

THE 'CON-ROD'

Official Newsletter

September/October 2019 No. 263





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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.

September/October 2019 no. 263

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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 Everybody,

What a month it has been! It started with the Presentation Lunch at the Port Broughton Hotel which was attended by about 55 people. Congratulations to all who won awards – well deserved. Six days later we gathered again at Moonta for the 45th Anniversary Rally. We were blessed with ideal weather for the entire weekend and it was great to be amongst 11 Past Presidents and 8 Foundation Members - not bad after 45 years. What a vision these people had all those years ago in initiating N.A.R.C. and how many cars, tractors, trucks, machinery, engines and memorabilia have been saved as a result of their initiative!

About 75 people attended the Rally Dinner at the Moonta Bowling Club on the Saturday night. The venue was ideal and congratulations must go to the staff and the "Roaming Chef" for going out of their way to ensure the night was the success that it was for us all. I would also like to congratulate the 40 year Badge recipients, the 25 year Award recipients and the winners of the various sections in the vehicle judging on Saturday at the Moonta Mines Museum. I would like to especially thank Moranne and Graham Goode for the huge amount of work they did behind the scenes.

Following on from the Rally, some of our members down south were involved with the Y.P. Field Days at Paskeville. A big thank you to those who loaned me items to equip our Museum and also to those who exhibited vehicles, machinery, engines and yes, also a model steam train in the Historic Section. At the same time, the National Austin Rally was being held in the Barossa, the Historic Commercial Vehicle Rally was in progress at Port Lincoln and the Bay to Birdwood completed the week on Sunday, 29th September. Some of our members attended all these functions.

Coming up, the President's Run will be on Sunday, 3rd November at Kadina. The ladies should enjoy this one (not just about cars and engines), so please keep this in mind. Details page 6.

Also, don't forget the upcoming shows at Jamestown, Burra, Clare and Kapunda - a great opportunity to share our interest with the general public and fly our banner with pride.

Thanks to all of you who have dusted off your name tags for our meetings. It has certainly helped me to put a name to your faces and save me some embarrassment. If you have lost yours or haven't one, Moranne will get one for you.

It's gratifying for me to be President of such a vibrant club.

Happy NARcing and please keep safe.

Graham

FRONT COVER Colin Kaehne and his 1936 Oldsmobile truck which won Best Commercial vehicle and Top Overall at the NARC 45th Birthday Rally. Colin's story of the restoration is on page 13.

More front cover photos needed!

NARC Calendar

2019

- October** 10th General Meeting – Port Broughton 8.00pm
- 12th Burra Show.
- 19th Clare Show
- 26th Kapunda Show
- November** 3rd President's Run - Kadina Details page 6
- 7th General Meeting -8.00pm **Jamestown** Aerodrome. Presentation will be
Lest we Forget, a tour of the First and Second World War sites of France and
Belgium, by Lynne Newbold and Merv Robinson. **Note change of date**
- 16&17th Bendigo Swap Meet
- 17th **Kapunda Chapter** 30th BIRTHDAY LUNCHEON see page 6
- December** 1st Deadline for Con-Rod submissions
- 12th General Meeting – Port Broughton at 8.00pm.

2020

- January** 1st
- 9th Blyth Cinema Night. Tea provided 6.00pm
- 26th Australia Day
- February** 3rd Deadline for Con-Rod submissions
- 13th Meeting **Clare**. 8.00pm – Workshop Night, Goode Restorations 60 New Rd
- March** 7&8th Power of the Past, Mount Barker
- 12th General Meeting – Port Broughton at 8.00pm
- 15th Swap Meet, Clare
- 22nd Deadline for Con-Rod submissions
- 28-4th **Apr** AHMF National Tour
- 29th Booleroo Steam Rally
- April** 2nd General Meeting – **Crystal Brook** at 8.00pm **Note change of date**
- 4th Laura Folk Fair
- 19th Shed Day Craig Thomas

4 May	14th	General Meeting – Port Broughton at 8.00pm
June	1st	Deadline for Con-Rod submissions
	11th	General Meeting – Port Broughton at 8.00pm
July	9th	General Meeting & A.G.M., Port Broughton Golf Club 8.00pm
	11&12th	Burra to Morgan Run & Camp Out.
August	3rd	Deadline for Con-Rod submissions
	13th	General Meeting Port Broughton Golf Club 8.00pm.
September	3rd	Deadline for Con-Rod submissions
	10th	General Meeting at 8.00pm

