

THE 'CON-ROD'

Official Newsletter

January/February 2020 No. 268





The 'CON-ROD'

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

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

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

January/February 2020 no. 268

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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 All,

I trust you have all survived the festive season and are looking forward to another year. Some of you would have been affected either directly or indirectly by the terrible bushfires that have occurred in our state and elsewhere. I certainly applaud people like the CFS, SES and the many community groups that have been involved in the last few weeks. We need to keep them in our thoughts. As I write this report, our state has just been deluged by storms and rain which quite often seems to follow devastating bushfires. Mother Nature can be very fickle!

Please keep our Secretary, Moranne also in your thoughts. Currently, she is sporting a moon boot and using a walking frame following a fall at home which ended up with broken bones in her right ankle. Her email to me started off with the sentence, "Hope you are all well, I am not." She will be out of action for about 8 weeks and is currently receiving home care.

It was pleasing to see so many at the recent Blyth Film Night. As always, a very popular event and many thanks to Ian Roberts for his selection of film and competitions. I must thank Peter Eaton and Craig Thomas for filling in for Graham Goode and organizing the drinks, meat and salads.

Looking forward, our annual Swap Meet is only a few weeks away and again I thank Graham and his team who always make this such a well organized and successful event. You will notice a few changes this year, so please familiarise yourselves with them as you read the article in this magazine. Of note, the brick pavilion will not be used for tea, coffee and eats this year as it is felt the return for the work involved has slipped. I wish to thank the ladies for their contribution in running and organizing the cakes, sandwiches, etc. in the past. A mobile coffee van will be on the grounds this year for the first time and I hope it is well supported.

I wish to thank those members who have helped organize meetings this year as our program until the AGM in July has been filled.

Thanking you for your continued support and Happy NARCing,
Graham

FRONT COVER

1926 Dodge buckboard belonging to new member Jamie Butler.
See story page 9.

NARC Calendar 2020

- February** **13th** Meeting **Clare**. 8pm Workshop Night, Goode Restorations 60 New Rd. Guest speakers will talk on Auto electricals and engine rebuilding Please bring a chair.
- March** **7&8th** Power of the Past, Mount Barker contact editor for entry form. Narc will not be entering this year.
- 12th** General Meeting – Port Broughton at 8.00pm
Guest speakers David Tam and Andrew Butler will talk about the RFDS bush bash that went from Renmark to Darwin
- 15th** Swap Meet, Clare see roster page 10
- 22nd** Deadline for Con-Rod submissions
- 28-4th April** AHMF National Tour
- 29th** Booleroo Steam Rally
- April** **2nd** General Meeting – **Crystal Brook** at 8.00pm
Note change of date
Ivan Venning is organising the night's program.
- 4th** Laura Folk Fair
- 19th** Shed Day Craig Thomas
- May** **14th** General Meeting – Port Broughton at 8.00pm
Graham Goode is organising a guest speaker possibly about organ donation.
- June** **1st** Deadline for Con-Rod submissions
- 11th** General Meeting – Port Broughton at 8.00pm
Paul Wilson will talk about the Chevrolet Festival held at Renmark in November 2019.
- 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

- February 16th Murray Bridge** at Showgrounds. 6am \$5 buyers and sellers
Further details contact John Whimpress 0428 132 889
- March 8th S.A. Rod And Custom Club INC.(Formerly Campbelltown)**
Kilburn Oval - Lionel Ave. Adults \$5.00 Kids Free Site \$20.00
Scott McLay 0412 555 723
- March 15th Clare** at showgrounds gates open 7.30am Sites \$10
Sellers & Buyers \$5 under 14 free
Enquiries Graham 8842 3731 a/h 8842 2417 Ian 0428 452 179
- April 5th Tanunda** at Oval Bilyara Rd Sellers 6.30 am \$10.00
Buyers 7:30 am \$3.00 Valley Rodders 8563 0409
- May 2&3rd Naracoorte** at Showgrounds, Smith Street, sites \$25, includes driver
No bookings required entry Friday 12 noon to 9pm, Sat from 6.30am.
Public entry Sat 7am – 5pm, Sun 7am – 12noon.
0408 854 658 (4-8pm) Email: naracoortehvc@gmail.com

