

THE 'CON-ROD'

Official Newsletter

MARCH / APRIL 2019 No. 260





Est. 1974

45th ANNIVERSARY CELEBRATIONS

11/9/1974

14 /9/2019

MOONTA BOWLING CLUBROOMS



45th ANNIVERSARY RALLY

14th and 15th September 2019

A weekend of History in the Copper Coast

Programme for the Weekend.

1. A Happy Hour Get-together will be at the Moonta Bay Caravan Park from 4.00pm.
BYO Drinks and Nibbles and chair if required.
2. Saturday 10.30am.
Meet at Moonta Mines Museum to confirm registration.
A Guided Train ride through the Historic Moonta Mines can be arranged, Please advise if interested.
12 noon Cornish Pasty Lunch
Visit Historic places of interest that might interest you.
Moonta Mines Museum, Train Ride through the Historic Moonta Mines Heritage area, Miners Cottage, Hughes' and Richman's Engine Houses, Moonta Mines Uniting Church.
Own expense at the venues you may wish to visit.
3. Saturday Night Dinner at 6.00pm in the Moonta Bowling Clubrooms.
Choice of
Pan fried Salmon Fillet, steamed baby potatoes tossed in herb & Garlic butter, steamed Green beans and rich verjuice, cream and butter sauce
Eye Fillet Steak, creamy garlic mash potatoes, roasted eschallots, sautéed spinach, red wine jus
Chicken Breast butterflied, layered with baby spinach, semi dried tomato and feta cheese, wrapped in proscutio and baked, served with creamy mashed potato, green beans and balsamic glaze.
Pork Belly slow braised then oven roasted, crisp slaw of julienne apple, fennel and pear and sweet Caramel and chilli sauce.
and desserts -
Tangy baked Lemon Tart served with double cream
White and Dark layered Chocolate Mousse served with berry coulis and fresh strawberries
Vanilla bean panna cotta with spiced coconut and rum balsamic caramel.
4. Sunday Picnic style Lunch in Queen Square, Moonta at 12noon.
Queen Square is an **Alcohol Free Area.**

Tea and Coffee will be available at Lunch venues.

Accommodation:

Moonta Bay Caravan Park
Tossell Street. 8825 2406

Moonta Bay Cabins,
40 Coast Road. 0417 471 251

Patio Motel
196 Bay Road. 8825 2473

Seagate Moonta Bay Motel
171 Bay Road. 8825 3270

Contact information—Graham Goode—

Box 118, Clare, 5453
Phone 08 8842 3731 Mob. 0418 894 304
Email: graham@gooderestorations.com.au

Graham Correll—

Phone 08 8827 3213 Mob. 0408 273 204
Email: kulburri@bigpond.com

N.A.R.C. 45TH ANNIVERSARY RALLY

14th and 15th September 2019

A Weekend of History in the Copper Coast

CHECK LIST TO ENTER RALLY:- There are 2 pages you need to complete.

1. Complete the details below and send your cheque (payable to THE NA.R.C. S.A. INC.) or use direct debit details as follows –
BSB 015-552 A/c 414239425

You must read and sign the IDEMNITY DECLARATION.

Name: _____

Address: _____

Phone: _____ **Your Club** _____

Vehicle Make: _____ **Year** _____

Body style: _____

Registration No: _____

My party will consist of _____ **Adults** _____ **Children**

Names of all attending _____

Accommodation should also be booked A.S.A.P. It is your responsibility.

Return Completed Entry Forms by Friday, 16th August to –

N.A.R.C. S.A. INC.
Secretary, Moranne Coombs
P.O. Box 302
MOONTA S.A. 5558



**MOONTA
CARAVAN
PARK**

	Meals	Number Required	Fee Each	Sub Total
Friday 13th September From 4.00pm	Happy Hour at Moonta Bay Caravan Park B.Y.O. Drinks and Nibbles and Chair if required. Meals available at Patio Motel. 'Pier 22'		N/A	
Sat 14th - 10.30am 12.00 noon	Registration at Moonta Mines Museum. Lunch –Cornish Pasty _____ Meat Pie _____ Visit - Museum, Train Ride, Miners Cottage, Hughes' and Richman's Engine houses Moonta Mines Uniting Church. <u>Own expense as required</u>	_____ _____ - _____ _____ _____ _____	\$5.00e a.	
Saturday 14th – 6.00pm Dinner at Moonta Bowling Club rooms.	Choice of Pan Fried Salmon (GF) _____ Eye Fillet Steak (GF) _____ Chicken Breast Roulade (GF) _____ Pork Belly (GF) _____ Sweets – Lemon Tart with Double Cream _____ Duo White/dark Chocolate Mousse _____ Vanilla Bean Panna Cotta _____ _____	_____ _____ _____ _____ _____ _____ _____ _____	\$30.00	
Sunday 15th 12 noon	Picnic in Queen Square, Moonta Bring a Chair <u>Alcohol Free Area.</u>		\$13.00	
Rally Entry Fee	Entry Fee per Vehicle – includes one Rally Badge.			\$40.00

Please notify us if any dietary requirements for Saturday nights meal.

NO REFUND for Meal if non attendance.

Total Amount \$ _____

Entries received after the 16th August WILL NOT be accepted.