Swap Meets

October	20th	Strathalbyn at Harness Racing club 28 Milne Road Sellers 5.30 am Site Fee \$15, includes 2 people. Buyers 6.30 am \$5, children free Enquiries Malcolm 0488 528 331 Deidre 0422 078 127 Dean 85521042
November	3rd	Macclesfield Bike Show at oval Davies St. 9am - 4pm \$5, Kids under 14 Free Swap meet stalls: \$20 - motorcycle related only Fred Keal : 0449 664 370 Email: contact@lionsbike.show Web site http://www.lionsbike.show
	10th	Gumeracha Show & Shine & Swap Meet at Oval, sellers from 7am Public 10.30am to 3pm. Gold coin donation, Peter Panagaris 0403 328 910 or Ray Johnson 0413 277 191 http://www.gumerachashowandshine.org/index.html
	24th	Regency Park TAFE. Car park 137 Days Road, sellers 7 am. \$20 Buyers 8 am. \$3 0419 840 284 or 0418 853 020, ka44190@gmail.com
February	16th	Murray Bridge at Showgrounds. Gates open 6am \$5 buyers and sellers Further details contact John Whimpress 0428 132 889

Other Events of Interest

October	20th	All French Day McLaren Vale Visitor Centre on Main Road from 9.30am.
November	8-11th	National Chevrolet Festival Renmark enquiries Al 0402 855 129 Paul 0411 676 884 and on Facebook see page 6
	15&16th	Adelaide Auto Expo Adelaide Showgrounds Fri: 5pm - 9pm Sat: 10am - 9pm Entry Cost: Adults \$25, children free
	23rd	Kapunda Show 'N'Shine 1-3pm Main Street Kapunda \$10 per car Entertainment - Stalls - Food - Refreshments - Raffles Dave 0411575265 Facebook, northkapunda@outlook.com
	24th	Volksfest Elder Park, \$20 per Volkswagen from 7.00 am. 0417 819 773
	24th	Monaros At Morphettville Racecourse All Monaros Welcome Gary 0412 414 952 or Fiona 0418 894 027

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

FROM THE KAPUNDA CHAPTER

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CHAPTER CALENDAR

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

SUNDAY 13th October. Barossa Car Club CHARITY CLASSIC CAR MUSTER at Tarlee Oval. Cars will be on display late morning and donations to a couple of charities.
 Make your own way if interested.

WED 16th October. Visit to Smoking' Heights Iris Garden on the Clare Road. Holdens will be on display and possibly the Shed.
 Iris plants for sale . Gold coin donation.
 Lunch at the Tarlee Hotel afterwards.

FRIDAY 25th October Meeting and final arrangements for our 30th Birthday Lunch.

SUNDAY 17th November 30th BIRTHDAY CELEBRATIONS
 at the Bowling Club Kapunda see page 6

FRIDAY 22nd November Meeting and mince pie supper.

SATURDAY 14th December. KAPUNDA CHRISTMAS STREET PARTY WILL BE STARTING AT 4.30 - 5P.M. WITH A STREET PARADE.
 Members who wish to join us for dinner at the Sir John Franklyn at 6 p.m. let Irene know. Parking will be available at the back of the Hotel if early enough.

PRESIDENT'S RUN

Sunday, 3rd November 2019

10am Meet at Copper Coast Sport and Leisure Centre
1 Doswell Terrace, Kadina

Travel short distance to Venue#1.

There will be a \$10 donation per person entry fee.

Proceeds going to the Cancer Council and includes a Devonshire morning tea.

After leaving here, will travel a short distance to Venue#2 on the other side of town to view a private collection of just about everything collectable.

Lunch, consisting of barbecued meats and salads followed by sweets, will be served here. Cost \$26 per person

Soft drinks, tea & coffee will be available. BYO alcohol.

No need to bring chairs.

Come and join me for a leisurely day in Kadina.

For catering purposes, RSVP by Monday, 28th October.

Home: 8827 3213

Mobile: 0408 273 204

email: kulburri@bigpond.com

KAPUNDA CHAPTER OF N.A.R.C. is celebrating its

30th BIRTHDAY with a **LUNCHEON**

in the new Kapunda Bowling Club

Montefiore Street, Kapunda.

Sunday 17th November 2019 midday for 12.30 seating.