Other Events of Interest

- February 16th All American Day** Tilley Reserve, Cnr Yatala and Hancock Road,
Surrey Downs. Free entry to all American vehicles Public from
10.00am- 3 pm Adults \$7, under 14 free.. Adrian Cowie 8264 9556
- February 16th All MG Day** Wigley Reserve, Glenelg 10AM TO 3 PM
Sandra Cardnell cardnellis@bigpond.com
- February 23rd Port Rocks Classic Car & Bike Show'n'shine** 10am – 4 pm
Open to classics cars and bikes built before 1990 and street rods
and customs. Entry \$5 on the day before 9:30am
- March 8th Moonta Sow & Shine** at oval. Different competition classes this year.
cacnoonta@gmail.com Download entry form (below) or contact editor
<https://moontaprogress.org.au/wp-content/uploads/2019/10/entry-form-2020.pdf>
- 8th Mannum Hot Rod Show** Mary Ann Reserve 10am – 4pm.
\$2.00 vehicle entry: Hot rods/classics/custom - \$10.00
Leon Warhurst 0408 813 905 or leonandlola@hotmail.com
- March 22nd All Chrysler Day** at the Harts Mill precinct at Port Adelaide.
Mopar Mega Cruise Saturday evening, 21st March
- March 28th Old Skool N New Age Auto Show** Morphett Vale Football Club
4 Wheatsheaf Rd. 9am to 5pm \$5.00 entry kids under 10 free
- April 5th GM Day~ Show & Shine** Princes Park Oval, Gawler,
Celebrating from the beginning to the end of manufacturing at the
Holden Australian Plants Trophies for over 30 categories
Entrants from 8.00am Public 10.00 am Adults \$5.00 Families \$10.00
Concession \$3.00 Tony Meade Tony.meade@gwf.com.au

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

February 15th Saturday.	Twilight Run (Not too far). Meet Hill Street 5.30 p.m. Dinner will be booked at our destination. Let Irene know if you have not already said you are coming.
February 28th Friday.	7.30 meeting
March 22nd Sunday.	Barossa Machinery Club's new Pavilion. ANGASTON. Visit the new massive display 2 p.m. Admission charge applies ?\$5. Meet Hill St @ 11 a.m. Picnic lunch first. B.Y.O. food chairs and drinks.
March 27th Friday.	7.30 meeting
April 24th Friday	7.30 meeting
April 25th Saturday.	ANZAC DAY Meeting Dutton Park 11 a.m. BYO morning coffee or tea. Anzac biscuits provided. Lunch at North Kapunda Hotel Numbers needed for booking purposes by March meeting.
May ?	Negotiations are under way with Ivan Venning re dates for visit to see his collection. ?LWE and accommodation at Crystal Brook being considered.
May 22nd	7.30 Meeting

Jamestown Christmas Pageant

Barry Treloar and Judy attended the Jamestown Christmas Pageant December 1st 2019 on behalf on NARC and snapped a few photos of our members at this event. There was a surprise appearance of Benzo the Clown and Mrs Benzo.



Mrs Benzo with Barry's Merc & Merv Robinson's Auburn lining up at the start with Narc flag flying

Benzo, world renown clown discussing his fees with the Treasurer Merv, (not sure how that went?)

*Our Merc with a Clown Driving
(Is that the usual clown?? Ed)*



Colin Kaehne's 1936 Oldsmobile truck with mates on board ready to push if necessary?



From simple beginnings Benzo is now known World-wide thanks to a Facebook video of this event.

Barry Treloar

YESTERDAY'S POWER RALLY Milang Vintage Machinery Club

Milang on Lake Alexandrina held it's 24th Yesterday Power Rally which included a Tractor Pull on 18th & 19th January 2020 on their oval. Kelvin and Pam Stringer left home with their 2 cylinder and a 3 cylinder Deutz tractors to meet Bruce and Helen Philby at Mallala with his 9 G Chamberlain tractor which he had to tear off the canvas on the side of his cab frame as the wind ripped it off. We proceeded to Mt Pleasant to meet Geoff Rowett with 3 Case tractors. He was putting 2 of the Case tractors in a display with 12 other Case tractors, as **Case** was the main feature for display. We went to the oval to unload all the tractors first then to the Milang Caravan Park to book into our accommodation. We got talking to the couple in the unit and learnt that they have been to our place from the MAPS Club that attended with PADARC members. They were entering their 1951 Alvis TA 21 convertible. The Pier Hotel just up the hill from the Park was where we had tea for 2 nights. Friday night a live one man band was playing from 8.00pm till late and he didn't even stop for a break at all just kept on strumming his guitar and singing with the crowd, but he was refreshed with a few cans.



Case tractor display

Saturday morning we drove back to the oval to have a tractor pull in the morning and another in the afternoon. There were 30 entries, a record at Milang. Each tractor is put into their horse power category and Kelvin's 3 cylinder Deutz was in the 46-50 hp. Both Kelvin and Bruce had their inaugural tractor pull run so they asked the other entrants for their advice. Kelvin's 2 runs with the 3 cylinder tractor were 67metres and 75m in the afternoon. On the Sunday he pulled 69m then 84m in the afternoon. The next entrant pulled up to 89m so we thought he would have won the 46-50 horse power. Kelvin's 2 cylinder runs were not that good as when he came to pull away he couldn't pull the sled. Behind the sled was a huge pile of dirt and rubble -so it was announced over the mic to get a shovel to remove the pile. His next run in the afternoon was also a dud run as the height of the pull was set up too high for his tractor and Kelvin did an embarrassing pull of only 33metres which would have been the shortest run for the whole weekend. The announcer Rex Neville said, 'take the chain down that's too high' -but never said for Kelvin to have another re-run. Also Kelvin didn't put water into the tyres for more traction, so his pulls were a 47m & 49m on Saturday. On the Sunday he did 64m in the morning then the embarrassing 33m in the afternoon. Bruce had done 75m and 76m on Saturday, then on Sunday a 72m and 75m with his 9G Chamberlain. The judges work out the average for the 4 runs.



