

THE 'CON-ROD'

Official Newsletter

MAY/JUNE 2019 No. 261





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.

May/June 2019 no. 261

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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 everyone

I hope you are all well and keeping warm now that our winter weather is here.

At least we have seen some rain at last even if it has come in small doses but has added up to 4 inches for May in the old money. Nice to see a bit of green around.

Our Balaklava day was well supported and great to see some of our Kapunda members on the day.

Next on the list is the camp out weekend on June 15/16th. So I hope it goes as well as last time.

Of course our AGM is looming and planning for the coming year.

Our regional meetings have been well attended this year with new members attending at each one.

This was the aim of the committee so members unable to get to Port Broughton could still attend some meetings and also lift our profile to attract new members.

I believe that the past 2 years of this format has been very successful. Well done.

Also if you are planning to attend the Rally on September 14/15th I suggest you book now.

I receive other club magazines via email each month and it is wonderful to see how active that they are as well .

Our season here has started again already with soil testing ,cane layering and some pruning next week.

Who said that retirement is dull.

Hope that you have avoided the some of the lurgies going round.

Keep smiling

Regards

Ian

FRONT COVER

Moranne Coombs' cars are travelling along the Port Hughes/Moonta Road during the 2017 Cavalcade of Cars.

The 1965 Valiant AP5 belonged to V.E. Kaesler, Chrysler Distributer at Nuriootpa and Moranne is only the second owner. It still has its original enamel paint.

The 1967 Ford Fairlane's original owner was Industrial Projects Aust. and was then purchased by Gregory Harris, Harris Buses, Gawler in 1971. It was purchased by Leo Coombs in 2005.

NARC Calendar

May	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 last edition Con-Rod
July	11th	Annual General Meeting, Port Broughton Golf Club 8.00pm
	14th	Redhill 150 th celebrations from 10am. Display wanted.
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