Guest Speaker- Our Patron Ivan Venning.

Cost of luncheon \$20 per person. Drinks available at the Bowling Club.

Payment and RSVP by 1st November please.

Direct Deposit BSB 105 006 Account No

056943740 Name Kapunda Chapter of NARC.

Advise by e mail to brianirene09@bigpond.com

when a direct deposit has been made.

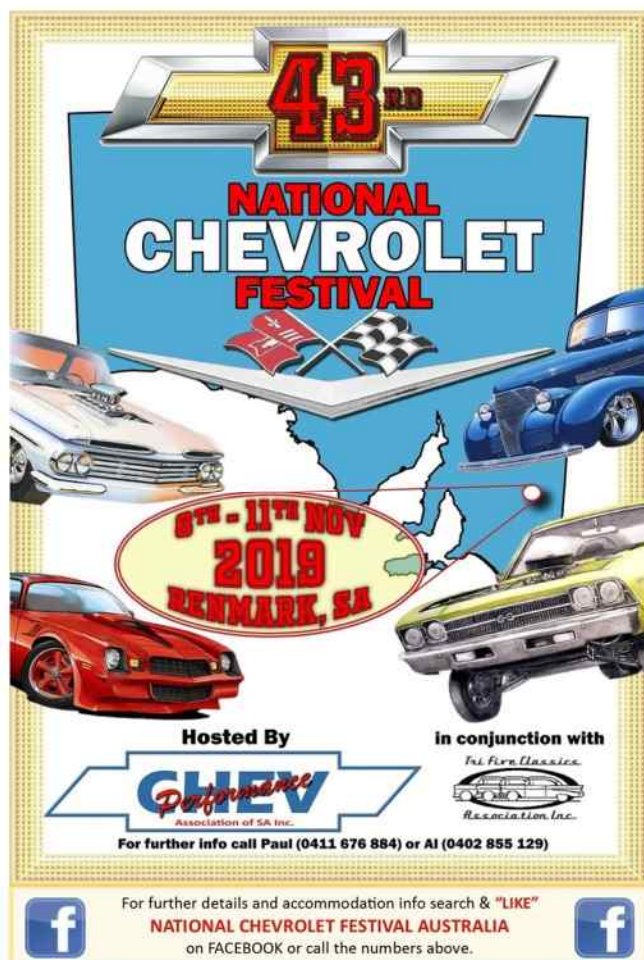
Cheques payable to Kapunda Chapter of NARC

and posted to Mrs I Woodcock 62 High Street

Kapunda 5373 Kapunda members may pay cash

at the October Meeting.

Anyone with special dietary needs please advise when paying.



Our Guest speaker Kristin Weidenbach spoke about her books and the social history of Moonta.



David Keller and Tom Chapman were quick to Make a purchase



Pam Stringer getting Tom the Mailman signed while Graham Hore, Jan French and Beryl Button peruse Growing of Moonta



Kristen with Graham Correll, Kevin French, Graham Burgess and Brian Beyer

Crystal Brook Show 10th August

We snapped some photos at the Crystal Brook Show. To our knowledge there were four NARC members attending with vehicles, plus we noticed Pam & Kelvin Stringer viewing the cars. The show cars were Ken Porter's Chev truck, unfortunately they placed Ken on the back fence where I took a couple of photos, unbeknown to him. Ivan Venning's son Mark had his 1968 Chev Camaro placed next to my beautiful 1989 Mercedes limo and possibly downgrading it a bit. Wow!! Ivan had his 1919 490 Chev Tourer absolutely immaculate. We also noticed David Thomas attended with his Humber and from Narc to our knowledge, that is it. The cars can be identified from the longitudinal photo below, taken at the Show. There was another club that had cars in the lineup certainly dwarfing us.



Barry Treloar & Judy

Riverland Hit 'n' Miss Rally 10th & 11th August 2019

This event is hosted by the Waikerie & Districts Machinery Preservation Society Inc. every second year at Benson Park, 13 kilometres east of Waikerie. It highlights a diverse range of displays including engines, tractors, shearing, collectables, tractor pull and balance, rocker cover racing and other specialty exhibits.