Indemnity Declaration

In consideration of this entry, I/We agree that the promoting committee and its associated organisation (N.A.R.C.) will in no way be held responsible or accountable for the loss or damage to a participating Vehicle, its parts or accessories and personal effects, or of any damage caused by such vehicle or any participant by entering, driving, or being a passenger in this rally. I/We thereby waive the right or action at law against the committee, its organizers, their representatives and agents.

All vehicles will be roadworthy, appropriately registered and drivers must be the holder of a current driver's Licence for the class of vehicle being driven, and must abide by all road and traffic laws.

Reminder; if on Historic Registration, log Books must be filled in and signed daily.

Signed by the entrant _____

Name of the entrant _____ Date ____ / ____ /2019

NARC 45TH ANNIVERSARY RALLY

Just a reminder if you intend going to the 45th Anniversary Rally, to book your accommodation sooner rather than later. The Moonta Bay Caravan Park has beautiful views overlooking the sea and has ample powered and unpowered sites as well as plenty of cabins. If you would prefer motel accommodation within walking distance, the nearby Moonta Bay Motel (formerly Patio Motel) has 19 rooms and is now part of the Caravan Park. The motel's adjoining restaurant is now called Pier 22 and will be ideal for a get together for those who will be there on Friday night.

If anyone is after budget style accommodation, Moonta Bay Cabins are on the Coast Road between Moonta Bay and Port Hughes and more luxurious motel accommodation is available at the Seagate Motel on the foreshore.

There is plenty to do and see around the Moonta area which has a rich mining and fishing heritage. Anyone coming can be assured of an entertaining weekend.

Accommodation contact details are:

Moonta Bay Caravan Park
Tossell Street
Moonta Bay 5558
Ph. 08 88252406

Moonta Bay Cabins
40 Coast Road
Moonta Bay 5558
Ph. 0417 471 251

Moonta Bay Motel
196 Bay Road
Moonta Bay 5558
Ph. 08 88252406

Seagate Moonta Bay Motel
171 Bay Road
Moonta Bay 5558
Ph. 08 88253270

If you require any further information, you can contact:

Graham Goode
Box 118, Clare 5453
Ph. 08 88423731
Mob. 0418 894 304
email: graham@gooderestorations.com.au

Moranne Coombes
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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 2019 no. 260

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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

Hi to all

Our busy March schedule is over and our picnic day at Balaklava will soon be here on Sunday May 5th.

So please let the club know if attending.

Also don't forget to book for the camp out on June 14/15th.

On the subject of booking please do so if you are planning to attend the Rally on September 14/15th.

I have received positive and negative feedback on this year's swap meet.

So our planning committee will need to take all into consideration for the future.

Well it should be autumn but we seem to still be getting warm days and even a dust storm.

Lets hope we all get some rain soon.

Tina and I went for a drive to the east and eventually entered the Barossa valley from the East on our way home.

We both commented on how sparse and bare the country was and the lack of true autumn coloured leaves.

Locally vines have not coloured as well with some just turning brown.

Vintage was down on red varieties across most districts so stock up if you like a glass of red wine.

The white varieties performed well so I guess you could change.

Welcome to the new members and to those who have contacted me about joining lately.

Good to see new faces at our meetings.

I hope that you support our next regional meeting in Port Pirie at the Yacht Club.

These meetings have seen the attendance of members and visitors who are not always able to make our other meetings.

See you all soon and remember to keep smiling.

Regards

Ian

FRONT COVER

David Illiffe's 1971 HQ Monaro GTS was only a rolling shell 15 years ago, when he got the car. He has spent almost every day of the past 2 years doing it up as close as possible to GTS spec. It runs 308 V8, m21 high ratio Aussie 4 speed g/box and 308 non slip, disc brake rear end.

*Before work
started*



NARC Calendar

April	11th	General Meeting – Royal Port Pirie Yacht Club at 8.00pm Opposite Spencer Nissan on Main Road.
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, Kernewek Lowender
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 4
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

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.
	26th	Kapunda Trotting Track Sites: Under cover \$15 Outdoor \$10 Adults \$5, Pensioner \$3, under 16 Free Sellers 7am Buyers 8am Rodney Whenan 0428 956 462, kapharn@yahoo.com.au
June	9th	Kadina and show'n'shine and market - Showgrounds, sellers 7am buyers 8.00am 3.00pm \$5 Under 14years Free. kadinashow@bigpond.com Belinda White: (Swap Meet/Market) 0409 333 913; Bradley Hicks, (Show and Shine) 0429 351 227 Kadina AH & F Society Box 313 Kadina 5554
	16th	Sedan at Football Oval sellers 6am - \$5, buyers 8am - \$5 per person Dennis McCarthy 0427 120 640
July	28th	All Makes Globe Derby Harness Racing, Dry Creek. Sellers \$15 (7.15am) Buyers \$5 (8.10am to 12) Enquiries 83652730

- 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.a
- 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