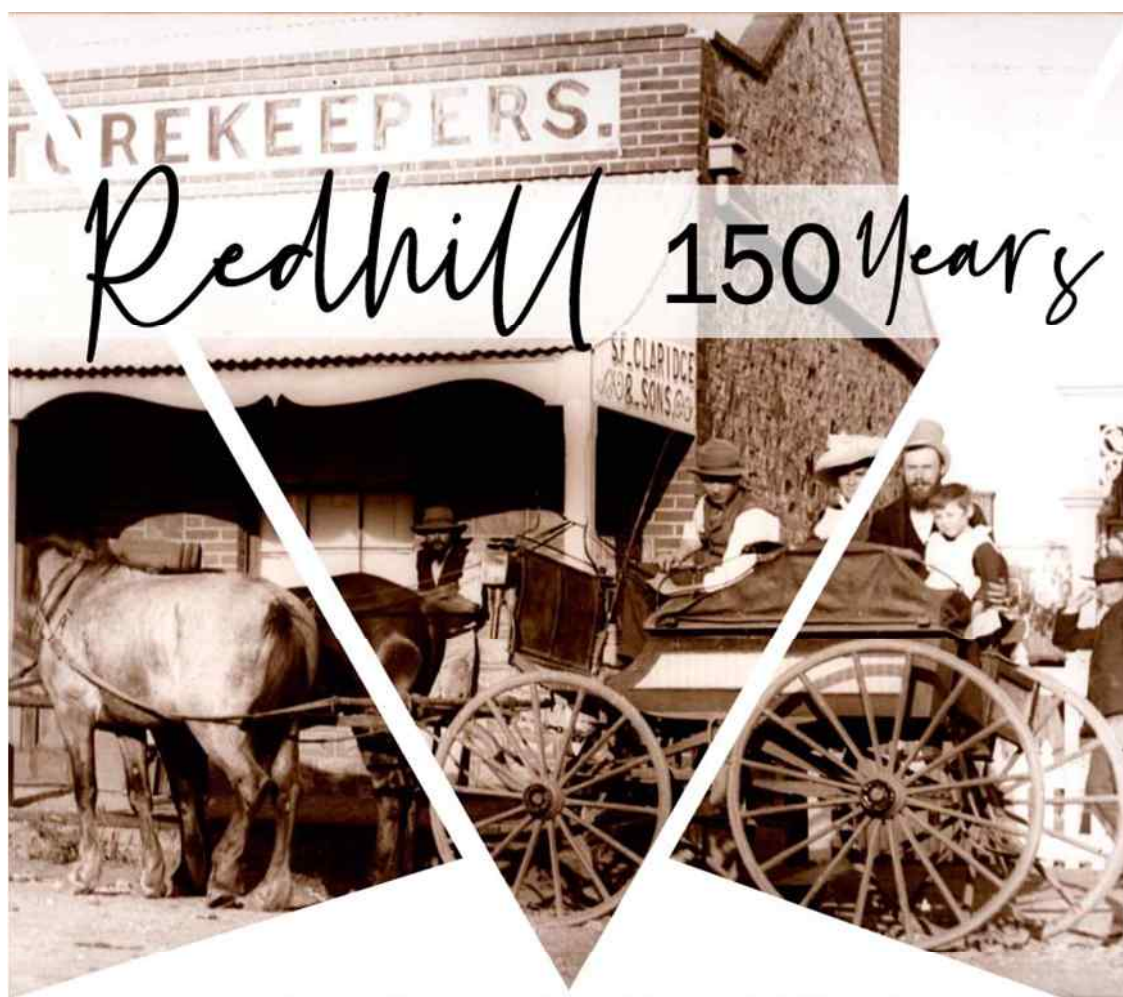
Swap Meets

May	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

- 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



HOSTED BY REDHILL DEVELOPMENT ASSOCIATION

Official Opening His Excellency the Honourable Hieu Van Le AC & his wife Mrs Lan Le

NATIONAL ANTHEM BY EMILY & SOPHIE WILSON

July
14
2019

music
by **TANG LANGE**
FREE
face painting *and*
jumping castle
GAMES FOR YOUNG & OLD

old cars, tractors & engines on display
STALL HOLDERS
BUS TOURS OF THE TOWN
COLOURING IN COMP FOR THE KIDS
RAFFLE OVER \$300 OF PRIZES
CHAIN SAW DISPLAY
.....
LUNCH
catered by local sporting bodies
+ HOT SHOTS COFFEE VAN

FROM THE KAPUNDA CHAPTER

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Chapter reps	Chairman and Secretary

CHAPTER CHATTER

Sadly, two valued Chapter members passed away during May.

RAY EDWARDS passed away after a lengthy illness, unable to enjoy his restored, and treasured Ford Prefect.

Ray served the Chapter conscientiously for many years as Secretary, as well as organising many significant events.

TERRY WADE was a resourceful, competent craftsman, willing to assist other members with their restoration projects. His beautifully restored Packard will be long remembered. Terry's wife Olive was the Chapter secretary, early in the Chapters history.

Ray and Terry will be sadly missed. Condolences to Jean and Olive.

CHAPTER CALENDAR

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

JUNE 15 th Saturday	Join Campout people, your choice of activity. If interested contact Moranne
JUNE 28 TH Friday	General Meeting
JULY 21 ST Sunday	Go direct to THE DINER meeting at 9.30am, 15 Sturt Street
	Nuriootpa (no through road opposite Caltex on Sturt Hwy).
JULY 26 TH Friday	AGM. Supper will be provided after the meeting
AUG 14 TH Wednesday	Chocolate Excursion. Meet Hill Street 1.00pm
AUG 23 rd Friday	General Meeting

NATIONAL RALLY AT MURRAY BRIDGE

The National Machinery Association that was formed in 1987 by a small number of Clubs through out Australia with a similar interest, to provide a fellowship for people with an interest in collecting, restoring, exhibiting or being associated with old stationary engines, tractors, machinery and vehicles. Five clubs from South Australia came together to host the 17th NHMA National Rally at Murray Bridge for the 3 days from March 22 to 24, 2019. Murray Bridge held the National Rally 10 years ago and Kelvin thought that he would make the effort to take his Deutz tractors, as when it comes back to South Australia next time he would be too old to take his entries.

