

THE 'CON-ROD'

Official Newsletter

JANUARY/FEBRUARY 2019 No. 259





The 'CON-ROD'

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

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

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

January/February 2019 no. 259

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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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Hi all

Well 2019 is here and a month has already whizzed past.

I hope that you all have had a good festive season break and this year has started well.

Now I know it is summer but there has been a few very hot days lately so I hope you found somewhere cool.

Our annual Blyth movie night was well supported once again.

Good to see some of our members attending that we do not catch up with often.

Thank you to Ian Roberts for looking after us once again.

To all the members behind the scenes who made the night a success, your efforts in supporting this annual event deserve a huge Thanks.

The Shed Night on **Thursday 14th Feb.** has become the Aerodrome night and will be a much cooler event out at the air-conditioned Clare Aerodrome, 90 R M Williams Way (Spalding Rd)

Our club will be exhibiting once again at the Power of the Past, Mount Barker on March 9th/10th so if you get the chance to attend and support our team please do so.

The NARC **Swap Meet 17th March**

Please check the roster (page 12 & 13) and let us know if not available. This is our major fund raiser. This needs your support as it is how we fund other events for the members during the year. The more that help on the day makes it more successful.

Seems that **March** has no spaces left as on the following weekend **23/24th** the National Machinery Rally is on at Murray Bridge for those members interested.

Then on **Sunday March 31st** the Booleroo Steam Rally is being held.

Sunday 5th May is Balaklava Day with the Kapunda Chapter

We will visit the Balaklava Museum – which is actually 2 sites

10.30am Arrive at Urlwin Park Agricultural Museum, 34a Short Tce, Balaklava – morning tea served. Wander at your leisure, looking at a vast array of exhibits at Urlwin Park.

12.30pm BBQ lunch - includes meat & salads, and homemade cake.

After lunch – visit Centenary Hall Folk Museum, May Tce, Balaklava.

Cost: \$25 per person, includes m/tea, lunch and admission to both museum sites.

We will need to know numbers (for catering) at least a week before.

Members will be attending so come along and support your club and a great day out.

Behind the scenes we have been putting together the details for the annual

Camp Out on **June 15/16th**. See details page 5

Also we have been organising for NARC Rally on **September 14/15th**.

So please keep these dates marked on the calendar.

On a final note do we all need to buy hot cross buns in the first week of the New Year or what?

Keep smiling

Regards

Ian

FRONT COVER In need of restoration??

Steve Hyde's 1954 FJ Holden Special sedan, bought several years ago from a farmer near **Burnsfield** which is between Snowtown and Redhill.

He had purchased the car second hand from the Holden Dealer in **Brinkworth**. The original owner bought it from the **Yacka Motor Garage**, a **GMH** dealer at the time.

When first found the car it was up on blocks complete and un-vandalized, only needing the four wheels so it could be loaded onto the trailer. The FJ is now on show and back at the Yacka Motor Garage, from where it was first purchased. Steve has no plans to restore the car.

Visitors love it the way it is!!

NARC Calendar

2019

February	14th	Clare Aerodrome 8pm. 90 R M Williams Way (Spalding Rd) The speaker will be Chris Milton from Adelaide, who will speak on the 2018 "Festival of Speed" held at Goodwood, Sussex County, UK. NOTE VENUE CHANGE
March	9/10th	Power of the Past, Mount Barker
	14th	General Meeting – Port Broughton Golf club at 8.00pm
	17th	Swap Meet, Clare see roster page 12 & 13.
	23/24th	National Machinery Rally – Murray Bridge www.nhmanationalrally2019.com
	31st	Booleroo Steam Rally
April	4th	Deadline for Con-Rod contributions
	6th	Laura Folk Fair Please let Moranne know if you intend entering a vehicle in the Parade to determine how much parking space is required.
	6-13th	Auburn Rally - Katoomba
	11th	General Meeting – Royal Port Pirie Yacht Club at 8.00pm
May	5th	Day at Balaklava (with Kapunda Chapter) Visit to Balaklava Museum. 10.30am Arrive at Urlwin Park Ag Museum, 34a Short Tce, morning tea. 12.30pm BBQ lunch - includes meat & salads, and homemade cake. After lunch – visit Centenary Hall Folk Museum, May Tce, Balaklava. \$25 per person, includes m/tea, lunch and admission to both museum sites. We will need to know numbers (for catering) at least a week before.
	9th	General Meeting – Port Broughton Golf club at 8.00pm
	19th	Cavalcade of Cars, Kenwick Lowenda
June	6th	Deadline for Con-Rod contributions
	13th	General Meeting – Port Broughton at 8.00pm
	15/16th	Camp Out – She Oak Log see details page 5
July	11th	General Meeting & A.G.M., Port Broughton Golf Club 8.00pm
August	1st	Deadline for Con-Rod contributions
	8th	General Meeting, Port Broughton Golf Club 8.00pm.
September	12th	General Meeting Port Broughton Golf Club at 8.00pm
	14/15th	Club Rally, Presentations, 45th Celebrations
	24/26th	Y.P. Field Days