Kelvin and 3 cylinder in action



Less cylinders less metres?



Bruce Philbey and his Chamberlain

Charles Lee said that he was going to look at each vehicle and also read the write up about each vehicle in the 4 rows of cars. Kip Newbold from Victor Harbour had his 1906 8hp Blackstone engine there operating each day. We were talking to a couple from Canberra and they

said they wanted to get away from the smoke. Talked to John Birrell who had just arrived back on the Free Bus from the Paddle Steamer "Oscar W". He said they always had birthdays to attend in January so could never attend so this year was his first time. There was another Stringer entrant in the program from Murray Bridge, David and Karen Stringer whom had a 1927 Chevrolet buckboard that won the Vintage Vehicle of 1919 to 1929 section.

The South Australia Police Historical Society had a great display of motor bikes consisting of a 1971 BSA A65 Police solo 650cc, 1962 A10 solo 650cc and 1981 CB750 solo 750cc. Also a 1961 light blue Chrysler Royal highway patrol car and a 1990 Holden VN Commodore highway patrol car. Also on display was a black English Singer car that had a bell attached near the head light to use as a police siren. I purchased a Dragon tree from the Milang Community Garden from the Old School house, the ladies said they are fire resistant and drought tolerant. They had fresh white peaches and vegetables from this garden.



Helen Philbey and Pam Stringer hard at work spectating



Geoff Rowett about to start his pull

The strawberry and ice cream stall did well for the Milang Men's shed and the strawberries were from Mt Barker. They cut them up with a hand cutter that was attached to the table and this made the strawberries so sweet they didn't need any sugar over them.

Red Cross had a huge stall there and were not charging very much for the goods, with all proceeds going to the CFS relief from the fires. The raffles were also donated.

Vintage Tiger Moth Air planes flew from Strathalbyn Airfield over the oval several times during weekend.

At 3.00pm on the Sunday was the trophy presentations and raffles drawn after the engines were shutdown.

The last demonstration for the day was done by Glen Traeger from their Earthmoving & Transport Service at Goolwa who were sponsors for the Tractor Pull. He did a pull with his prime mover with the big HT14/350 Upton Tractor (which is considered to be the largest factory built two wheel drive tractor in the world) on the back. To pull the sled was a great effort with black smoke coming from the exhaust. The 'Upton' is a unique piece of Australian History, with the designer Carl Upton. Only the one HT-14/350 was built in 1978 at Upton Engineering, Cowra NSW.



2 biggies..Steiger Panther 8 wheel drive and the Upton (weighing 25 tonne)

Kelvin Stringer won his section (46 – 50 hp) of the Tractor Pull with his 3 cylinder water cooled Deutz tractor. We celebrated back at the Pier Hotel that night after loading the tractors back on the trucks. We were lucky that we loaded up on the Sunday as Monday was cold and wet.

Pam Stringer.

Blyth Cinema Night



Some of the members who attended to watch the film 'Ford vs Ferrari'

Front Cover

I purchased the Buckboard from Clem Weckert back in 1998. Sadly Clem passed away over a decade ago, I am unsure of the date. Recently his wife Lorna also passed away and their son David popped into my work and gave me a couple of old Dodge books and the following letter. It reads as follows:



My 1926 Dodge was purchased on June 28 1950 for 155-0-0 (pounds) at Brinkworth as a family car and workhorse. Of a Sunday to church and during the week when needed would pull a four-wheel trailer carting general goods such as stock to market. In 1957 it was made into a buckboard. When completed, the leftovers such as tub, hood bows, etc. were taken up the creek and burnt, would give anything for those parts today. Sometime after that I purchased a small truck. After that the Dodge was only used to cart out my fowl feed. The tray would just hold 16 butts of fowl feed and many a time I would put 10 full bags of wheat on it. I had stripped the crown wheel at one time, so I replaced the whole back wheel assembly from another Dodge I had. While on the farm when I would get the Dodge out of the shed, the cats would follow as they knew that there were always rats running out of it. When we sold the farm in 1980 I did not sell the buckboard at the clearing sale. Sol stored it for 5 years and when I had more leisure time I decided to restore it and with the help of Les Bauman? Beaumont? who ground the valves and put in new rings, with a bit of chrome work, also paint and a bit of straightening up, it is what it is today. So far the body has travelled about 2 thousand miles since being restored taking part in club runs. Have been in the Bay to Birdwood run. Have again entered for this year plus other running around. Have also entered the Chrysler run to Albury in March. (unsure of year)

Clem and Lorna Weckert. Eudunda.

So that is the story of the Dodge!

Jamie Butler.

