretary for further information.

CONDITIONS

- All Vehicles to enter via the Main Gate before 9:00am on Monday 7th October 2019
- Vehicles to enter Northern end of the oval via gate on North East corner
- Free pass for any classic vehicle and driver, - Passengers must pay gate entry



PEOPLES CHOICE CATEGORIES

- | | | |
|---|---|-------------|
| 1 Holden | 2. Ford | 3. Chrysler |
| 4 Other- vehicles than those stated above | 5 Motor Bikes | |
| 5 Old Tractors & Stationary Machinery | 6 Overall best for show (From categories 1-6) | |

PRIZES

\$50 cash prize for each category 1-6 Sponsored by Wayne Miller, Dave Evans, Des Kelly, Webbs Tyres & Hunts Fuel , \$50 Gift Card from Auto Pro Port Pirie for category 7



Privately supported by the
Murray Para branch



Edinburgh Truck Show

Show casing Military and Civilian
Trucks of the past and present

Supported by The Truck Factory and Adelaide Truck Towing






National Military Vehicle Museum

SUNDAY 6th of OCTOBER 2019

TIME: 10 AM TO 4 PM

COST: ADULTS \$15.00 EACH
CHILDREN UNDER 15 FREE

10 STURTON ROAD
EDINBURGH PARKS SA 5111

Ph: 8285 3011

FREE PARKING AVAILABLE

FOOD AND DRINKS AVAILABLE

ACTIVITIES INCLUDE:

- ANTIQUE WEAPONS AND UNIFORM DISPLAYS
- 25 POUNDER FIELD GUN FIRING
- ADF AND STATIC MILITARY VEHICLE DISPLAYS
- ARMY SURPLUS SALES
- BARRY SPICER MILITARY—DISPLAY SALES AND SIGNING
- ARMY CADET DISPLAY
- MILITARY VEHICLE RIDES
- RESTORED TRACKED LOAD CARRIER

www.military-vehicle-museum.org.au or find us on facebook 

RESTORING THE 1913 14 HP HUMBER

Graham Burgess

The story so far with thanks to Leon for prompting me to write it down

It all began with the purchase of the remains of a 1914 14HP Humber at a Clare swap meet in the mid 1990's. While the running gear was complete and the mudguards of the vehicle were in fair condition, the body panels present were mostly good only for patterns, and there was enough original timber there to form a good idea of how it should all go together. There was no hood, and there was little in the way of the original electrical equipment. With little spare room in the shed, a growing family, and a few motorbikes under restoration it was intended to become a 'one-day' project, and nothing further happened at that time.

Step forward 15 years and we'd moved house, Louise and Dean had moved out, I'd finished restoring those motorcycles, and we had sold our 1925 Buick without any intention of buying another car. But then fate intervened. A friend alerted me to an advert. in the Veteran Car Club of SA magazine indicating there was a 1913 14HP Humber for sale near Halls Gap in Victoria and David Kent just happened to be going that way in a few days' time. So I hitched a lift and we called in to take a look at it – see below. The upshot was a trip back a couple of weeks later with Goody's trailer behind the car to pick it up.



The trip home took us through Jamestown, so the first port of call was the Hunts – John had been in ill health for some time and hadn't been out much, and I thought he might be interested to see the latest car to join the Club Register. When I told John I had something to show him, the first question was 'how many wheels has it got. He probably assumed two. We went outside, and after a while looking at it Audrey wanted to show me something back in the house, during which time John did two things I'll never forget. One was to disappear into his shed and come out to give Marie a spare hubcap that had been in his collection for years. That hubcap will be

about the only part of the car that will never be restored, and will always be 'John's Hubcap'. The other thing he did was hoist himself up onto the trailer for a better look, which prompted Audrey to ask "How did you ever get up there?" I just figured that where there is a strong will, and John certainly had that, there's always a way.