Swap Meets

- February 17th Murray Bridge** at showgrounds.6am. \$5 Entry Buyers and Sellers under 14 free John Whimpress 0428132889
- March 3rd Woodside** Chris Chassiotis 0408 850 315
- 10th Rod and Custom (Formerly Campbelltown s/m)** Kilburn Oval – Lionel Ave. Adults \$5.00 Children Free Site \$20.00 0412 555 723
- 17th Clare** Showgrounds 7:30am.\$10.00 buyer & seller under 14 free. Graham Goode 8842 3731 or ah 8842 2107
- May 4th & 5th Naracoorte and Show N Shine** Naracoorte Showgrounds, Smith Street, Outdoor sites \$25, includes driver Sat from 6.30am. Public entry Sat 7am - 5pm, Sun 7am 12noon.

Other Events of Interest

- February 16 & 17th Sellicks Beach Historic Motorcycle Races**
One day pass \$66.30 Two-Day \$96.85 .Children under 14 FREE.
- 17th All American Day** Tilley Reserve, Cnr Yatala and Hancock Road, Surrey Downs free entry to all American vehicles Public 10.00am, - 3 pm Adults \$7, under 14 free.. Adrian Cowie 8264 9556
- March 9 & 10th Power Of The Past** Mt Barker Showgrounds, secretary@ahmrc.org or Peter Templer 0417 081502
- 10th Mannum Hot rod Show** Maryanne Reserve Display from 10 till 4 cars \$10 and public \$ 2 Shuttle bus from the oval. 0408813905 or email leonandlola@hotmail.com
- 16th Old Skool N New Age Auto Show** Morphett Vale Sports Club 4 Wheatsheaf Rd, Morphett Vale 9am to 5pm \$5.00 entry under 10 free **More Details** Facebook Page;
- April 6-13th Auburn Cord Duesenberg** Club of Australasia, Rally, Katoomba, NSW. For further information please contact Merv Robinson. 0417 863 450
- 7th GM DAY~** Princes Park Oval, Gawler, 10am to 4pm Celebrating from the beginning to the end of manufacturing at the Holden Australian Plants Entrants 8.00am Public from 10.00 am : Adults \$5.00 Families \$10.00 Concession \$3.00 rocco@trifiveclassics.net.au Enq 0411310272
- 14th Rock 'N' Roll Rendezvous** National Motor Museum Birdwood . Gates open 10am ..
- 20th GT Falcon Nationals** Adelaide Showgrounds, 50 years of the GT. www.nafgta.asn.au/gtnationals/

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

FROM THE KAPUNDA CHAPTER

Chairperson	Dale Palamountain 85811071. 0419 841 656. dpalamountain@bigpond.com
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Property Officer	Trish Evans and Malcolm Johncock
Chapter reps	Chairman and Secretary

CHAPTER CALENDAR

General Meetings held 4th Friday the Lutheran Church South Terrace Kapunda at 7.30 p.m.

FEBRUARY 16th Saturday. Twilight Run and Dinner. Meet Hill Street 5.30 p.m. to leave for Greenock Tavern. Booking has been made for 16. Please let Dale know of your attendance by mid week i.e.13th so we can let Greenock know of any major changes.

FEBRUARY 22nd. Meeting

MARCH 17th Sunday. Clare Swap Meet . Make your own way and support the Parent Club. Gates open 7.30a.m. \$10 entry fee for buyers and sellers.

MARCH 22nd. Meeting

APRIL 25th Anzac Day. Meet at Dutton Park 10.30 a.m. for our usual Anzac biscuit morning tea (We provide biscuits). "PICNIC AT THE PINES". Come and see the changes the Pines Committee are making. BYO Everything. There are some tables and seats at the Pines.