It being a drought for quite awhile the Murray Bridge organisers well and truly watered the Sturt Reserve with the Murray River at their door step. So much so that mushrooms popped up with the warmer days and all that watering. It all looked a lovely picture of greenery when we arrived in the 1979 Kenworth loaded with 4 Deutz tractors on the Wednesday 20th March. Geoff Rowett a friend who we saw at the Port Wakefield Proof and Experiment Range on the Sunday before, said we should go early to get unloaded and be out of the rush when the Interstate visitors arrive. Geoff transported 3 Case tractors and Daryle Johns displayed his seed drill, combine ends on a 1000 litre shuttle frame.

Both trucks had their own loading ramps so it just took time to start each tractor to move to the displayed area for the tractors. Kelvin's



display consisted of 3 water cooled Deutz tractors, a 1 cylinder -1938, a 2 cylinder -1956 and a 3 cylinder -1956 and also a 514 air cooled Deutz tractor. He also displayed the Kenworth truck with the Historic Commercial Vehicle Club of South Australia branch. Geoff had a huge tent so we could sit and be under shade for the 3 days. He had Case tractor flags flying while Kelvin put up his Deutz flags and banners.



Kelvin's 1 cylinder water cooled of 11 horse power, circa 1938 year of production was a highlight for most people viewing the display as it was restored to its original green colour. Kelvin put up information on a

metal display board, but it stated it was a 14 horse power. An elderly German gentleman came up and said Deutz never made a 14 hp – they made 11 hp. He had the job in Germany of taking Deutz tractors around to sell to farmers. His sales pitch was that the 11hp would take the place of two horses. Also after the job was done in the fields the farmers could go to their house and not have to feed and water the 2 horses.

Our accommodation was out at Avoca Del on the other side of the Murray River Bridge. We were lucky that Daryle had his car to transport us all every day back to the Rally and to take us to the Murray Bridge Hotel every night for tea.

Along with trade stalls and foods stalls there were 50 pop up market tents. Being by the River there was a display of wooden boats, house boats and the P.S. Marion and Oscar W paddle steamers that were taking paying passengers for a morning cruise treat and also other

times during the day. There was a tractor pull and tractor balance area for viewing in the middle of the Reserve. Ploughing and earthmoving vehicles showed their grunt every day. A Grand parade, which was started off by the oldest steam vehicles and huge steam engines trundling around the grounds, followed by tractors of every make and shape and trucks large and small with cars, motor bikes etc. A huge tent displayed a large amount of bicycles that were ridden around the Reserve everyday by a husband and wife team –dressed in period costumes.

The weather held off from the heat that we were experiencing a week before hand. While loading up the Deutz tractors Kelvin found in the window screen a pamphlet to attend the Kenworth's 50 years of being at CMV –at Adelaide on 6th April which we did attend to help raise money for the Royal Flying Doctor. The next National Rally for 2021 will be at Henty-NSW at the Machinery Field Days site.

Pam Stringer



Kelvin's tractor featured on the front cover of TOMM April edition.

LAURA FOLK FAIR 6th April



This kind gentleman was noted untangling this wild Emu and chick caught up in a fence at Laura on Saturday. Very nice to see this gentleman looking after our native fauna.

A Narc member obviously very proud of the flag noted at the Laura Folk Fair also on Saturday.



Some cars of the older era - we noted this Packard in the lineup. Very rare for the owner of this vehicle to actually make the event but we believe there was a late model Mercedes following with a lady driver, we assume in case of another possible breakdown.



We also noted amongst the trees in the historic car line up this small city runabout that we can only assume came from the City of Adelaide just for the event. Pretty long drive in such a little car?



The cars at Laura were parked in a very good spot this year amongst the huge trees and we looked up and noted this bushman/caveman out and about for the day looking at the cars. We did not recognize him and need help from members. Have you seen this caveman look alike before. Great day had by all.

Participants were, Brian Beyer the Emu gig driver, Barry Treloar with his Merc, Ivan Venning and his Packard, Mystery man, the word is maybe Marius Venz, we are not sure and John Birrell. We ran into the Yacka Garage proprietor, previous well known Holden dealership in the district, Steve Hyde and his wife Robyn had a stall.