N.A.R.C.'S 2020 Swap Meet: **The 42nd Year at Clare**

- The Lions Club will be providing full catering on the grounds. Please note that there will **NOT** be a NARC tea/coffee/sandwiches stall this year.
- A professional coffee van has been contracted to provide their services on the grounds.
- If you are unable to assist the club by working on the roster please notify:
Graham Goode 0418 894 304
Craig Thomas 0429 001 242
- The setting up of the grounds and buildings will be held on Saturday 14th March, commencing at 9.00 am. Your assistance is greatly appreciated.
- There will **NOT** be a Club bar-be-que this year on Saturday night.

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

For more information contact: Craig Thomas 0429 001 242 and Andrew Weckert 0438 462 124

ON THE DAY:

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

This is because we are required to abide by the Clare Show Society's Risk Management Policy.

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

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

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

***** All members entering the grounds early in the morning will need to use the south gate.***

I would like to thank Rosemary and ladies of the Club for their contribution to our Club over many years. They have provided food and drinks in the Brick Pavilion for many years, however due to changing circumstances the Club has decided it is no longer viable. Your help has been much appreciated.

Please note that the roster has been changed and to notify me as soon as possible if you are unavailable.

Graham Goode

Swap Meet Roster

Main Gate – opposite Caravan Park entrance.

7 am to 8 am Winston Francis Robert Jaeschke David Keller	8 am to 9 am Peter Eaton Paul Wilson	9 am to 10 am Graham Correll Peter Underdown	10 am to 11 am Daryle Johns Ian Warnes	11 am to 12 noon To be advised
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Marshalls for site area:

7 am to 8 am Trevor Alm John Birrell Graham Goode Merv Robinson	8 am to 9 am Peter Lehmann Dale Loffler	9 am to 10 am John Gibson Brett Colliver
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Stock Gate: (Only Main Gate will be open after 8.00 am)

7 am to 8 am Dean Manderson and James Duggan

Car Parking:

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

7am to 8 am Keith Poole and Ian Radford

May be called upon to help on the day

John Carter, Bruce Davies, Ron Leighton, Andrew Murrie, Mark Weckert, Darren Benda, Tony Milobara, Ivan Venning, Ivan Arbon, Peter Bunfield, David Dunstan, Alan Pitchers, Steve Hyde and anyone else that would be available.

Burra to Morgan Re-enactment and camp out weekend

July 11 -12th 2020

This biannual event will be held on July 11 -12 2020 We have put together an itinerary for the weekend so that people can get together and get organised as Roger and I would like to make this a successful event featuring Ford Model A

Sat 11th July

1.30 – 4.00pm visit to

- 1 Bon Accord Museum
- 2 Police lockup
- 3 Peter Weiss collection

Narc will supply refreshments at Peter Weiss place

Participants to tour in their own vehicles at their own pace

4.30- 6.00 Christian Bible chapel (corner of Paxtan Sq) for registration nibbles and drinks Byo Drinks

6.30-7.00 Dinner at Burra bowling club 3 course meal and bar open

Sunday 12th

8am Cars congregate in Market Square and along Commercial Street. Breakfast to be supplied by Burra Men's shed.

9.30 Flag off to Morgan collecting 2 poker cards on the way out

Proceed to Morgan via Smelts road and Goyder Highway to The Gums for a break half way point National trust of Burra will have morning tea available

11am on leaving the Gums collect 2 more poker cards

Proceed to Morgan and meet on the lawns at the River where hopefully a Morgan club will have lunch available collect the final poker card on arrival

Presentation after lunch

- | | |
|------------|----------------------|
| Prizes for | 1 Best poker hand |
| | 2 Ford model A |
| | 3 Vintage veteran |
| | 4 Classic to 1956 |
| | 5 1956 to 1989 |
| | 6 Commercial vehicle |

Overall best of the day will be the feature car for the 2022 Burra to Morgan

Entry forms will be available soon. Give us a call if you wish to know more

Paul Wilson 0419 869 109 Roger Boehm 0437 322 734

We will require a panel of judges on the 12th and also a starter and poker card recorders. If you could help please let us know.



BALAKLAVA MUSEUM Inc

The members of Balaklava Museum Inc. are pleased to invite you to our celebration of the 2020 SA History Festival.

2020 - Honouring the Vision of our Region's Industrial Pioneers

Saturday, May 2nd and Sunday, May 3rd 2020 10.00am - 4.00pm both days
at Urlwin Park Agricultural Museum, 34a Short Terrace, Balaklava

Join us as we pay homage to our industrial pioneers:

Blake, Illman, Willis, Anders, Middleton, Brebner & Keefe, Traeger, Hoepner, Graham, and others whose vision saw them establish manufacturing and service industries to support the rapidly expanding agricultural communities of our region. Displays/demonstrations of blacksmithing and locally made farm machinery, including a large "one-off" sheaved-hay elevator and windmills restored by Museum volunteers.