MAY 5th Sunday. PICNIC DAY AT BALAKLAVA being arranged by Trevor Alm of the Mother Club. Departure time not yet arranged as we are awaiting details which will be in the NARC Calendar. Probably a fund raising barbecue.

MAY 24th. Meeting

NARC Camp Out Weekend 15th - 16th June 2019

Programme has been organised for the Saturday and Sunday but may be subject to minor changes.

Saturday 15th June

- 10:30. 11:00 arrive at She Oak Log Community Hall and have tea and coffee waiting for the stragglers to arrive.
- 11:15 - 1:30. Bob Ahrens will give a talk on the She Oak story followed by a guided tour of the museum and the original cottage.
- 1:30. Lunch supplied by a She Oak Log community organisation.
Cost for tour and lunch \$35
- 3:00. Tour of Ahrens silo making factory which is walking distance from the museum and community hall.

She Oak Log museum would have one of the largest collections of small working steam engines in one area plus tractors and stationary motors.

A large percentage of steam engines are in working order running on compressed air.

The cottage is well worth a visit.

The silo manufacturing plant owned by Ahrens is one of the biggest in Australia with the capability of building 2000 ton transportable silos.

This may not appeal to all (possibly the ladies) who may like to go shopping or wine tasting in the Barossa.

Dinner will be at The Vine Inn Nuriootpa.

Sunday 16th June

The Barossa Valley Preservation Society will provide breakfast as well as a tour of their new premises and exhibits.

Cost for breakfast still to be negotiated.

Accommodation to be the individuals responsibility. eg: caravan park, motel etc

Numbers attending events / lunches etc will be required when official documentation is available

CLUB REGISTRATION TRIVIA

For those who may be interested, as at January 20th, NARC has 213 vehicles issued with log books under the Club Registration scheme.

These 215 vehicles are owned by 110 of our members, and are comprised of 163 cars, 39 trucks / utes / vans, 11 motorcycles and 2 trailers.

Excluding the two trailers, 64 makes are represented, as follows:

26	Ford
22	Holden
16	Chevrolet
10	Austin, Chrysler
9	Mercedes Benz
6	Buick, Volkswagen
4	Hupmobile, Jaguar, Morris, Triumph
3	Auburn, BMW, Citroen, Honda, International, Plymouth, Willys (Whippet and Overland)
2	Daimler, De Soto, Essex, Hillman, Humber, Packard, Pontiac, Porsche, Riley, Rolls Royce, Rover, Suzuki, Vauxhall
1	Amilcar, Bentley, Borgward, BSA, Cadillac, Chandler, Commer, Datsun, Diamond T, Falcon Knight, Flint, Gardner, Goliath, Gray, Haflinger, Indian, Jeep, La Buire, Matchless, MG, Mitsubishi, Nissan, Norton, Panther, Rambler, Rugby, Scott, Singer, Studebaker, Velocette, Volvo, Wolseley.

By age, log-book vehicles are disposed as follows:

1910 – 1919	4
1920 – 1929	47
1930 – 1939	15
1940 – 1949	2
1950 – 1959	48
1960 – 1969	43
1970 – 1979	25
1980 – 1989	19

In compiling this information, I am reminded that there are several vehicles currently registered for which owners have not had their log book replaced or endorsed for the current financial year. I know we have a lot of vehicles registered under the scheme that are never used, but please be reminded – **IT IS AN OFFENCE TO DRIVE A CLUB-REGISTERED VEHICLE WITHOUT HAVING A CURRENT LOG BOOK FOR IT.**

Graham

TRIP TO THE FX-FJ HOLDEN NATIONALS MURRAY BRIDGE

Show and Shine Day. 29th December 2018..

Left Crystal Brook around 6.30am, headed to Port Pirie to drop the dog off at our friends place for the next three days. Down Highway One to the Gawler turn off, very busy through Gawler onto Lyndoch and Williamstown then Birdwood. First stop visit the Birdwood Mill Auto Museum and lunch.

Spent three hours looking through this wonderful institution always worth the time spent here. Very hot and dry on the drive through the hills to the lovely town of Mannum for our first night. During the afternoon we walked around Mary Ann Reserve with the PS Marion moored near the dry dock. Walked along both sides of Randell Street checking out all the antique shops. Tea at the Hotel then retiring to the Motel for the night, with it's great views over the Murray. An early start Saturday saw us following alongside the river, for this stage of the drive to Murray Bridge.