Other Events of Interest

- April 14th Rock 'N' Roll Rendezvous** National Motor Museum Birdwood . Gates open 10am ..
- 20th GT Falcon Nationals** Adelaide Showgrounds, 50 years of the GT. www.nafgtc.asn.au/gtnationals/
- May 11th Port Augusta Motor Show** Wharflands Esplanade, \$15 Spectators: 10am to 4pm Event Cars: 7am to 10am Angela 0407 410 216
- 19th Tea Tree Gully Historic Car And Motorcycle Show** at Waterworld Golden Grove Road, Ridgehaven, 10:00-3:00 Register at <https://ttghvs19.eventbrite.com.au>
- November 8-11th National Chevrolet Festival** Renmark AI 0402 855 129 Paul 0411 676 884 and on Facebook

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

NARC Camp Out Weekend 15th - 16th June 2019

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 individuals responsibility. eg: caravan park, motel etc

Please advise secretary Moranne of numbers attending

FROM THE KAPUNDA CHAPTER

Chairperson	Dale Palamountain 85811071. 0419 841 656. dpalamountain@bigpond.com
Vice Chairperson	Leah Chidgey. 0417 833 442. ijee@live.com.au
Secretary	Malcolm Johncock. 8566 2603. 0418 173 299
Treasurer	Dianne Palamountain
Events Coordinator	Robert Stapley. 0414 780 395
Sub Editors	Brian and Irene Woodcock. 8566 3585. 0400 294 521
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.

APRIL 25th. Thursday. Meet at Dutton Park at 10.30 a.m. for our usual Anzac biscuit morning tea (We provide biscuits).
PICNIC IN THE PINES BYO everything and come and see the changes the Pines Committee are making. There are a few tables and chairs at the Pines.

APRIL 26th Friday. Meeting

MAY 5th Sunday. BALAKLAVA. Joint Event with the Mother Club. BBQ \$12.50 per person. (\$25 but subsidised 50% by the Club). Numbers will be needed. Let Dale know if you are coming and we will leave Hill St at 9.30 a.m.

MAY 24th. Friday. Meeting

JUNE 15th Saturday. The Mother Club is having a camp out at She Oak Log, and we can join them for some or all of events planned. See details on page 4.

JUNE 26th. Friday. Meeting

JULY Activity yet to be organised.

JULY 26th. AGM Meeting.

Power Of The Past 9th & 10th March 2019

This year's event was, I consider, another great success despite a few changes to the venue and fewer entries and attending public. With the N.H.M.A. rally coming up two weeks later the lack of some of the larger engines and exhibits was to be expected.

The new venue outside the oval area this year was necessary as previous years incurred damage from heavy steel wheels and fuel spillage to the grassed surface. Although less appealing than rows of "Old Iron" sitting on green turf, the two days of excellent weather made up for this.

The NARC entry this year consisted of John Birrell's 6 H.P.

cold starting Lister Diesel of 1947 driving a C.1950 Kelly and Lewis centrifugal pump, Graham Burgess' 1930 Scott "Flying Squirrel" 600c.c. two stroke motor cycle and my 1953 Lister DH3 2 H.P.



John's Lister

eleven years and has been successful in winning quite a number of awards .

At this stage unless I hear from more members wishing to exhibit at 2020 Power Of The Past I am considering a change of venue starting later this year to the "Hit 'N Miss" rally at Benson Park in the Riverland. Please contact me if

engine driving a Challenge electric Co. 42 Volt D.C. generator.

Our club was the only one to fill all the feature exhibits and as such, we once again brought home the club award. We also gained the Lighting Plant award for the Lister DH3.

Our club has been represented at the Power of the Past for the previous

Craig Thomas.

Craig's C. late 1920s. Stearns Delux Farm Lighting Plant.

Graham's Scott



Craig, John, Graham and Charles Lee



Craig's Lister DH3 lighting plant



S.A. HISTORY FESTIVAL



OPEN HISTORY DAY IN MAY.

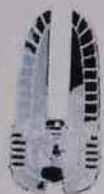
THE OLD. YACKA MOTOR GARAGE.

See the ongoing restoration of the Garage [1926] including the newer GMH-Dealer Showroom area [1948]

See early Holdens as they were found, undergoing restoration and complete cars. View Garage equipment, tools, parts, Tin signs and old photo's. With the old CFS shed, oil storage room and service ramp at the rear, plenty of shady trees.

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

HELP REVIVE YACKA! ALL WELCOME...



Sunday 19th May 2019.

9:00 AM - 6:00 PM



DRIVE YOUR OLD CARS!! Steve; 0419038295

History Month. There are many other events on at the same time, so if you are driving through Yacka, on your way or going home, call in for a short visit.

All Welcome!

Steve..

NARC members cars seen at All British Day



*Graham Correll's
1949 RMB Riley*



*Jim Puust's 1951
Ford Prefect*

*John Birrell's
1953 Austin A30*



Member's Yarns

Growing up in Narridy, a small farming community, I got to know all of the farmers and their families and most of their children that went to school there. I started school at Narridy when I was 5 years old.

My uncle Richard Darley owned a 1926 Essex tourer I remember it because I stayed at his place for a few days while my mother and Father were away. He later sold it and bought a 1952 Morris Oxford and later a 1954 Vanguard utility. Other vehicles I can remember were :- my school teacher Norman Kernich had a 1926 Essex sedan Wally Anderson the son of the local shopkeeper had a 1927 Bean Buckboard but it was up on blocks.