After arriving home we started the car and drove it the length of our block a few times, but it was apparent this would not be a 'cut and polish' restoration, but rather the 'ground – up' variety, so the strip-down and rebuild was begun. The good thing was that the Humber which had been restored to good roadworthy condition in the 1960's (I think) and rallied extensively in subsequent years was complete, apart from the lighting system. While my 1914 car was originally fitted with a CAV electric system, the 1913 car was originally fitted with carbide headlamps and kerosene side and tail lamps. There were other differences too – the body was quite different, the 1913 chassis was lighter and fitted with wire wheels compared to the Sankey wheels in 1914, but apart from the angle of the priming cups and the arrangement of the timing cover being different, the motor, gearbox and rear axle assembly of both cars was the same.

During the strip-down it became clear that while most of the body panels were in fair shape with no rust along the bottom edge as is often the case, the timber behind it was in much worse shape and would need to be replaced. Another discovery was that the front axle had been fitted the wrong way around during the 1960's restoration – something that became apparent as I was moving the car in the shed after having removed the drag-link. Pushing the car backwards, it tracked nicely, but the front wheels went every which way when I tried pushing it forwards. Handling on the road must have been interesting!

The next discovery was that the four-speed gearbox had a reverse gear with teeth worn sharp enough to use for shaving, and that while first and second gear were in good shape, third and fourth were badly worn. A look inside the identical 1914 gearbox revealed the exact opposite – first and second were shot, but third and fourth were good. The thing about all this is that Humber didn't manufacture a cluster gear in the conventional sense, but rather held four separately dogged gears together with a draw-bolt through their centres, so I was able to use two gears from one 'box, and two from the other. Reverse was a different matter, and had to be made. I also took the opportunity to replace the bearings and made new seal holders to enable modern neoprene seals to be used rather than felt, without altering the external appearance in any way.

Moving backwards, the next surprise came when I dismantled the differential. The first thing I noticed was that the crown-wheel seemed to be well to one side on its adjustment. Cleaning it all up, I spotted '65-15' stamped on the crown wheel, but while there were 65 teeth on it, the pinion gear had 17 teeth on it rather than 15. While some sort of mesh was possible because the gears were straight cut rather than helical, predictably, the crown wheel had started to break up and it wouldn't last much longer. A solution was to hand though – I'd read of an owner in NZ having fitted a Dodge 4 crown wheel and pinion into his Humber housing, so figured I could do the same. A phone call to Auto Surplus had the gears on their way, and the conversion involved making an adaptor flange to hold the crown wheel, and a tapered shaft to carry the new pinion gear. See photo below. Again, I made period-looking holders for modern seals. I'd discovered the reason for the original bodge was to give the car longer legs – as I bought it, the diff. ratio was 3.82 compared to the original 4.33. I had one glitch in doing all this – when I first started to set up the mesh between the gears I'd get it just right in one position, and find it was nowhere near right when the crown wheel was turned 180 degrees. After a while the penny dropped – I'd mounted the Dodge crown wheel on the opposite face to the way the Dodge Brothers had intended, and they weren't parallel. A lick with a surface grinder cured that problem, and after that, it went together perfectly.



The Dodge ratio is 4.17 – part way in between, but the real advantage is that being helical cut, it should be much quieter, besides being much stronger and therefore better able to cope with any braking force applied through the transmission brake behind the gearbox, which is the foot brake (the rear wheel drum brakes are activated by a hand lever outside the driver's door). Except that it isn't a door but rather a fixed panel – the spare wheel, handbrake lever and gearshift lever all prevent access from that side of the car, so the front seat can only be accessed from the passenger's side. I hope Marie will be able to swing the crank handle!

Attention then moved forwards to the motor. More surprises. On stripping it down it was apparent that the pistons had been replaced at one stage – they were aluminium, and once the oil had been cleaned off, the initials VW were plain to see. The fact that 1200cc four cylinder Volkswagen pistons had been happily moving up and down in a 2.5 litre motor that also has four cylinders tells you something about the progression in bore / stroke ratio over the years. Dismantling the bottom end revealed the bearings had all been remetalled in the earlier restoration and were holding up well.