Arrived right on opening time, at the Murray Bridge Racecourse. venue for the FX-FJ Holden Nationals Show and Shine day. To me this is the perfect location, so easy for South Australians to attend this great event. Large Grand Stand, covered eating areas, lots of tables and seating for groups to gather and chat, good amenities, large lawn areas for the displaying of the 150+ Holden's on show, shade trees every-where. There were many private classic cars seen in the very full public parking areas. Plenty of stall holders and a good variety of food and drink vendors.

Occupied the day watching the Rocker Cover races, looking around the auto displays and stalls while listening to groups playing music of the 60's. We were here to see the cars so this meant many hours spent walking up and down the row after row of FX-FJ Holden's. Original, restored, partly restored, modified and customized all classes covered. The standard of workmanship just gets better and better with some of the best panel vans and ute examples I have ever seen. This is truly an early Holden buffs heaven. Met up with many old friends from past Nationals, lots of catching up done! Good friends, good food and drink all this on a top day for all us Holden lovers. Well done to all involved!

Late Saturday afternoon we drove down the Freeway to the Hahndorf Motel for the night. Bought tea from a nearby cafe then back to our Motel after another great day. Sunday saw an early breakfast, more shops and another tin enamel sign for the garage all done! Headed off past Adelaide north to Crystal Brook via Pirie and home. Another busy three day 640 km adventure touring country SA. Love it!! Steve..



All the period accessories!

Australia Day 2019 Kapunda Chapter



Our little group in a corner

Cars and members from the Barossa, Gawler, Maitland and Kapunda Clubs participated. Cars attending ranged from Ford T's to Rolls Royces.



Now he's dreaming about a 1924 Rolls Royce doctor's coupe

A good number of Australian built cars were on show and perhaps this can be the theme in future years. An enjoyable day was had by all. Malcolm Johncock.

The Kapunda Chapter hosted this years Australia Day combined Veteran, Vintage and Classic car clubs picnic at Bethany Reserve in the beautiful Barossa Valley.



Brian dreaming about a V12 Jaguar

The day gave the owners an opportunity to showcase their hobby in a laid back atmosphere. Dale Palamountain acted as DJ, playing a range of Australian music and songs as background music.



Ah! I've found what I was looking for at last. My DS Citroen



Patrick Makin's 1948 Land Rover



Australian made for Australia Day

A venture into steam and then running out of steam.

In the early days of the Booleroo Steam and Traction Preservation Society I had my first experiences in restoration projects, starting with an Anglo oil engine, followed by a Hornsby Akroyd engine. Another project was dismantling the Benz engine at the Laura flour mill, this was a very convenient project as the mill was at the end of our street and the engine room was equipped with an overhead gantry for the lifting the heads, pistons and con-rods, cylinders and top half of the crank-case and running them clear of the base and crankshaft.

Time came when I felt I needed a more involved project. I decided that cars would not come into the equation because things like upholstery, panel beating, quality painting and chrome seemed too intricate to make a success of. Steam seemed to have a certain appeal, so I expressed interest in restoring a portable engine that was housed at Booleroo. I discovered that there were some questions regarding ownership of that particular engine and that it could take a lengthy time to sort things out.

However, I was told that there was a portable engine on the banks of the Darling River at Billilla Station south of Wilcannia that was for sale, it was described as being a good engine for restoration and it still had the original paint work.

I was given the offer of being driven up in a truck to collect it and deliver it back to Laura for the cost of the fuel.

I took up the offer and we set off early on a Friday morning. It was a warm day and we stopped at the roadhouse at Little Topar between Broken Hill and Wilcannia for lunch, we asked for a cold serve, when the order was delivered to the kitchen what we heard was more like a hot serve "What the hell do they want to eat for?". We were then wondering what sort of a concoction we were going to be served, but it ended up to be a top class meal.

On arriving at the station I had my first glimpse of the engine, close alongside the shearing shed where it had been used to drive the shearing plant. It did not look like I imagined it would, there was more rust than paint, the flue was broken and half rusted away and as for the original paintwork well you could see by the faded powder where some of it had been. It was too late to back away so we proceeded to get it loaded onto the truck. There was a loading ramp not far away so the chap from the station towed it with his Land Cruiser and after being bogged in a couple of rabbit burrows it was at the ramp and ready to winch onto the truck. Once loaded we went back to Wilcannia and stayed the night at the motel.