Barrington M Benz

What Were We Thinking by not travelling to Kadina in a Historic Merc?

We intended to participate in the Kernewek Lowender event recently, so we drove to Goolwa to pick up our 1979 Millard Caravan (fully restored) to tow behind the tow tug - our 1971 60 Series SWB soft top Nissan Patrol. Possibly not one of the best decisions we have made. However, due to the weather we aborted the idea of the caravan and headed off leaving Pirie at daybreak (8.00 am) Sunday morning. Unfortunately we only made it to the turn into Port Broughton where we had a mysterious right hand rear axle and wheel deciding not to go any further and that side of the car dropping to the road. What a problem. We were stuck in the middle of the road and whilst waiting for the local RAA contractor, we particularly would like to thank other participants of the event, many of them who stopped to see if they could assist us, which of course they could not. Around ¾ hour later the RAA contractor arrived with a magnificent tilt tray unit to load the Nissan onto the tray with only 3 wheels. The contractor returned to his garage and came back with a special dolly to put the missing wheel hub on. To our surprise, as we were ringing mates to come and get us, he elected that as we were RAA Plus/Premium members he would deliver us home to Port Pirie with the Nissan on board. There he assisted me to get it back on our hoist with a 3 wheel set up which would have been impossible for me to do without his truck and help. Absolutely incredible service on his behalf. What a guy.



We made it home to Pirie at around 11.00am, so we transferred our tables and chairs etc. into the nearest Merc we had ready to go, which was our 300 SEL 1989 and away we went for the second run passing the position of breakdown at Port Broughton at around 12.30pm. We made Kadina, set our gear up, walked around, had a chat with other members, flew the NARC flag proudly and highly even though it wasn't our best day and then the rain came back, so we headed off at around 3.00pm.



THE PROBLEM - The locking washer which locks the retaining lock nut inside the bearing and axle assembly had broken loose letting the locking nut unwind so the axle came out of the differential housing causing some damage inside (hopefully repairable) and other parts which we are trying to source (with difficulty). *Ed - It's always the 20 cent part that causes the big problems!!*



BARRY TRELOAR & JUDY

South Australia's History Festival May 2019. The Old Yacka Motor Garage.

History Month over again. WOW!! How time flies, 2019 is almost half over, already! Registered the garage this year for only the second time. Doors opened Sunday 19th May, from 9.00am closed around 5.00pm. having the first group roll up around 10.00am and with the last couple heading off home near 5.00pm. Very pleased with the turn out considering the number of other great events on at the same time . During the course of the day visitors arrived at regular intervals. At one stage there were around eleven cars? [some with 3 or 4 passengers on board] parked out the front on Hawker Road. I noticed that several cars who were about to drive thru Yacka, pulled over and called in just to have a look. Said they were glad they did and will stop by again soon. **Good for Yacka..**



Holden / History buffs came up from Adelaide - Port Pirie and all areas throughout the mid north. It had the doors open on most other Sundays during History Month as well. We had several travelers who stayed overnight at Yacka's very popular caravan park on the Broughton River. From here they could spend more time looking around this historic small farming town. Many hours passed talking with the visitors about the garages history and the story of the Holden

cars on show. Have carried out more restoration work since last year and with more photos / tin signs and other garage equipment to view. No one seemed to be in a hurry to leave, having very comfortable period lounge chairs in the showroom area to sit on makes for an ideal setting.

Geoff Brock MP stopped off at the garage and while here he also called in on our History group and the Yackamoorundie Craft Shop. Geoff was impressed with what Yacka is doing to help itself, slowly but surely. The History Group and the Craft Shop were also very pleased with the number of visitors, all up around 48 for the month. Several comments; **"can't wait till next year"** and **"the old garage is in good condition; what have you done!!"** To all the Car Clubs - Holden /



History Buffs and all visitors who came to visit Yacka during **The History Festival. Thankyou Yacka News.. Bakery.** well under way. **Yacka Hotel.** ongoing maintenance and restoration. **Blacksmith Building.** clearing and ground works done. **Old Garage.** well under way. Same as always - doors open on most Sundays **STOP!** call in and have a look and chat! **Many Thanks, Love it!! Steve.**

Development of Grain Harvesting part 2

The stripper had revolutionised wheat harvesting by the mid 19th century with the area sown to wheat increasing from 1000 acres in 1840 to 168,000 acres by 1856. By 1864 nearly 90% of the wheat in SA was being harvested with strippers and 10,000 machines had been sold by 1883.