NARC was represented as a club with entries by Craig Thomas and Ian Radford, and John Birrell. We arrived on Friday afternoon and set up the display in cold and windy conditions. Expecting rain, everything was covered and roped down. Before we had finished setting up camp in a rather exposed site the rain arrived – horizontally! Craig and John were tenting, while Ian had set up a mobile palace in his covered trailer. Extending the trailer with a tarp and droppers,

we were able to get minimal shelter while cooking up a basic feed on the barbecue. Warmth was limited mainly to what could be imbibed, so we retired fairly early to listen to the wind, rain and the flapping tarp.

A slow and freezing start on Saturday saw engines fire up at about the 10 am start time, although the cold and damp conditions played havoc with magnetos and hot bulb ignition engines. Craig and Ian's Petter did its best to undo critical bolts to avoid running, causing much muttering in the ranks. John's little Amplion engines didn't like running with only a light load and iced up their carbies.

Relief was provided by the Saturday night dinner in an open front barn fronting a huge mallee stump fire. Dinner was country catering at its best – beautiful home cooking and plenty of it, accompanied by live country music. We again retired early, at least with warm feet for the first time in 24 hours.

The 9am Sunday fire-up time saw compounds of engines still under tarps- it was just too hard for exhibitors to get moving in the prevailing weather. Eventually Craig and Ian's engine had a change of heart and ran well. John's main exhibit responded by seizing and running a big end bearing, probably through failure of its oil pump. The other two engines ran well for a change!

The organizers decided on an early finish, given the weather, and presentations produced some surprises. Ian and Craig's Petter engine was awarded an original engine trophy and John's 32 volt genset was awarded the restored machine trophy (and yes, the judges did know that it had expired!).

The large display area made it hard to judge public attendance, but both days saw a steady stream of spectators and the queues at food and coffee stalls were long. The Waikerie club do a superb job of organizing this event in a relaxed and friendly manner.

We voted this weekend as the most trying weather we had ever experienced when exhibiting engines, but the friendships made and renewed with like-minded restorers made it all well worthwhile. We'll be back!

Craig, Ian and John



45th CELEBRATIONS of NARC 13th to 15th September 2019

NARC held its 45th Anniversary since its inception, at Moonta, with the base accommodation at Moonta Bay Tourist Park.

We slowly gathered as everybody had a fair distance to drive - such as Dot and Rob Leaney from West Lakes. Dot was passing around biscuits with crab on them, stating that Rob had caught them from their back yard. Nibbles and drinks went down a treat but as the sun slowly sank in the West it got colder. Most members were heading off to Pier 22 which is a licensed restaurant for tea, but our accommodation was at Kelvin's sister's house just up the road from the beach.

Saturday we all progressed to the Moonta Mines Museum, which was the old School, for registration from 10am.

We displayed our vehicles in the car park for members to vote for the best rally entrants in 6 different categories plus for the visitors to view our vehicles. Graham Burgess won the motor cycle section as his was the only entry. Col Kaehne won the best commercial truck section with his 1936 Oldsmobile truck on its inaugural run. (photo front cover, story page 12) Kip and Lynne Newbold drove from Victor Harbor in their Lincoln Continental coupe. (winner 1971-1989) Lynne was telling everyone that a policeman pulled them over some time ago and walked up on her side. She said, sorry Sir I am not driving- as it's a left hand vehicle.

Morning tea of delicious homemade cake and biscuits under the railway station shed. We could walk around and enter the Museum which has so much in there to observe. Helen Philbey found photographs of her from younger days. The Old Sweet Shop which was the former Post Office was only across the highway. The Moonta Mines Church was open from 1-30pm till 4pm which holds up to 1,200 people with a double storey platform to view the Pipe Organ inside. The miners had to attend the Sunday Church services or else they would be out of a job come Monday. The Miner's cottage and the Hughes and Richman's Engine Houses were some of the things we could have seen- there's so much history saved at Moonta. Irene Woodcock in the Citroen from Kapunda chapter didn't realise that Moonta had old buildings and heritage similar to Kapunda.

Lunch was a Cornish Pasty or pie plus the cakes and biscuits from morning tea. The train tour went for over an hour with audio commentary of the things that could be seen from the train of the Heritage Copper Mine.

At 2-30pm we departed to drive 30km to Artherton to visit the Sunny Hill Distillery which makes vodka and gin from wheat grown on the property. Kelvin's 1925 Dodge had the water hose come off with hot dirty water flowing over the bonnet of the tourer. With everybody stopping to see if they could help before venturing off to the distillery.