I had another look around the engine there and I thought it looked better than it did at the station in fact each time we stopped on the way home it looked better. By the time we got back to Laura I thought it was pretty good. Being at the shearing shed and not visible from the road was a blessing as I found that it was complete including all of the brass drain pipes, whistle, pressure gauge and brass bands around the boiler lagging.

The first job was to strip it down completely and remove the boiler tubes which were in shocking condition, either caked in scale or rusted through. Once the boiler was cleaned back as close as possible to bare metal it was time to have it inspected by the boiler inspector. He checked it over and confirmed that it was suitable for restoration.



As found at Billilla Station



Loaded up ready to go

Work to be done included all of the stays around the fire box to be drilled below plate depth both ends and crack detection grooves made in the boiler plate over the lap joints and new tubes fitted.

Fortunately boiler tubing of the right diameter was still available and I was fortunate in being able to borrow the correct size tube expanders from Golden North to install them. Drilling the firebox stays was straight forward but time consuming, from memory there were over 100 and they have to be drilled each end slightly deeper than the thickness of the plate. The stays are threaded rods that go between flat areas of plate around the sides and ends of the firebox to stop the plates ballooning under pressure, they are screwed into both plates and the riveted over on the outer side. If they fail it is usually at the inner edge of the plate, being drilled there will be a release of water or steam through the hole.

The crack detection grooves are cut to a depth of half the thickness of the plate and are located in the outer plate over the inside edge of the lapped riveted longitudinal seam in the boiler barrel, the idea being that the flexing of the plates under pressure may start a crack in the outer plate where the inside edge of the seam is pressing against it. If that does occur steam will escape when the crack reaches half plate thickness.

When that work was completed and it passed a hydraulic test to 250 psi he indicated that provided it passed a further test under steam he would issue certificate equal to the original working pressure of 150 psi.

Although very faded there was enough evidence to identify all of the line marking and in places protected by the brass band, the original colour could be matched fairly closely. After everything was painted, polished and reassembled it was time to raise some steam, by this time the original boiler inspector had retired and the new one was more cautious, he issued a certificate for 100 psi, the drop did not worry me as I would have been happy with 30psi as that was enough to give a good sound from the whistle.

Next job was to get it to Booleroo, I decided I would try and get a permit to tow it with my short wheelbase series 1 Land Rover. I went to the Motor Vehicles Department to see what could be done. "How do I get permission to tow a portable steam engine from Laura to Booleroo Centre?" "What is it?", "Is it a trailer?" "How heavy is it?" "About 5 tons" "If it is a trailer it will have to have brakes" Out comes a sheet of regulations, "Have a look through this" Eventually I found a ruling which said that provided the speed did not exceed 20km per hour there was no stipulation about weights and brakes. I think we both wanted a way out so I was given a permit, after getting home I studied the specifications further and found that there were specifications for the size of materials used to make the A-frame tow bar, luckily the bar I had made reached the minimum requirements. A three-hour trip to Booleroo was made without incident apart from leaving faint white crushed gravel lines in the bitumen.

I enjoyed operating the engine for several years but having no means to transport it meant that I could only operate it one day a year. Eventually the cost of registration rose to \$75 per year and having to spend one day having it inspected by the boiler inspector and another getting it ready for the Rally and sometimes another to pack it away the gloss started to wear off so I eventually sold it, Merv Robinson being the buyer.

Some years later I ended up involved in upholstery, panel beating, painting and chrome, so I learnt you should never say never.

Brian Beyer



On the way to Booleroo



On display at Booleroo

South Australia's premier

SWAP MEET



by The
Northern Automotive
Restoration Club
(S.A.) Inc.

Sunday 17th March 2019

CLARE SHOWGROUNDS

Gates Open 7.30am

FREE SITES

Booking not
necessary

- ☆ Craft Displays ☆
- ☆ Interstate Traders ☆
- ☆ Catering & Refreshments ☆

Run by enthusiasts for enthusiasts

NO CAMPING ON SWAP MEET GROUNDS

NO DOGS ON SWAP MEET GROUNDS

Admission \$10 per person

(Children under 14 free)

Enquiries to Swap Meet Convener

Graham Goode P.O. Box 118, Clare, 5453

Phone (08) 8842 3731 or 8842 2417 A/H

Ferg Mahon 8842 2107 or **Craig Thomas** 0429 001 242

For more information visit www.narc.org.au

MOONTA SHOW 'N' SHINE

Sunday March 10th 2019

Moonta and District Progress Association

Moonta & District Progress Association PRESENTS

Moonta's 5th Annual Show 'n' Shine
Gates open 9am - 3pm Admission \$5
Children under 14 Free
Food Stalls
Milne Terrace Moonta SA 5558
Ph 0479 065 292
Email: cacmoonta@gmail.com

Please let your members know that the entry form will be on the website www.moontaprogress.org.au for downloading of form. Any further information that is required please ring 0479 065 292.