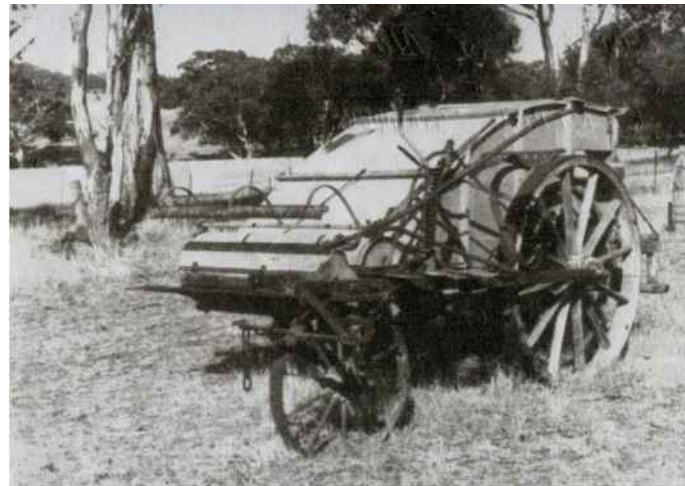
James Martin of Gawler was making strippers by 1852 and in 1863 he made 250 which sold for 65 pounds each. He had previously worked for John Ridley before he came to Gawler.

The concept of a machine that combined the stripper and winnower to eliminate much of the manual labour was always around.

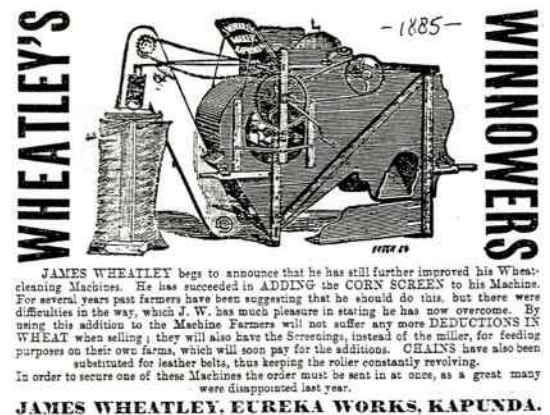
Hugh Victor McKay, growing up on the family farm at Drummartin in Victoria, decided there had to be a better way of harvesting than the stripper and winnower. Inspired by an article on wheat farming in California he assembled a stripper harvester from machines around the farm with the help of his father and brother John. Their prototype was field tested in January 1885. His first machines were built under contract by McCalman, Garde & co. of Melbourne. Various arrangements for their manufacture occurred until McKay purchased Mellor Bros Braybrook Machinery company at Braybrook near Melbourne. This grew into the great Sunshine works and the suburb name was changed to Sunshine. Although it is claimed McKay invented the harvester, this is not the case as Mellor Adamson and others had successful harvesters operating. McKay was the right man at the right time to successfully market a harvester 30 years after Mellors tried.

Sunshine harvesters were exported to Argentina and South Africa. The harvester with the stripper comb would not work successfully in the northern hemisphere owing to climatic conditions. They went on a different path with the reaper and thresher. The reaper was what we called a binder and we used it to cut hay. The thresher was a stationary machine and the sheaves had to be fed into it to thresh the grain from the heads. The harvester threshed the grain from the heads with a revolving beater immediately above the stripper front. The Sunshine works was for many years the largest factory in Australia employing 2500 workers. Sunshine was plagued by industrial disputation despite the introduction of pensions, retirement allowances sick pay and a mortuary fund.