Graham Goode handed Kelvin his water container to fill up the radiator after tightening up the hose with grey tape and wire clamped around the hose. Bruce Philbey said he would take us out to the distillery after taking the Dodge back to the Museum, in his modern car. Helen Philbey wanted to buy some lolly whistles and chocolates from the Sweet Shop so we could play some tunes on the whistles.



Kelvin and Pam Stringer & Helen & Bruce Philbey arriving at Sunny Hill Distillery

Thanks to Graham and Dianne Correll whom had put together some nibbles that we could eat while drinking our various glasses of drinks.

Back to our accommodation to dress up for the 45th celebrations at the Moonta Bowling Club. The Bowling Club looked a treat with



silver, black and orange balloons on 10 circular tables held down with con-rods painted in NARC colours. A photographic slide show was presented of the members over the

past 45 years. Professional chef Naomi from "the Roaming Chef" prepared the 4 selection main meals and 3 choices of sweets. What a lovely presentation all the meals made and were served very promptly by the tickets that Moranne had made of our preferences that we chose.

Graham Correll had organised a guest speaker from the National Trust to talk about the Heritage Copper Mine and the Cornish engine houses that are at Moonta. Then the past inaugural members were grouped to have a photograph taken by Lesley Little whom is Trevor Arbon's daughter, who was also a first member to get NARC up and running. Dave Walsh and Lesley Little were presented with 25 years certificates. Daryle Johns, Kip Newbold and Kevin French were presented with 40 years badges.

Sunday morning we met at Queens Square at 12 noon for a Running Board Lunch under the huge Morton Bay fig trees. What a wonderful well organised and great weather combined weekend. We pass on our thanks to President Graham Correll, Secretary Moranne Coombs and Graham Goode for a job well done.

Pam Stringer



Alex Ryan & his 1967 Ford F500 truck



Guest speaker Graham Hancock



Rally participants at Moonta Mines Museum



Past Presidents Ivan Venning, Jeff Roberts, Merv Robinson, Graham Goode, Kip Newbold, Graham Burgess, Rob Leaney, Kevin French, Craig Thomas, John Birrell, Moranne Coombs and current President Graham Correll



Best Overall and Best Commercial 1936 Oldsmobile, Colin & Gillian Kaehne



Foundation Members, Ivan Venning, Jeff Roberts, Graham Goode, Merv Robinson, Daryle Johns, Kelvin Stringer, Leon Darley, Brian Rooney



1931-1950, 1934 Ford Fordor V8, Kevin and Jan French,



Dave Walsh and Lesley Little receive their 25year certificates



Daryle Johns, Kip Newbold, Audrey Hunt and Kevin French received 40 year certificates presented by Ivan Venning



Third President Jeff Roberts cuts the cake



Pre 1930; 1928 Buick Tourer, Rodney and Edna Dunning pictured with David and Carol Dunning

1951-1970, section was Keith & June Napper's 1964 Chrysler Valiant sedan as shown on cover of last Con-Rod.



President Graham Correll with Dianne Arbon, Wynonna Little, Lucas Saur & Lesley Little

NARC Presentation Lunch 8th September

Photo below taken
at 45th Rally



Behind ..Past President Ian Radford and Past Patron Ian Denton with award recipients John Birrell (Attendance), Barry Treloar (1971-1989), Brian Beyer (1931-1950), Front .. Kelvin Stringer (Patron's), Keith Napper (1950-1971) Pam Stringer (Editor's) and r/h pic Paul Wilson (pre 1930)

The committee is looking for comments/suggestions re below correspondence

To Whom It May Concern

My name is David Porter, a member of a small committee formed to run an event on the Sunday of the third weekend in March 2020, for the organisation called Black Dog Ride, raising awareness for suicide prevention and mental health.

We were recently successful in running the second-biggest ride in SA for the 2019 Black Dog Ride, with over 90 motorbike riders being involved. In March 2020 we are hoping to make our local ride even bigger and better, with plans for a Show n Shine on the Saturday, the day before the ride, with bikes, cars, trucks and boats all included. This is an idea at this stage and we would appreciate any expressions of interest or thoughts from clubs such as yours.

Black Dog Ride will arrange for an appropriate venue depending on numbers of those involved and have catering available, but accommodation would need to be arranged by those participating. Some thoughts include our local Apex Club providing a barbecue lunch and a catered evening meal with entertainment. We would ask that the actual display of vehicles for the Show n Shine is separately convened by the clubs, with some sort of entry fee donated to Black Dog Ride towards our fundraising.