The top end was another story – the combined inlet / exhaust manifold forms part of the water jacket, and while the manifold was in fair condition, just needing to be faced (I also had it ceramic coated), most of the bosses in the block for the manifold studs had rusted away, as had No 4 exhaust port, allowing water to leak from the motor into the exhaust. I tried some repairs, but in the end figured I would be better off using one of the 1914 blocks, and rebuilding that. As mentioned earlier the only difference is the angle at which the priming cups enter the motor.

While I did have priming cups, they were pretty sad, so I made new ones to the same pattern. Valve seat inserts were fitted, and I machined stainless steel blanks to make new valves. New pistons were fitted (Volkswagen again) Similarly, the aluminium water exit manifold had corroded to a point beyond reclamation, so a new pattern and core-box were made in timber and a replacement cast by Adelaide Brass Castings, who I have no trouble recommending to others. I still have the patterns if anyone needs them.



Next came the aluminium timing cover, which also forms part of the waterway from the bottom of the radiator to the bottom of the motor. It had been cracked and re-welded with limited success over the years, and the water side was badly corroded, so I used the original casting as the basis for a new pattern, building it up to allow for shrinkage. This was also cast at the same foundry (I still can't work out exactly how they did it), and I did the machining – it was somewhat tricky to machine the half circle that engages with the other half of a circle in the sump to carry the crank-handle boss, but I managed.



While working in this area, the timing chains (one for the camshaft, the other for the magneto) were replaced as they were both worn. Originally there was no means of tensioning either chain, but the 1960's restoration had included fitting a spring-loaded tensioner to the camshaft chain, which I thought was a good idea. Looking at all the spare space inside the cover, I was able to design and make a spring-loaded slipper-type tensioner for the magneto chain too.



On the coachbuilding side of things, the timber frame has been reproduced (which a number of you will have seen), and the original panels either panel-beaten to fit or replaced, and undercoated. I undertook to make the door skins myself, with thanks to Alan Pitchers for the loan of some necessary tools. The good thing about the body style is that there were only three doors to make, and it's probably fair to say that I've taught myself enough about English

Wheeling and metal shrinking to be quite dangerous. As you can see below, the body (before fitting door skins) is still at a stage where it has progressed beyond looking like the frame of a boat, to now resembling a sleigh.

To date, the project has been interrupted by the restoration of 1 ½ motorbikes, but the end is in sight, and I hope to be able to write a completion report sometime during 2020.



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



**The margin
between Governmental
demands for K.L.G. plugs and
our maximum output is small:
delays in fulfilling private orders
are sometimes unavoidable,
when they occur—we beg
your indulgence.**

K.L.G. SPARKING PLUGS LTD.
PUTNEY VALE, LONDON, S.W.15.

April 1941

Con-Rod Classifieds

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

For Sale

Stationary engines

Moffit Virtue 21/2 hp

Roseberg 3hp & spare

Lister air cooled diesel (2) .

Jap 5-8hp

Briggs & Stratton 23AFB (2)

CUB type N 3 hp (R&T)

Ronaldson & Tippet 5hp CF diesel

Petter Alvo air cooled

All are in good running order unless noted.

All reasonable offers considered

Paul 0419 869 109 Burra

Simplex 5hp marine not going

Goldsborough Westinghouse Roseberg 2hp

Cooper xc 3hp

Ryco type NRA 5-8hp?

Honda g200

Cooper 4HD XD & spare

Wolsley WLB8 5hp

For Sale

Ariel Red Hunter 350cc, has only done 11 miles since restored 30 years ago when over 500 new stainless steel parts were fitted.

\$10,000 Barb 0428 207 499 Clare

Wanted:

Ford Model A 1928-30 Front Right Hand Door. Any Condition - Some Rust not a problem as the rest of the Buckboard is similar.

David david.keller@kellercom.com.au Mob 0428 600 703

Wanted

Stories, photos, front cover photos for the Con-Rod. Tell us about something car related or just of general interest. What about your history of cars bought and sold, restored or destroyed!!!



NARC's new patron
Ivan Venning trying to
clean up his act ????