Headlie Shipard Taylor was born in 1883 near Henty NSW and he grew up convinced farm machinery could be improved. He lodged his first patent in 1910 and constructed his second machine in 1913. It featured a long fingered comb combined with a reciprocating knife and twin spirals to convey the cut crop to the elevators. This is known as an Australian comb as opposed to the short fingered open front now used. The Australian comb was used by many Australian manufacturers for 50 years. Demonstrating his machine to HV McKay, Mc Kay negotiated the patent rights and engaged Taylor to supervise the production of the header. During 1920 widespread storms flattened the crops and the factory worked day and night to produce 1024 machines equipped with special crop lifters.



Linkes of Moculta, 'Central' stripper



Sunshine Harvester 8' or 10' comb



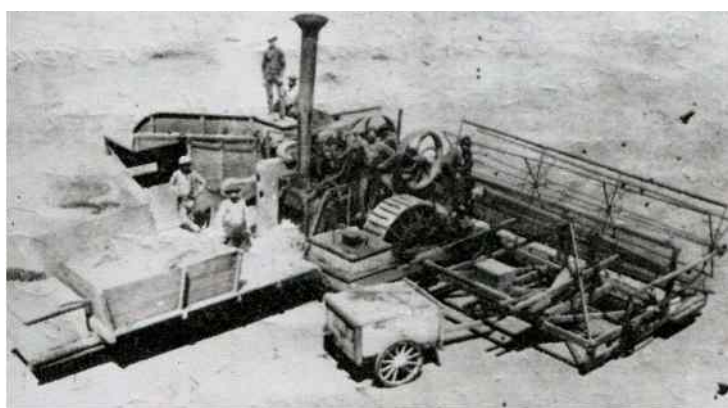
Sunshine no. 6 power drive header and Massey Harris 744 diesel tractor with extension steering

Taylor went on to patent several inventions including crop lifters, pea comb, engine function header, the Sunshine auto header among others.

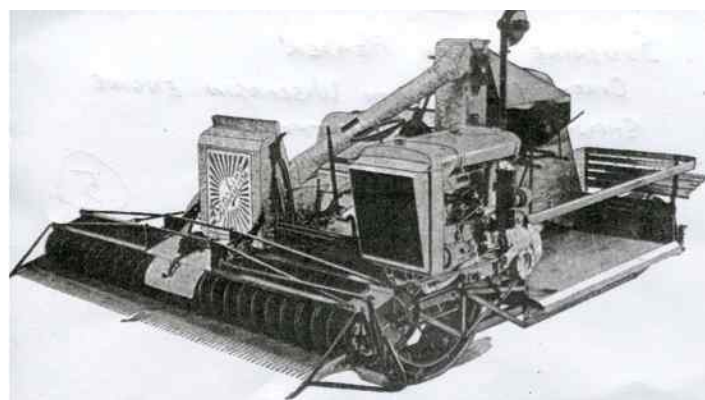
The Sunshine auto header was the first auto header to be mass produced in the world. Released in 1924 with a Fordson tractor engine it had a capability of 4 acres an hour. The Fordson engine was later replaced by an OHV Wisconsin on an improved model. They were known as the Fordson or Wisconsin auto headers. In 1929 Taylor set up a factory in Canada to make auto headers for the North American market. This proceeded until the McKay Massey Harris merger in 1930. The last Taylor influenced header was the 585/587 series of the late 1950's and 1960's. These were built in power take off and self propelled versions, the self propelled initially had an Austin engine then a Chrysler and finishing with a Perkins diesel.



Fordson engined Auto header



Berry steam combine harvester. The first self-propelled harvester, 22' cut then 40' by 1888. Straw was fuel. first machine to reap 100 acres in a day. Built in California USA



Wisconsin engined version with bagging platform

versions. There was a long list of manufacturers trying to emulate HV McKay's success. Among them was Nicholson and Morrow and several South Australian firms. These included Hawke & co. of Kapunda.



Hawke delivered most of their production of Advance harvesters to Osbourne & co. in Adelaide. Osbourne & co had a showroom in the city and a warehouse at port Adelaide with its head office in New York. Osbourne & co was a front company for International Harvester, whereby they sold their equipment under different names through up to 4 agents in major towns in the USA. This practice was stopped by the anti-trust legislation in 1912. One can assume Osbourne was re-badging the Hawke harvesters as McCormick, another front company. The McCormick and Hawke harvesters look the same in illustrations and International never made a harvester in North America. The Kapunda

museum has a restored Hawke Advance harvester.