Jack Smith was the mail deliverer he used to go to Merriton and pick up the mail every day and deliver it to the post office in his 1922 Hupmobile tourer. Patrick (Paddy) Smith (No relation) was the postmaster at the Narridy post office and he had a 1936 Ford V8 sedan. Percy Cox was our neighbour and he had a 1926 Chrysler buckboard and it is still on the farm now owned by his son Roger. Jack Liddle was the local blacksmith and he had a 1927 Oldsmobile and he later traded it in on a 1952 or 53 Holden. Tom Brown had a 1927 Pontiac tourer and he sold that and bought a 1955 Standard 8.

Donald Stanley was the local handyman and Jack of all trades helping farmers out at busy times like seeding and harvest and he bought a 1953 Morris Oxford utility brand new. Brian Kelly had a 1922 Dodge Buckboard and it is still in the shed at Narridy - his son now has it. Murray Scott bought a brand new 1954 Ford Customline. Ross Cam had a 1955 Ford Zephyr, Perc Smart a 1947 Dodge, Herb Cox a 1955 Humber Hawk, Brian Nicolson a 1955 Vanguard utility and Colin Smart had a 1950 Morris truck. These are no longer new cars and are now classed as classic cars but I can remember them all very well. Cliff Price also had a 1933 Chevrolet that he sold at a later date. I was also very good at remembering number plates on cars as they were all 5 or 6 numbers in those days and I used to go into Crystal Brook with Mum and Dad when they went into do shopping and I would walk along the street and look at all the car number plates and learn them off by heart.

Leon Darley

The Exciting History of the Development of Grain Harvesting

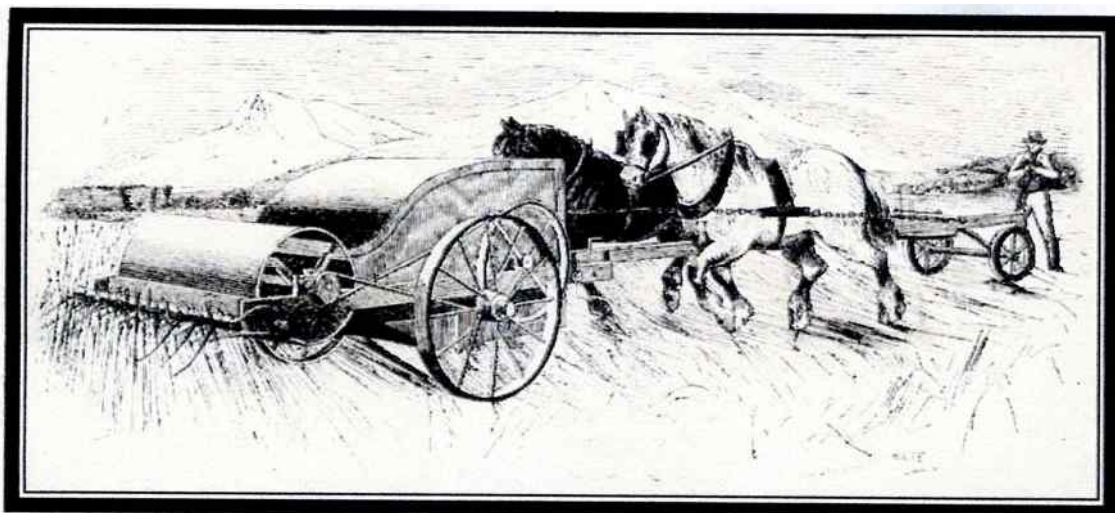
Through the ages gathering the harvest was a backbreaking tiresome chore using the sickle and then the scythe to manually cut the crop and then beat out the grain from the heads and then separate the grain from the chaff.

Many attempts to mechanise this process were made over hundreds of years. One person who is remembered for his contribution to gathering the crop was Patrick Bell of Scotland. His machine was demonstrated publicly in 1828. It was mounted on 2 wheels and pushed ahead of the horses before it was trampled down making gathering it into sheaves much easier. The threshing was done later.

In Australia, South Australia was the granary of all the colonies and by the early 1840s labour was at a premium to harvest the expanding acreage. In September 1843 a committee of the Corn Exchange offered a prize of 40 pounds to anyone devising a method of harvesting the crop mechanically. Several models and plans were submitted but none were considered suitable for recommendation.

One inventor who did not enter the competition was John Ridley who had a machine nearing completion in the factory of John Stokes Bagshaw. One entrant John W Bull claimed that Ridley had seen and copied his model in the competition. The time frame between the competition and Ridley's first demonstration was too close for this to be a possibility. However the controversy raged for years and still does in some quarters.

John Ridley demonstrated his machine at Hindmarsh in October on his tenant's crop. A month later it reaped 70 acres in a week, thus establishing its success. In 1845 he made 7 machines and by 1850 over 50 machines were operating in the colony and others had been exported.



John Ridley's stripper

The demonstration of the machine in 1843 saw the wheat stripped, winnowed, carted 2 miles to Ridley's steam flour mill and ground into flour all within an hour.

Captain Bagot of Koonunga Head Station was one of the first to trial the machine on his Koonunga farm near present day Kadina. Bagot reaped 39 acres of wheat, a good crop 4 feet high, in 60 hours over 9 days. He worked the machine with 6 bullocks and started about 11 o'clock in the morning. Any earlier the straw was too tough. Bagot calculated the cost of harvesting cleaning for market at 3 and a half pence per bushel.