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

INVITE YOU TO PARTICIPATE IN THE FOURTH ANNUAL

GAWLER TO BAROSSA VETERAN & VINTAGE RUN

SUNDAY APRIL 7th 2019 FOR VEHICLES UP TO & INCLUDING 1930 ONLY

Motor Cycles & Commercials included

STEINBORNER

SPONSORED by **AUTOMOTIVE-BAROSSA**

\$10 ENTRY

INCLUDES MORNING TEA

Entries: David Prest: 0438 112 266. vvrn@gawlercarclub.com

Run Director: Geoff Mob: 0437 689 973

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

N.A.R.C.'S 2019 Swap Meet: **The 41st Year at Clare**

- The Lions Club will again provide full catering on the grounds, with the NARC ladies providing tea, coffee, sandwiches and cakes.
- A craft display will be in the red brick pavilion and a good range of plants will be near to the gate leading to the arena
- If you are unable to assist the club by working on the roster please notify:
Graham Goode (08) 8842 3731 or 0418 894 304
Ferg Mahon (08) 8842 2107
- Ladies of the Club are asked to support the Swap Meet stall, by providing slab cakes or small cakes, or by helping on the day. Sandwiches will be made on the day.
Inquiries to Rosemary Goode 8842 2417
- The setting up of the grounds and buildings will be held on Saturday 16th March, commencing at 9.00 am. Your assistance is greatly appreciated.

NARC members are invited to a bar-be-que on the Saturday night from 6.30pm, at the home Graham and Rosemary Goode, 24 Beare St Clare . For catering purposes, please contact Graham Goode on (work 8842 3731 or ah 8842 2417) by Wednesday 13th March, if you intend coming.

Members Please Note: NARC will have a club site near to the lions catering area. All items will need to be clearly priced and they will need to know numbers using the site and the type of treasures being sold, so that we can allow enough room.

For more information contact: Craig Thomas 8662 6203 and Andrew Weckert 8846 2124

ON THE DAY:

Members are asked to report to the Secretary's Office prior to going to your rostered position as you are required to collect a NARC jacket and to sign in, as a part of the Clubs duty of care. Please wear the NARC (Yellow jacket) provided and return it to the Secretary's Office when finished. It is extremely important that you abide by both directives.

Members are reminded that their assistance at the end of the day, to dismantle and clean the site is greatly appreciated. Please bring leather gloves.

This is a major event for NARC. We would appreciate help from any new members especially to help clean up. Contact Graham Goode for more information.

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

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

Swap Meet Roster

Main Gate – opposite Caravan Park entrance.

7 am to 8 am Winston Francis Robert Jaeschke Jamie Butler	8 am to 9 am Peter Eaton Paul Wilson	9 am to 10 am Malcolm Mill Andrew Alm	10 am to 11 am Daryle Johns Ian Warnes	11 am to 12 noon To be advised
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Marshalls for site area:

7 am to 8.30 am Trevor Alm John Birrell Graham Goode Merv Robinson	8.30 am to 10.00 am Peter Lehmann Dale Loffler	10 am to 11 am Kelvin Stinger Richard Hughes
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Stock Gate: (Only Main Gate will be open after 8.00 am)

7 am to 8 am Dean Manderson and James Duggan

Car Parking:

7 am to 8 am Graeme O'Toole Shane Jeisman	8 am to 9 am Jim Puust Wayne Hobbs Roger Boehem Alex Ryan	9 am to 10 am Trevor Naismith Jonathon Hancock	10 am to 11 am Colin Kaehne
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Southern Gate: (Only Main Gate will be open after 8.00 am)

7am to 8 am Keith Poole and Ian Radford

May be called upon to help on the day

John Carter, Bruce Davies, Tom Hopkins, Ron Leighton, Neil Stevens, Andrew Murrie, Mark Weckert, Darren Benda, Graham Burgess, Brett Colliver, Graham Correll, Tony Milbarra, Ivan Venning and Steve Hyde.