Finer details can be worked out later, as we are initially looking for interest and feedback. Please respond to me by email or phone. I am happy to discuss any ideas and look forward to hearing from you.

Kind regards,

David Porter Jamestown SA

Email: dfporter@bigpond.net.au Mobile:0427 641 235

1936 Oldsmobile truck restoration

I purchased the truck on Sept 1st 1983 from Dave Weckert of District Road Koolunga. It used to belong to Ron Fuller from Hart in the 1950s, other than this I don't know any of it's history apart from the fact that it was imported from America and assembled in the Holden Sth Melbourne factory where the cab was made and fitted. As I was still working on the Chev until 1986 nothing much was done at this stage apart from removing the headlights.

One New Year's morning the late John Hunt came around and we managed to start it - sort of. It wasn't running too well, belching out hell of a lot of smoke leading me to suggest that we had better shut it down or we could attract the attention of the fire brigade.

Soon after it was shifted into the shed and dismantling started. That's when a few problems were discovered. The front mudguards had been cut back so that an A frame could be fitted which resulted in the front cross member being split in half which I guess was removed, patched up and

replaced using mild steel bolts which came loose and elongated the holes. I reckon it must have been in some sort of mishap as the spring hanger rivets on the driver's side had also been replaced with mild steel bolts with the same results. I also found that the steering wheel shaft had a bit of a kink in it down at the box end just above the key way and also the box had been welded up as if having been cracked or broken. Another Olds truck was found and purchased for spare parts and boy was it useful. The cross member swapped over also the steering box, rivet holes drilled out round and replaced using 3/8 and 1/2inch chassis bolts and the chassis sand blasted and undercoated.

As things changed and more time became available it was on with the truck. I picked out which I thought was the better motor had it rebored (40th over) crankshaft reground, pistons, rings, bearings etc purchased and the rebuild began which I did myself. The front timing cover was altered so that an over the counter neoprene seal could be used, a lot better than the oil slinger and felt seal. All seals used are of the neoprene type. The only other alteration that had to be made was to have the front bearing seal ring machined down to fit the new seal. After the chassis work was completed ie engine fitted springs reset, new pins and brushed, king pins and brushes, brakes and lines fuel pipe, new radiator made up and all fitted it was time for the body.

The cab needed a fair bit of work, a new floor, two new steps, two steel panels at the back and the driver's door striker upright were replaced. The timber joints were glued and screwed and some plated for strength and stability. After I had painted all surfaces of the timber framework and the steel cladding put in place it was off to the painter who used acrylic lacquer Spectramaster Green, which was picked from a Nissan 406 1977 colour chart. These trucks were only painted in two colours - Billiard Green or Indigo Red. Door handles were made and the chrome plating was done by Rodney Zerk at Rosedale, New glass was purchased and fitted and the seating upholstered. All bits and pieces were collected and the cab rebuild began. Eventually everything was in place and the cab was mounted on the chassis.



As Purchased



Ron Fuller with the truck circa 1950



Chassis roll out day

Then it was start up time. I was very pleased and proud at how quick it started and how well it ran and it was drivable. More luck than good management I was thinking. As there was no driver's door it was off to Clare to have that made and also a new door was made for the passenger side and the upholstery was completed. I then transported it home, same as I did to take it to Clare on a 16 ft car trailer behind the Triton. I then made some minor adjustments and had the wiring done.

All of this of course was taking some time, a hell of a lot in fact, and it didn't look like improving soon, anyway on with the tray. Dry hardwood (bloody hard) was sourced from Queensland being box, ironbark, turpentine (tray floor) and other which I can't remember was bought and work started. A wood plane was no good also a new 7 ¼ inch blade (tungsten type) likewise wouldn't cut but plenty of smoke. A special new saw blade for hardwood was bought and an industrial belt sander was used to shape the timber. After the frame work was shaped, fitted and numbered the metal strips and pieces assembled, it was dismantled and off to the painter. When the painting was finished and all the bits brought home, it was assembled, including mudguards and lights. The floorboards were cut to length and then oiled all over with four coats of Chinese wood oil. The supplier estimated that 1 litre would do the job. Some 2 ½ litres later I was satisfied. When the oil was completely dry the boards were fitted and screwed down, two more light coats were applied. On Monday Sept 2nd I drove the truck to Kadina to have the name and pin striping painted on in readiness for the 45th anniversary and rally weekend. As they say the rest is history.