Bagot claimed that with this machine wheat could be grown in the colony for one shilling and sixpence per bushel. It was generally agreed that 2 shillings and sixpence per bushel would be the figure for the average farmer.

John Ridley never patented his stripper, preferring that everyone have the benefit of his idea.

Adamson Bros who had factories in Adelaide and Kapunda were the first to put the horses in front rather than behind the machine.

The benefits of the stripper were soon realised and manufacturers appeared all over the farming areas. Kapunda had several stripper manufacturers ranging from large operations to small blacksmiths. There were 4 or 5 large manufacturers who offered off the shelf components to blacksmiths across the grain growing districts enabling them to build their own versions. Mellor bros. marketed a very efficient comb.

The Kapunda factory of Mellor bros produced 110 of the 180 strippers made in Kapunda in 1864. The Mellor factories at Adelaide and Kapunda were connected by the railway in 1860. The Mellor foundry was located in Adelaide.

Robert Cameron's Vulcan iron works was a large manufacturer in Kapunda with its own foundry building making strippers, railway rolling stock, prefabricated houses and wagons. Adamson bros. were early on the scene building strippers. Hawke and co. do not appear to have entered the harvester market until they released their "Advance" harvester in 1903. By this time they had absorbed Cameron's Vulcan iron works.

In 1857 Mellor bros developed a harvester, a combined stripper and winnower. This failed to make an impact in the farming community as they were just getting their head round changing to the stripper.

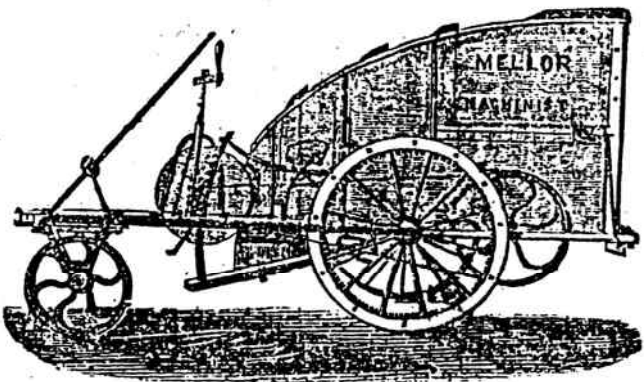
Undaunted Adamson bros demonstrated their axial-flow harvester in 1859 on Mr Kelly's property 'Cambustoon' at Kapunda. Mr Kelly had already ordered one and as soon as he saw it working he ordered 3 more. Mr Kelly one of the larger grain growers in the district had 2000 acres to reap that year. Independent observers at the trial agreed that the machine produced a sample equal to the best a winnower could produce.

James Adamson, the brains behind the invention of the axial flow thresher worked for his brother John at Kapunda. The branches of Adamson bros each appear to have been owned independently by one of the brothers, but all selling the same or similar products.

MELLOR'S GREAT EXHIBITION PRIZE MEDAL REAPERS!

-1866-

KAPUNDA.



ADELAIDE.

JOSEPH MELLOR,

In thanking his Customers and Friends for past Patronage, begs to intimate that having made arrangements for the

SOLE MANUFACTURE OF MR. W. FORREST'S PATENT SELF-ADJUSTING COMB; AND MR. J. GODLEE'S PATENT-LEVER COMB,

He intends giving all who may favor him with Orders the advantage of having the best parts of both Patents combined in each Reaper, which will effect an improvement of 25 per cent. on Machines previously made.

Although One Hundred and Fifty Reapers were made by him in 1864, several applicants were disappointed through not having given their orders in sufficient time.

J. Mellor or his Agents will attend on Saturdays, from 1 to 5 o'clock, at the Rising Sun Inn, Auburn; Mr. Wenning's, Angas Park; and on alternate Thursdays, at the Stockwell Mill, Stockwell, from 12 till 4, commencing Thursday, August 10, to take orders for Reapers, Secondhand machines taken as part payment.

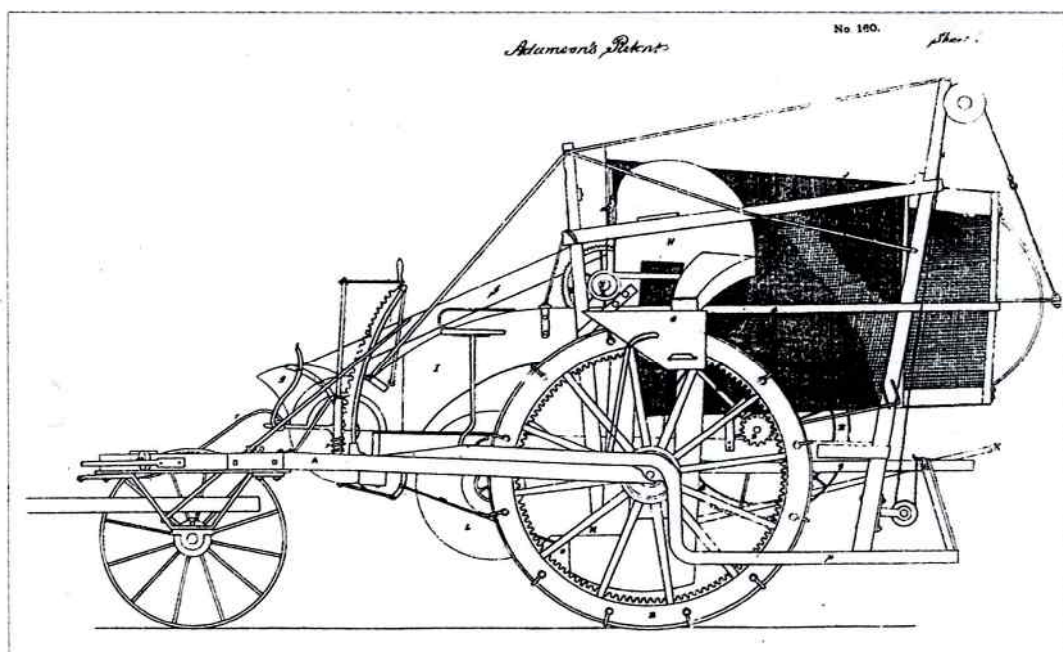
ONE OF THE IMPROVED MACHINES NOW ON VIEW.