Entry by Donation

Sausage Sizzle Luncheon and Afternoon Tea available

RSVP: April 20th (for catering purposes)

Wheelchair Access

Norma Schopp (President)
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e. rnschopp@rbe.net.au

Lorraine Jenner (Secretary)
ph. 0429 811 573



**SPORTING
CAR CLUB**
SOUTH AUSTRALIA

AUTOMOTIVE BOOK & MAGAZINE SALE

**DATE
CHANGE!**

SATURDAY, 21ST MARCH 2020

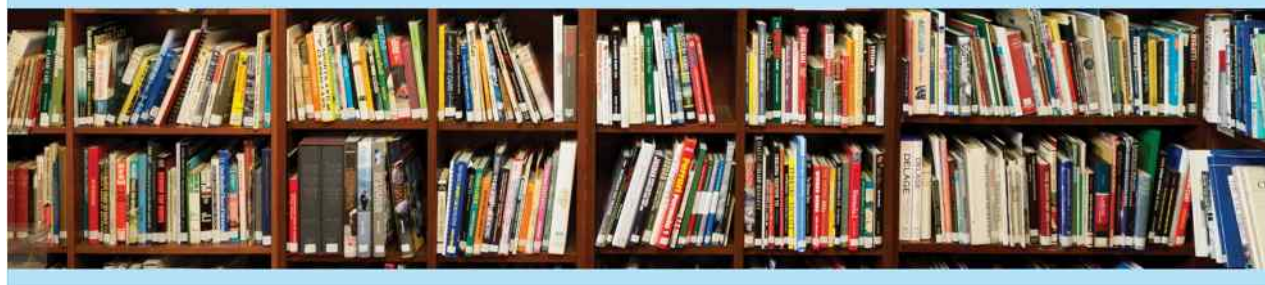
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POSTERS, RACE PROGRAMS, VHS, DVDS AND MUCH MORE!



A Canny Scot

Everybody knows that I got excellent value when I bought my Ford V8 Pilot and that I built my own caravan at a fraction of what other people have spent. I don't normally talk about such things, but I'll tell you some of my secrets of getting one's money's worth. My beloved wife Flora had decided that our dear old 1921 Rover Nine had reached the end of its useful days, because it blew a head gasket every time we took it more than ten miles or so. Even though I always carried a stock of spare gaskets and had become adept at changing them by the roadside, she had taken a real set against the car. I think the final straw was that she had to get out and walk every time we came to an uphill grade. When you consider how many pounds Flora has put on in the past few years one could hardly blame the car, but of course I wouldn't dare tell her that. With heavy heart I set about selling the Rover, but was appalled to find that, despite its being reliable (except for the head gaskets) and in good condition (except for the body, interior, suspension and brakes) it was only valued at £5 (five pounds). Even then I had to agree to reducing the price to £4/10/0 to sell it, and I still mourn the loss of those ten shillings.



Rover 9

Now I could set about buying a new car. Flora wanted a Triumph Renown because they look so elegant, like a Rolls Royce, and she fancied herself riding in one, but even for a 1947 Triumph 1800 they're demanding £400. All that some people want to do is separate a man from his hard-earned pounds, shillings and pence. I studied the used car prices in the "Australian Motor Manual" at the library and discovered that I could get a 1949 Ford V8 Pilot for only £390 – that's a full ten pounds less for a car two years newer, mark you! I showed Flora a picture of one in a magazine I borrowed from the library and she liked it, and when I said that, with its V8 motor, it would go up hills faster than most cars come down, she agreed that we should get one.



Triumph Renown

Howard Graeber in the local garage didn't have a Pilot in stock and tried to sell me a Vauxhall for £500, which of course I wouldn't pay, and none of the other dealers in the area had one either. I looked in the paper at the library and found one in Adelaide, but the rogues wanted £395 for it – five pounds more than the price in the magazine! Now I got a brilliant idea. My sister's son Gordon is a mechanic for a Ford dealer in Melbourne, and it occurred to me that prices might be cheaper there. I wrote him a letter – it cost me threepence for the postage, which is daylight robbery when you think that they started out with penny postage in 1839 – but it proved to be money well spent. Two days later I got his reply, that they had an absolutely spotless one in stock and that he could get a special price of £380 for me. I immediately sent a postcard telling him to hold it for me, took one day of annual leave on Friday, then on Thursday evening took the bus to Adelaide and a night train to Melbourne, where I got a tram to Melford Motors.



1949 Ford Pilot V8

The Pilot was a beauty! Immaculate, low mileage, full service records and it ran beautifully. As a bonus, the original owner had had it fitted with lay-back seats, so I could sleep in it on the way home and save the cost of a hotel room!

Even better, since I had travelled such a long way and didn't have a trade-in, they agreed to chop another £5 off the price and I got it for only £375! I gave Gordon a bottle of whisky for his trouble and set off. I slept in the car beside a service station at Warracknabeal, then set off early in the morning and arrived home in time for tea on Saturday. Flora was delighted with the car, especially when I took her for a ride in it after Church, with her sitting in the back like the Queen and me driving up hills without even slowing down.