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

NORTON INTERNATIONAL 1931-1958(1959)

Norton won its first Isle of Man TT in 1907 with privateer Rem Fowler taking the Multi-Cylinder class at 36.22mph. Interestingly his pit crew was factory founder Pa (James Lansdowne) Norton. For the next five decades Norton often led the pack on the race track.

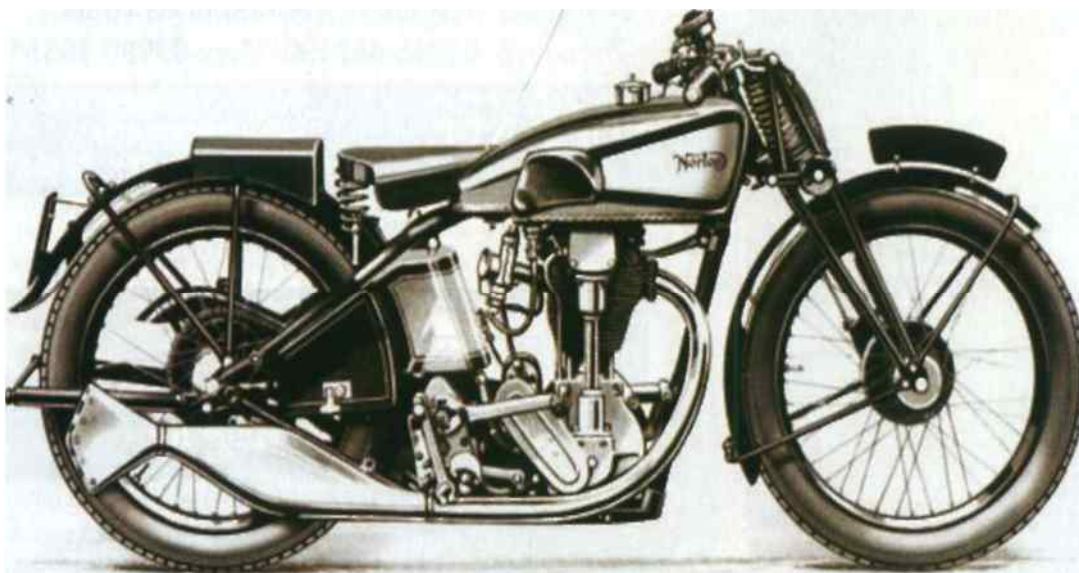
Norton was 'the racing factory' and many motorcyclists wanted a piece of the action, the factory obliged as did many rivals. Again Norton moved ahead of the sporting pack with clever marketing coining the term

'Unapproachable' in 1908. Like rivals it

marketed Tourist Trophy models then as the world readied for the First World War it unveiled the BS and later BRS, Brooklands Special and Brooklands Road Special, each sold with a certificate guaranteeing the engines had lapped Brooklands at 65 or 70mph respectively and after the war this became 70 and 75mph.

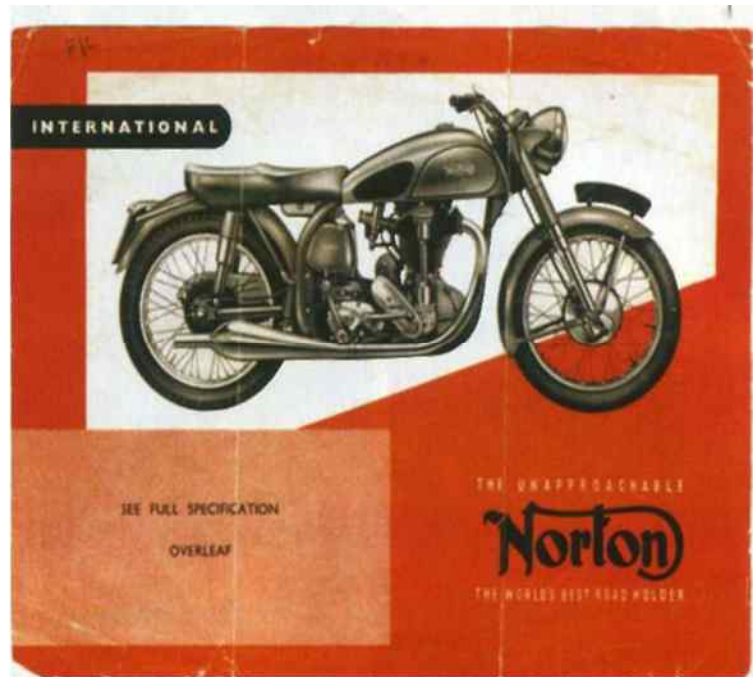
During the winter of 1926-7 Walter Moore designed the first overhead camshaft engine for Norton and Stanley Woods helped with development. While many claim the design was flawed, it was sound enough for Alec Bennett to win the 1927 IoM Senior TT @ 68.41mph and was progressively developed by Moore, then Arthur Carroll and Joe Craig honed the unit to an ultra reliable race winner.