Now in course of manufacture, and will soon be ready for Sale, a number of

Superior Winnowers, with Patent Screens,
Spring Carts, Waggon, Drays, Sheep Hurdles,
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Patent drawing of James H. Adamson's reaping machine 1872. (MLSA)

James accompanied his brother John to Kapunda about 1859 to set up the branch of Adamson bros and subsequently left to set up his own branch at Auburn. Although James persevered with the axial flow it was not the commercial success he hoped for.

He opened his Auburn branch in 1865 and with the export potential of his invention in view he left for California in 1872, leaving his nephew James Adamson in charge of his Auburn branch at the same time offering it for sale.

The Americans, while impressed with the sample produced by his machine were not interested in the labour intensive operation by their standards. Viewing the machine as too small for their operations with one farmer sowing 30,000 acres of wheat. About 25 machines were sold in the hilly areas around Oakdale California.

James returned to Australia in 1874 somewhat wiser and poorer. He worked in Melbourne for Mellors Victorian division, Braybrook Machinery Company, on his return for several years.

The South Australian government announced a harvester competition in 1877 offering a prize of 4000 pounds to the successful inventor of a machine to reap, thrash, clean and bag the wheat in one operation.

JH Adamson won second place and was awarded 70 pounds prize money. The competition was run again the following year. No-one ever won one of these competitions, the prize money was just dangled like a carrot in front of a donkey.

One John Kelly of Kelly brothers writing to the paper in 1880 congratulated Adamsons on the performance of the machine. The offer to work the machine for a few days was received initially with an inclination to say no after reading the opinions of the judges and press of the competition. But John Kelly was enthusiastic about its performance. He worked the machine with 4 horses and bagged the grain ready for market. He commented on the wonderful saving of labour that would result from use of the machine. Kelly Brothers had reaped 2,700 acres that year. This is not the Kellys who bought the first machine in 1859.

The axial flow principal was not a commercial success and the idea languished in the patent office archives for 100 years until it was dusted off. Today most of the world's harvesters utilise the axial flow thresher.

It is hard to reconcile the power requirements of the axial flow when it is considered that Adamson's machine required 3 or 4 horses to ground drive a 4 foot 6 inches cut and today's 40 foot cut machine is powered by up to 600 horsepower.

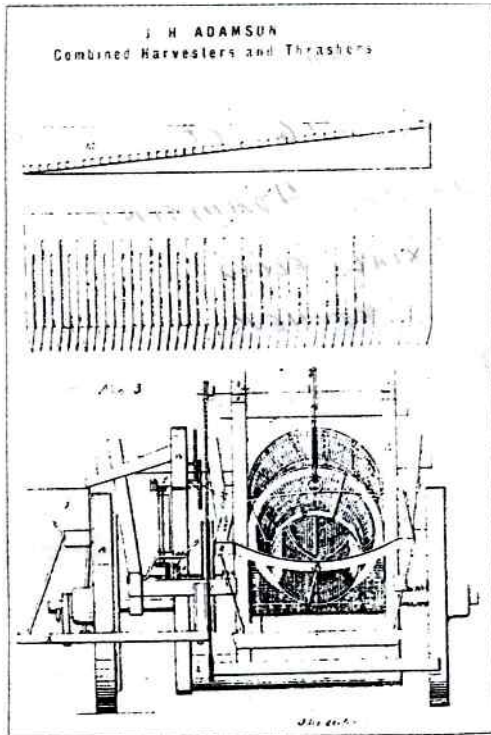
In 1865 County Light of which Kapunda was the centre, produced almost one third of the total wheat production in South Australia. This fact ensured a market for strippers produced by Kapunda's major manufacturers, Mellors, Cameron and Adamson. Other builders included the local blacksmiths, Linkes being one of the larger. The Kapunda Linke is not to be confused with the Linkes at Moculta a few miles east of Kapunda. Linkes towed their strippers to Freeling and railed them to customers on the expanding railway network.

Kapunda being the terminus of the first country railway line had a distinct advantage over its competitors. They were able to rail their products direct to customers in the newly developing areas on the expanding rail network to the north. Mellors and Cameron opened branches in the north at Jamestown, Orroroo, Quorn etc as these areas developed. J Jose at Hamilton a few miles north of Kapunda built many strippers. Mellors bros. ran into financial difficulties in the 1890's and the next generation of Mellors concentrated on their Braybrook factory in Melbourne and their Meadowbank works in Sydney.