Mechanised harvesting was here to stay. Sunshine unsuccessfully spent a lot of money on litigation trying to discredit the Hawke harvester. The farmer ended up paying. The Hawke harvester rights were sold to May Bros, at Gawler during restructure of the Hawke business. May Bros were Frederick and Alfred May, who broke away from James Martin to form their own successful business, after he had spirited them away from Captain Hancock of the Moonta mines. Mays built a range of strippers, harvesters and headers including claim that their header could successfully reap peas.

While HV McKay was the first to successfully commercialise the harvester concept, others soon realised the potential and marketed their own



May Bros harvesters awaiting Shipping at the Gawler factory

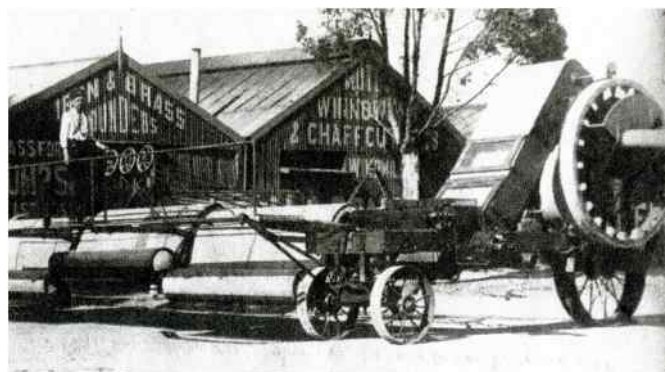
Peas presented another problem harvesting with the bush lying on the ground. Dutch bros of Mt Barker developed a pea thresher in 1911 that was capable of treating 10 bags per hour. This would have threshed and cleaned the peas after the vine had been collected from the paddock and fed into the machine. Mr FW Nitschke of Nain south of Kapunda developed a harvester to reap the peas from the paddock to the bag. This was demonstrated on his farm on 16 February 1923. Over 20 orders were taken and May bros at Gawler were to build them. However May Bros went into liquidation and Anders at Freeling filled the orders by converting second hand May harvesters.

JR Poysden, the Sunshine Massey Harris agent at Kapunda arranged for Fred Nitschke to meet with Hedley Taylor. Nothing eventuated from the meeting but HS Taylor omitted to mention that he was already working on a pea front for his spur drive header. The Kapunda museum has an unrestored example of a Nitschke pea harvester. The Sunshine pea header was first exhibited in 1924. May Bros also claimed that their reaper thresher would reap peas. Other imported open front machines would have had the capacity to reap peas as they became available on the market. Examples being the Massey Harris thresher of 1930 and International Harvester .



Sunshine header fitted with pea front

South Australia had several harvesters manufacturers of note. Illman & co. of Balaklava built a 26 foot cut machine in 1912. This was driven by electric motors with power supplied by a generator mounted on the tractor, a big forty thirty. The cost of kerosene worked out at one penny per bag. It travelled at 2 ½ miles per hour and reapt 3 acres of crop per mile. The first was supplied to Mr R J Young of Milong, Young NSW. Only 2 others are known to have been built, one supplied to Queensland and one to South Australia.



Illman & Co. 'Milong' harvester

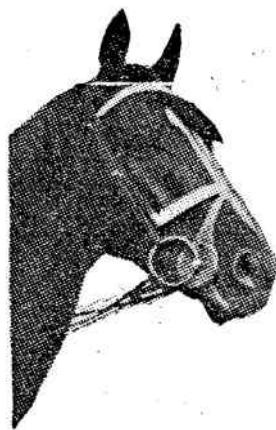
Horwood Bagshaw was an old South Australian firm. Bagshaw, before the amalgamation with Horwood, built Ridley's first stripper and went on to build countless winnowers. Many of their headers featured peg drum threshers which were popular in coastal areas. Their OH self propelled header was powered by a Chrysler V8 engine.