I would soon find an extra benefit of the layback seats. The next Friday evening I was a little late from the Caledonian Society that Sandy McDuff and George McGuinness and I have formed and Flora had draw-bolted the doors of the house so that I couldn't get in. I was able to sleep in the Pilot instead of on the shelf under my workbench as I usually had to do.

Of course, I continued to ride my bicycle to work. That not only saved fuel, but also the wear and tear on the car. While I was at work, Flora added vacuum-cleaning the car to her household chores, and she helped me to polish it every Saturday after I had washed it. She quickly noticed that it had a towbar; apparently the original owner had had four children, and on family holidays two had slept on the layback seats and the rest in the caravan. Later we would use the same arrangement when we made a trip with our daughter and her three sons while her husband was working in New Guinea. The towbar, of course, gave her the idea that we should get a caravan too. I was very amenable to the idea, knowing that I could build one for a fraction of the price of buying one. Flora was happy to make curtains, cushions and mattresses and to help me paint it. She is a good wife.

In the "Australian Motor Manual" at the library I saw that it was possible to buy all one needed to build a caravan, but the pack of bandits demand £82/10/0 just for a chassis. I knew that I could do better. Firstly, though, I got the Town Clerk, Mr. Finlay, to give me permission to use the Council workshops where I work, after hours. I am a fitter and turner and very good at my job, saving the Council a fortune with the things I repair, fabricate or adapt, and besides, Mr. Finlay is President of the Caravan and Camping Club. He was happy to grant permission, provided that I paid for materials used. I did have to pay ten shillings to join the Caravan Club – that is exorbitant, nearly tuppence ha'penny a week – but when I thought of how much I was saving, I realised that it was a sacrifice worth making.

Howard Graeber has some wrecked vehicles at the back of his premises, and was happy to give me the remains of an old Morris J van. All the parts I didn't want – motor, gearbox, rear axle – were gone, but I brought the rest to the workshop on the Council jinker and set to work. Firstly I cut down the rear part of the chassis, then fabricated a good strong drawbar at the front. I welded up the king-pins on the front axle, making sure that they were perfectly aligned, and mounted it on the rear springs. The wooden frame of the old van body gave me a lot of timber for the caravan frame, and I had been saving wood off-cuts for years, so soon the frame of the van was in place. The van also provided the wheel-wells and a lot of the floor. I even made wooden frames for the glass from the van, and got some more window glass from a wrecked bus that Howard had. Mr. Finlay came to see my progress and was very impressed, and I also brought Flora to see it, but all she said was, "You'll have to cover that framework and put proper walls in it!" She's a typical woman.

I had helped Dud Forrest by doing a lot of welding when he was building his caravan, and he was now able to repay the favour. He's a builder, and not only did he get me trade prices on enough marine plywood and masonite to do the inside and outside of the caravan, but he got lightly damaged stock at a greatly reduced price. Since I had to trim it all to size anyway, the damage, all on the edges, didn't matter. Within a month the van was panelled inside and out, and even insulated with some Caneite offcuts that Dud gave me. I now set to doing the cabinet-work, and then the van was ready for painting! towed it home behind the Pilot and it tracked perfectly; my hours of careful measuring and aligning had paid off.

Within ten days we had it painted inside and out, the soft furnishings and curtains fitted and were ready for our first trip – just in time for a weekend with the Caravan and Camping Club!

As soon as we arrived at the caravan park, the others descended on our new van. I must say that it was a pleasure to hear their praise for my design and workmanship. I whispered to Mrs. Dunleavy and Mrs. Kloetzke that they should loudly praise the soft furnishings and curtains, as my dear Flora is prone to fits of jealousy if I get praise and she doesn't. Fortunately they complied and my peace was preserved. Hollings, the school teacher, had organised a

treasure hunt for the wee ones and Alby Elgar had organised a darts throwing competition, which was won by Mrs. Finlay. We then retired to our caravans or tents for lunch. It was a bonny feeling to sit at our table in our caravan for the first time and to eat sausages and potatoes cooked on our own caravan stove! In the afternoon there was a guided



tour of the town, though Flora decided that that was too strenuous for her and sat and knitted beside the caravan with Mrs. Hollings, who has a wee babe and is expecting the second one, and with those women who had toddlers to manage. I wished that I could have left the group and gone into the hotel, but if Flora had found out there would have been hell to pay, so I didn't.

Back at the caravan park, while Flora was cooking tea, I had a brilliant idea. I suggested that I quickly go to the hotel and buy a bottle of good Scotch whisky so that we could drink a toast to the new caravan. She liked the idea but warned me that there would be terrible consequences if I stayed there for a drink, as after tea we were going to have campfire singing and more games. I solemnly promised. I kept my promise, too, but as I left the hotel I was joined by two men who had heard my accent. Their names were Andrew Caird and Jock McGintie, and two more likeable lads ye couldna' care to meet. Jock even came from Aberdeen, the same as I did, and they were going the same way that I was. How could I refuse, when we reached Andrew's house and they asked me in for a quick drink? We did sing a song or two – Loch Lomond, the Skye Boat Song, The Rose of Scotland and several others – when suddenly a fury burst into the room. At first I feared that it was my Flora, but then I realised that it must be Andrew Caird's wife, for she set upon him with a rolling pin, screaming furiously. She then struck the defenceless Jock McGintie, who by now had fallen asleep and was slumped over the table. She then went for me, but I grabbed my whisky bottle (there was still about a glassful left in it, with which I hoped I might placate Flora when I got back) and made it out the door, receiving only a few blows.