A few 'over the counter' race models were marketed but steadily became removed from the



The 1933 International - Model 40 .. 350cc.

Priced at £90 and £82.50 respectively they were road versions of the racing ohc racing Nortons which dominated Europe and scorched to an IoM double victory in 1931. Many stripped these for racing too.



1954 model

requirements of many fast road riders leading Norton to unveil in September 1931 two super new models with the speed merchant in mind - the ohc 490cc Model 30 and 348cc Model 40, in another masterstroke both gained the name International.

Rather than dismiss them as cut price tame racers the press positively welcomed the new models in glowing terms, *The Motor Cycle* scribe penned, "these really are genuine replicas of the Nortons raced during the year." Specification included a downdraft Amal carburettor, large oil tank and positive stop 4-speed Sturmey-Archer gearbox. As if to underline the point the existing 3-speed ohc CJ and CS models remained in the Norton catalogues. Alongside the 350 and 500 Inters the factory built works race replicas for 'selected' rider/entrants and evidence of factory record cards details how the famous International and Manx (racing) names came into being. As each model progressed through the assembly shop a card was affixed to it, the Model 30 and 40 had the word Inter (International) while the race prepared models had the word Manx scribbled on their assembly cards.

Over the years the Manx and International models diverged with the Inter becoming more a model for the fast road rider rather than a dual-purpose road/race motorcycle. After the Second World War its Webb girder front forks were replaced with Norton Roadholder telescopic front forks and later the famous Norton 'Featherbed' frame was adopted. From 1956 the factory scaled down promotion and production of the Internationals, the last few dozen hand-built largely from existing spares. Officially 1958 was the final production year but it is claimed two were built in 1959.

Norton International

Engine
Capacity
Bore x stroke
Gears
Top speed, road trim
Top speed, racing trim

Model 40

Single cylinder ohc
348cc
71 x 88mm
4
80 - 85mph
90+mph

Model 30

Single cylinder ohc
490cc
79 x 100mm
4
90 - 95mph
100+mph

(from Old Glory Magazine written by Richard Rosenthal)

4


"WHIZ" BATTERIES *obtainable only at* **BOANS!**

6 Volt 11 Plate BATTERIES
£2/5/-

"Whiz" 6 volt 11 plate Batteries to suit Ford Model T, Chevrolet, Rugby, Whippet, Overland or any similar car or truck with a 6 volt system. Built of the best materials, in a rubber case, supplied fully charged and ready for use. £2/5/-. Guaranteed 15 months.

6 Volt 13 Plate BATTERIES
£2/17/6

"Whiz" 6 volt 13 plate Batteries to suit Essex 6, Rugby 6, Buick, Erskine or similar cars. Rubber case and best materials; fifteen months guarantee; supplied fully charged and ready for use. £2/17/6



12 Volt BATTERIES
£4/2/6

"Whiz" 12 volt Batteries for all makes of cars or trucks, fitted with a 12 volt system; 15 months' guarantee! supplied fully charged and ready for use. £4/2/6.

6 Volt Model Ford A BATTERY
£3/3/-

"Whiz" 6 volt 13 plate "A" Model Ford type Batteries, made specially for Ford "A" cars or trucks. Usual "Whiz" 15 months' guarantee; supplied fully charged and ready for use. £3/3/-

MOTOR ACCESSORIES ————— SECOND FLOOR

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 **4 Cylinder magneto SEV** or similar ... mid 1920s

Gary Blucher 0458 896 888

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 **Bedford 2 ton** truck 1954 A series chassis no. A3LC60125H

Engine no. A2A3 53167 Motor runs no smoke. Driveable 82,500 miles

Tray not good. Ready for restoration

\$800 Col 0417 512 444 Jamestown

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

Wanted **HOLDEN EH Ute** for restoration Trish Evans 0404 085 775

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

Ariel Square Four 1955