David Shearer of Mannum built an 8 foot cut stripper and headers and was the first to use sealed bearings on their headers eliminating greasing. They produced the XP88 self propelled header powered by a Perkins 6-354 diesel engine. This won a Prince Philip design award. Their CS model PTO header was very popular. Horwood and Shearer amalgamated and produced the 1070 power take off header and a Hino powered self propelled. Victoria was the home of Sunshine Massey-Harris and International. International started building headers in Australia in the 1950's with the GL200 and continued with the A8 series. They made a small self propelled header the A8-2 and A8-3 with a 10 foot comb and powered by a V4 air cooled Wisconsin engine. It would be safe to say that Sunshine dominated the Australian market.

Conner Shea was formed as a result of the upheaval that occurred when Massey Fergusson took over Sunshine in the 1950's The 2 engineers branched out on their own, producing a range of agricultural implements including a header. Their header was 15 to 27 foot cut and was powered by the farm tractor mounted below the header making a self propelled header. The header was discontinued in 1976 with production never exceeding 50 units a year. It had many features, widest comb then available, high comb transport clearance enabling it to go over fence posts, probably the fastest combine harvester in its day and easier cleaning out (4 hours) than any other machine of its day. Today there are no harvesting machines made in Australia - most of our combine harvesters are imported from North America. A sad reflection on the country where many of these innovations originated.



Conner Shea header mounted on a tractor, note cowl to direct air to tractor radiator



DODGE BROTHERS MOTOR CARS

Invite you to tune in to 5DN-5RM tonight at 7.45 for the FIRST EPISODE of the great epic of the Turf,

“MITTENS”

Featuring George Edwards' Players.

The only Racing Serial ever presented in South Australia.

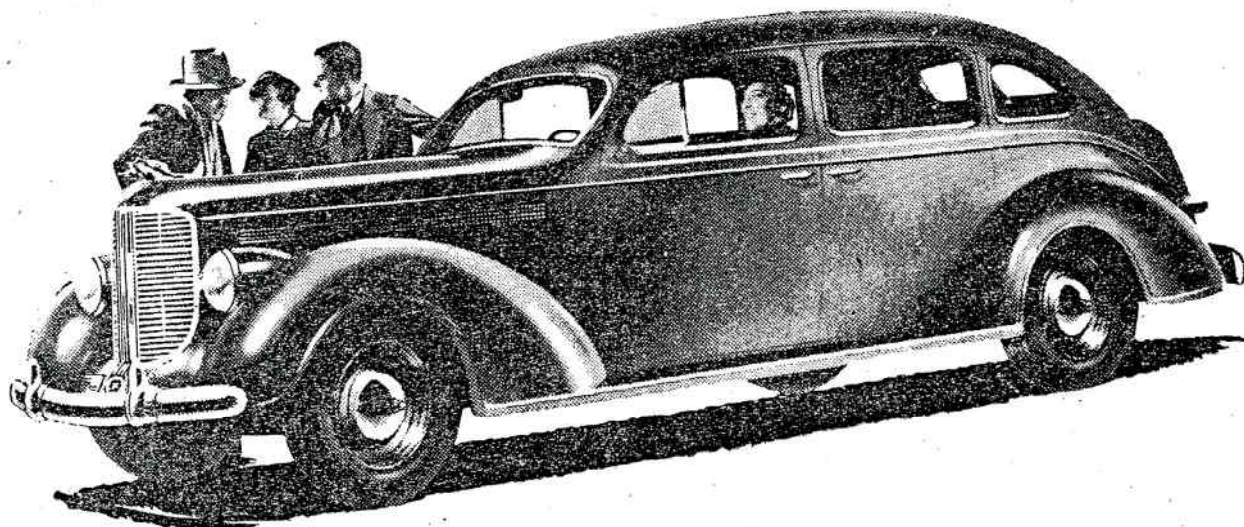
Follow this thrilling story every Monday, Wednesday and Friday, at 7.45 p.m.

“Mittens” is the tale of a thoroughbred presented — appropriately—by the distributors of the thoroughbred of the road . . . Dodge. The story of every winner is the same—there's no substitute for quality.

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