Camerons disappeared on the death of Robert Cameron in 1894. He employed up to 120 men on occasions and is regarded as the second biggest manufacturer in Kapunda after Hawkes.

Next issue will look at the advent of the Harvester and Header

Malcolm Johncock



*American patent drawing of
Axial flow thresher*

Beach Holidays, or Uncle Alf

My best childhood memories are of the beach holidays we had when I was a small boy. When I think about it, they are my best memories overall. They were also the only times I saw Uncle Alf Seeger and his family. Uncle Alf came from somewhere in Europe. I don't know if his name was Alphonse or Alfons, but he spoke French and German as well as an overly precise English with very foreign intonation. He was blonde, solidly built and wore rimless glasses and a beige lounge suit. He never seemed ruffled or angry, and seemed to remain cool in his lounge suit when everyone else was sweating in their bathers. He was married to Dad's sister, Aunt Abigail. Dad loathed him. Aunt Abigail, claimed Dad, always wanted to be better than everyone else, she had pretensions of grandeur. It never seemed that way to me. They drove an old 1927 Erskine, camped in an ex-army tent, all their camping equipment seemed make-shift, but they seemed perfectly content with what they had. Not like Dad.

My absolute earliest memory is of Dad coming home from the war. I must have been three or so. Suddenly there was a man in the house, the smell of cigarette smoke and beer and a commanding voice that expected to be obeyed. I was scared of him and resented him at first, but my elder brother Grantley adored him because of his stories from the War, and since I followed Grantley in everything, I soon adored him too. Dad was never content, he always wanted a newer car, and stylish things like expensive cigarette cases, fountain pens and the like. He bought the best car he could after



the war, a 1936 Willys 77, and traded it on a new Vanguard as soon as that was possible. He loved to ridicule Alf because of his old car and his ex-army tent, which he still had until just after Dad got his second Vanguard and a Jennison Pathfinder caravan. Dad could get a real set against people. For instance, he really hated Major Dunleavy for years, though later on they were to become good mates.

Dad was never really close to us boys, but I was proud of him. I remember, once when I was having trouble with a group of older boys picking on me, I pointed to a sign that had "By Order, K.R. Finlay, Town Clerk" on it and I said, "That's my dad!" After that, they left me alone. Dad had been Captain of the A-Grade cricket team, and Grantley and I both became good cricketers, which made him proud of us. Uncle Alf's children were not sporting. They had a son my age named Raimund, who built endless sandcastles while we were playing cricket, an older boy called Robert who learnt to read very early and after that never stopped and a girl called Lucia who was always singing. I thought she was daft, though in retrospect, she had a good voice. Dad told them that if they didn't learn to play cricket, they'd never amount to anything. It was my ambition to become a Test Cricketer.

Our beach holidays were a family thing. I must have been five when we had the first one. Uncle Norm and his family came in their '35 Chev, Uncle Dave's family in their '36 Plymouth and Uncle Jack's in a '37 Morris Six and of course Alf, Abigail and kids in the old Erskine. We played cricket, swam, sang around a campfire, Raimund built sandcastles, Robert read and Lucia sang. Alf and Abigail went for walks along the beach and around the town, he always in his lounge suit. Raimund and I were both car enthusiasts, though his interest seemed to concentrate on the old

and unusual. He would cry, "Look, there's a Velie!" or "There goes a Delage!" whereas I would count the number of Holdens, Fords, Humbers and so on.

It was an annual event; we looked forward to it every year. Dad bought his first Vanguard, the black "Beetle-back", and a new tent, Norm got a Vauxhall Wyvern, Dave an Austin A40 and Jack a Morris Oxford. Alf kept driving his old Erskine, yet the family seemed to feel no embarrassment about it. One year it had been re-painted pale blue, which gave it a new lease of life. Dad never ceased to tell Alf he should get a new car. "That thing will be worth nothing when you come to trade it, and then you won't be able to afford the deposit on a new car!" Alf just said, "Maybe, but the Erskine still gets us where we want to go!" To Dad's exhortations that his children should learn cricket, Alf said, "One person throws the ball, one hits it, one catches it. What have they achieved? It would be more efficient if the first person simply passed it to the third one, then they could get on and do something more sensible!" It made Dad furious. We visited all our other relations regularly, but we only saw Uncle Alf's family at our annual beachfront camp-out.

Then came 1954. Uncle Dave had a new Hillman Minx, Norm a Holden Special and Jack a Ford Consul. Dad had recently bought the new pastel green 1954 Spacemaster and Jennison Pathfinder. We all had set up camp and were on the beach, playing cricket, swimming or just

sitting in deck chairs, talking. Uncle Alf hadn't yet arrived. "The Erskine must have broken down on him!" said Dad.

My cousin Alan, Uncle Jack's son, pointed up to the Esplanade and said, "Get an eye-full of that rig!" It was a new, pale yellow Packard Straight Eight towing a twenty foot

Aerolite caravan. "They must be going slumming!" snarled Dad, who hated people who were richer than he was. I was the one who recognised them first. "It's Uncle Alf!" I shouted.