A special thank you to Gillian for her patience and perseverance and also the family, especially son in law Mick who so willingly helped when needed. Thank you to those who did the outside work at their own premises a good job well done. Congratulations. I must admit that I am quite proud of the final result, thank you all.

Happy Restoring

Col Kaehne

2019 Oakland Rally

This year's rally was held at Wingham in the Manning Valley northern NSW. I flew to Coolangatta and drove down via Armidale. If you think it is dry here I suggest you go up there. The New England area has dry grass, no crops and a few skinny to store cattle. I only saw two paddocks with a tinge of green where some struggling cereal about 4 inches high and looking very dry was trying to grow. There was some green along the coast.

Friday night we met at the golf club for a BBQ dinner to meet everyone. Saturday morning we visited Wingham museum, a very well presented display of the history of the district and Wingham brush. This is one of the few remnant areas of sub tropical rainforest left in Australia. We went on the boardwalk through the beautiful lowland rainforest past scrub turkeys checking their nesting mounds, they are very tame now and take no notice of humans. Thousands of flying foxes were overhead and an occasional snake to keep you alert.

Following a picnic lunch at Saltwater Reserve facing the Pacific Ocean we visited the Nabial motorbike museum, with over 1000 motorbikes on display. If they made it you are sure to find it.



There were vintage cars, toys, crockery and memorabilia also, well worth a look.

The rally dinner and AGM with a Hawaiian theme was held at the golf club Saturday night. Next year's rally will be held in Deloraine Tasmania. The 2021 rally is scheduled for the SE of South Australia. A tour to check out the Oaklands in NZ is proposed. We have an invitation from the NZ Oaklanders, many of whom belong to our club.



Sunday morning saw us make an early start for Crowdy Head for a photo opportunity, morning tea and a visit to the lighthouse. Following lunch at Coppernook pub we went for a garage crawl through the host's shed. We really got our eyes opened as these boys don't play in the same league as the rest of us. Kevin had about 50 cars in his shed, mostly restored or in very good original condition. There were a couple of partly restored 1929 Oakland tourers with enough parts to make one nicely. An opportunity for someone who wants a quality car!

Kevin held the Australian and world speed records for LP gas and national title holder in drag boat racing reaching speeds of 260 kph. It takes a jet engine to exceed these speeds and that was Kevin's ambition. He designed and built the Sothern Cross water shuttle after 10 years of planning, 6 years of construction and \$1.2 million, to challenge Ken Warby's record and become the world's fastest man on water. The boat was powered by a Westinghouse jet fighter engine. This consumes 2,700 litres of fuel an hour, has a thrust equivalent to 4000 horsepower and acceleration time of idle to max of 10 seconds. The hull is plywood sheathed with fibreglass and carbon fibre. It has Kanard wings at the front to control any lifting tendency as happened with Donald Campbell's Bluebird.

Kevin bought a drum of fuel to give us a demonstration but a battery pack to start the engine proved unobtainable. Don, one of the group I went to America with, was the jet engineer for the project, told me a battery pack will start the engine twice. What they needed was a 30 volt generator powered by a Perkins diesel, but there aren't many of these around. They reached a top speed of 356kph in trials on the way to 600kph. As the



speed got faster and closer to the record attempt the sponsors got cold feet. Nobody wanted their name on the boat if there was a disaster and the water level in Blowering Dam was dropping shortening the run. It didn't happen because the money and the dam were both drying up.

Today the boat sits on its trailer in the shed ready to go. Sunday night dinner at the golf club and farewell on Monday morning rounded off a most enjoyable rally. About 60 people attended and 15 Oaklands.

Malcolm Johncock

PS One participant from south western Queensland said they were in their eighth year of drought. Most of the bees have died.

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General Meeting September 12th
 Guest Speaker, Peter Jackson thoroughly entertained NARC members and visitors from other car clubs at the September meeting held at the Clare Airfield. Pictured are Peter and his wife Bev holding vehicle parts they have made. Bev makes door escutcheons and Peter is holding a door sill for a Chev 4 (the first panel type he made) and an engine mount for an Austin A40. His business 'Old-Era Services' makes all sorts of rubber and other parts, as well as replacement/rust repair panels for vintage and classic car restorations. See web site www.oldera.com.au