It was already dark and I hastened as quickly as possible, but it seemed much further back to the caravan park than I remembered. It was only when I reached the limits of the town and saw a "Caravan Park" sign pointing the opposite way that I realised that I must have gone in the wrong direction. By now it was very dark and cold, and I stumbled and fell several times, the third time breaking the whisky bottle. What a terrible waste of the precious drink! To avoid falling over again, I proceeded on my hands and knees, frozen to the bones and longing to crawl into bed beside Flora. Whatever other faults she may have, she certainly produces a lot of body heat and does keep a man warm on a frosty night. When, after several hours, I finally found our caravan, I discovered that Flora had fixed the security chain; I was locked out and would have to sleep in the car! I was dreading a freezing night, so imagine my relief when I saw that Flora had left blankets in the car. I am sure that other men must envy me for having such a thoughtful and considerate wife as Flora. How many other women, on locking out their husbands, would think of leaving out blankets for them?

RENARD ROAD TRAIN

I first saw the remains of the Renard Road train at Farina in 1968-9. It had obviously been worked on by scrap metal collectors with the motor, except for crankshaft being smashed and removed. The wheels for a couple of trailers lay around but the chassis frames were gone. Some years later Don Wilsdon from Geralka Rural Farm acquired the remains and I understand also trailer chassis and parts from nearby stations. He managed to construct one trailer and body work for the prime mover but with a different engine so that it could be used for demonstration purposes.

The machine was invented by Charles Renard who had served in the French Army as an engineer, he was also interested in aeronautics and was the first man to design and fly a dirigible airship which could be driven and steered, he completed a 5km course taking off, flying the course and landing back at the same point.

“The Renard Road Train was first seen on the Darracq stand at the 1903 Paris Salon. It consisted of a tractor hauling six-wheeled steerable trailers and powering the centre axle of each through a series of cardan shafts driven from a power take-off behind its rear axle.

In 1907, two years after Renard's death, the English rights to this strange device were acquired for £2,500 by Daimler. The Coventry company only received a £300 "first and final" dividend from the joint venture, though it did build and sell a few Road Trains, mostly powered by a 16.1-litre engine with a fuel consumption of one gallon per mile. Even so, Daimler claimed that the Road Train cost half as much as rail freight.

Lord Kitchener of Khartoum ordered a Road Train for service in Egypt, while others were sold to customers in Europe, North and South America, India and Australia. A derelict Road Train, once used by the Union Copper Company of South Australia to carry ore 80 miles to the nearest rail head, was found in the early Seventies in the ghost town of Farina.

But the Renard Road Train had several embarrassing drawbacks. When crossing uneven ground, the central driving wheels lifted up and lost traction. The transmission joints were deafeningly noisy and the rear truck took short cuts around corners - to the detriment of anything that happened to be in the way.”

David Burgess-Wise 2001

The prime mover and four trailers were imported without any bodywork to avoid heavy tariffs on imports and the body work was manufactured by Duncan and Fraser in Franklin Street. A description of a demonstration run of the road train in Adelaide streets were published in the Adelaide papers.

The Evening Journal (Adelaide SA) 29th April 1909

RENARD ROAD TRAIN.

On Wednesday afternoon a public demonstration of the Renard road train was given before a large number of representative citizens, including military officials, pastoralists, civil servants, and members of carrying and other companies. The train, which was imported by the Union Consolidated Copper Mines to do its carrying between Farina and Yudnamutana, a distance of 80 miles, was first inspected at Duncan & Fraser's premises. Subsequently the guests were taken for a run in the four trucks attached to the motor. The engine is a 100-horsepower one and the power is transmitted from the engine to each respective truck by means of a cardan shaft. The train was run down the West End, over the Morphet Street Bridge up the North Adelaide Hill, along Brougham place, and back to the city again.



Coming back the engine was stopped in the middle of the Morphet Street Bridge, and with the third speed—there are eight speeds—the engine started off and pulled the train splendidly. The visitors were also interested in the easy way in which the engine was reversed and the train, by means of a rod on the back truck, guided into the shed as easily as a dog on a chain. Refreshments



were then supplied. Mr. A. J. Miller the managing director of the Union Consolidated Copper Mines said the train was brought out by his company to do its carrying between Farina and Yudnamutana. The Renard road train had been working satisfactorily for two years in Europe. His company brought the machinery out, and Messrs. Duncan & Fraser built the bodies of the trucks in this country, with its wonderful tariff reform, they had to pay through the nose for everything so they had the work done locally. He hoped they had been satisfied with the train. (Applause.) Mr. R.A. Duncan said the commercial motor vehicle was the most important vehicle in use and he had taken a great interest in the Renard motor train He had never seen a new invention universally and favourably commented on as the Renard motor train. The weight was distributed throughout the train. It was possible to go backwards or forwards, and the track made by the first truck would be followed by the other trucks, whether the train was going backwards or forwards. The train was used in nearly every country in Europe. There was no limitation to which the Renard train could be put for carriage purposes. A Renard train between Adelaide and the Port would pay handsomely, while it could be used in connection with the salt industry on the Peninsula and for military transport purposes Mr. A. J. Miller and Messrs. Duncan and Fraser were heartily thanked for the educational afternoon provided.