Alf, Abigail and the kids greeted us as if their new rig were nothing special, and it was only when Uncle Dave asked how they could afford it that Uncle Alf explained, "Some people trade cars every couple of years and lose money each time, but we just saved up until we could afford what we wanted!" That clearly wasn't the explanation. We all had cars costing around £1200, but the Packard was worth over £4000 and the Aerolite some £1300. Eventually they had to come clean: all those

years that they had been living frugally, they had been buying up cheap houses around Adelaide and renting them out. Two very cheap houses that were on the corner of two very busy roads had been desired as a service station site by several oil companies.



This 20 ft. De Luxe Aerolite (above) weighs only 15 cwt and is fitted with double bed, 2 single beds and separate dinette with curved glass across the front and has wall to wall carpets, refrigerator, shower and press button water facilities.

The interiors of Aerolite Caravans are divided into two sections, a bedroom area and a kitchen-dining area. Below left: Dividing wall from kitchen. Right: View of bedroom showing doorway.



These companies had desperately tried to outbid each other, until finally Atlantic paid a silly price that made a Packard a mere commodity. Clutching at straws, Dad said lamely, "You would have got nothing for the Erskine!" Alf laughed. "Of course not! We kept it, because Raimund thinks that one day it will be worth a lot of money as a veteran!"

Eventually, we all got to admire the luxurious inside of the Aerolite and go for a ride in the Packard, even Dad, who, tight-lipped, had run out of criticisms. What an incredible car it was! After that, the holiday returned to its normal routine, except that Raimund was now building architectural models instead of sandcastles, Robert was reading ancient history books instead of Biggles and Famous Five and Lucia was practising serious voice-training exercises. Dad was strangely quiet and often just sat in the Jennison. Our cricket games weren't half as much fun without him.

That was our last family beach get-together. It seems that Abigail had been the instigator and organiser of them, but in the following year they drove the Packard to Surfers Paradise, and the year after that they flew to Switzerland to go skiing. The rest of us went our separate ways. Dad had become President of the local Caravan and Camping Club and they now went touring regularly, but Grantley and I were sent to boarding school in Adelaide and all that happened back home became unimportant to us. Dad gave up alcohol and smoking and began attending Church and tried to influence us to do the same, but the damage had been done. I often wonder how different our lives would have been, if Dad had reformed earlier.

After I retired, I restored an EH Holden and in 2004 I took it to my first club meet. There was an expensively restored 1927 Erskine there, and I commented to the owner that my uncle had driven a similar car. "The same one, Lindsay!" he replied, and I realised that I was talking to my cousin Raimund. He asked after my family, but my parents were already gone, and Grantley, who had become an alcoholic, had died in his forties. That had stopped me short from following the same path, but not before my first



marriage had broken up. I asked after Raimund and his family. Raimund had built office towers in all capital cities, and his company was now run by his children and grandchildren, Robert was retired in Tübingen in Germany, where he had been Professor of Theology and Lucia, who made a career as an opera singer in Europe, was married to a French Count and lived in a castle near Limoges. Alf and Abigail, now in their nineties, were living in a mansion on the shores of Lago Maggiore in Switzerland. Raimund still had the Packard and Aerolite and some twenty other collectible cars as well, and invited me to come and see them when I was in Melbourne. I never did.

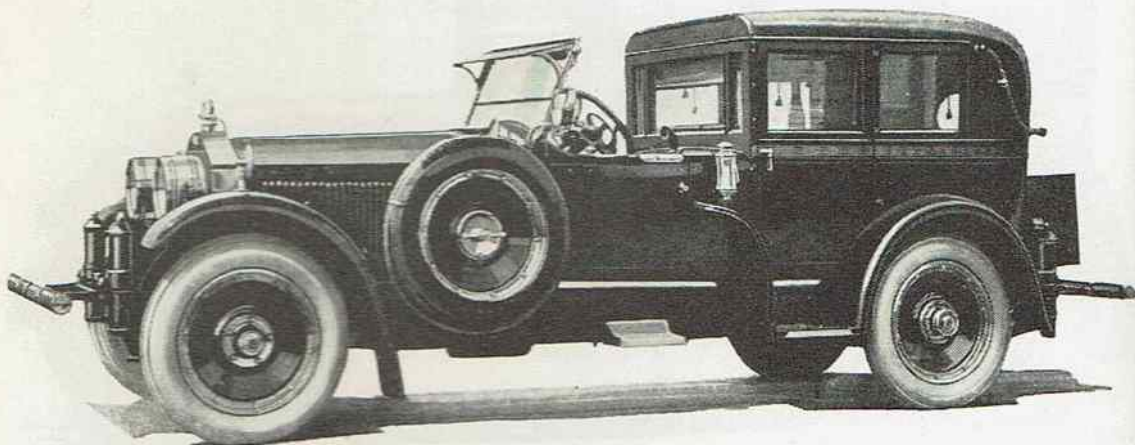
I got a good price for the EH and am restoring a Willys 77. Some vandal had made it into a hotrod, but there is enough of the original substance there to return it to original. I recently found a good motor and gearbox. When it's done, I want to drive it back to where we had our beach-front reunions and spend a week in a tent. I'll recapture at least that much of the best memories of my life. I like to imagine that my parents will look down and smile.

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