The next step was to try and drive it to Farina.

The Advertiser 12th. May 1909

My objective was Yudnamutana, the scene of the Union Copper Company's operations in the Flinders Ranges, 75 miles east of Farina.

The Renard road train, a trial of which was recently made in Adelaide, started on its long journey to Yudnamutana on Monday. The Union Copper Company, who have had the train manufactured for business uses on their mines, arranged with the driver for telegraphic progress reports from time to time respecting the trip. On Tuesday the report ran - "Left Adelaide at 3 p.m. Monday; reached Gawler at 6 o'clock. This morning made another start and got to Riverton for lunch. Road bad six miles beyond Gawler." The managing director of the company states that the 63 'miles to Riverton was traversed in seven hours, or an average of nine miles an hour, which is considered satisfactory. Should any adverse conditions be encountered the train will be taken to pieces and trucked to Farina, the nearest railway-station to the Union Company's mines.

We had aboard, from Quorn, the Renard road train imported by the company from France, for the purpose of conveying the smelted copper from the mines to Farina, and taking back coke for the furnaces. The road train ran by itself from Adelaide to Terowie, and averaged nine miles an hour, but bad roads and bad weather being encountered, it was deemed advisable to place the train into railway trucks for the remainder of the journey. On arrival at Farina it was unloaded and Mr. Miller, by request of a deputation of residents, gave the school children a trip round the stony plains that surround that lovely township. That the new method of locomotion was an object of curiosity is a mild way of putting it, when one is in a country where donkey and camel teams are the only means of transport; where an automobile has rarely been seen, and where the arrival and departure of the railway constitute the tri weekly sensation. As an instance in point, several of the principal residents of Leigh's Creek turned out at 4 o'clock in the morning to get a glimpse of the tarpaulin covered road train on the trucks of a cattle train.



According to a report from Farina on July 21st. 1909 The Union Copper Company's road train is working splendidly. It travelled 60 miles yesterday in seven hours, over heavy roads, negotiating hills without the slightest difficulty.

Another report on 9th October advised that much interest has been centred in the Renard road train since its arrival a few months ago. The train was imported by The Union Consolidated Copper Company of Yudnamutana to carry copper ore, coke and other mining requisites from Farina to the company's property.

Those who knew the road prophesied absolute failure. The road is interrupted by sand, deep creeks and ruts, but the train has commanded the appreciation of the critics as it wends its way about the steepest hills with its load of coke, completing the journey of 80 miles in little more than a day. There are other parts of South Australia where such a train would work wonders. Only such will power will allow mines at a great distance from the railway to be worked at the present price of copper. The train also had another function as reported in The Chronicle - on 3rd. November 1909 the engine of the road train took Miss B Parsons to the Church of England in the morning where she was married by the Rev. F. J. Fisher to Mr J. Wills. The engine which was decorated was lent by the manager (Mr. G.S.Miller) of the Union Consolidated Copper Company. Miss parsons can claim to be the first bride in Australia to ride to church in a road train.

Things did not continue in such a glowing manner, the roads became rough and the road train could not carry a full load so a deputation was made to the Government for assistance in building a railway line to the mine.

Advertiser 4/8/10 carried the details.

Mr. Miller, the company's manager, said the Yudnamutana mine was about 75 miles east of Farina. They had spent between £30,000 and £40,000 in erection of plant and developing the mine, but their great drawback was the lack of transport facilities. Considering the amount of capital spent by the company, they thought it a reasonable request to the Government to assist them in this direction, and he suggested that they should give the company the necessary old rails and sleepers, which it would lay down and then hand the line over to the Government. They had imported a road train from England, but with bad roads it could not take big loads, and they would require about ten such trains to supply their needs. The property had been favourably reported upon, and they had great hopes of it becoming a big mining centre. They could employ about 200 men, and in the future this number might be increased to two or three thousand. Messrs. L. Scammell and O'Loughlin and Moseley also spoke. Mr. Vaughan said he quite realised that the company was prepared to act in a generous spirit, and he was pleased to hear that it had done so much towards developing the property. Before considering the request it would be necessary for the Government to be assured of the permanency of the mine. He would enquire fully into the matter and put their request before the Government.

The premier and other officials subsequently visited the mine but were not convinced that enough work had been done to prove the ore reserves of the mine, a lot of money had been spent on smelters and associated structures but none of it had been commissioned. The request was refused on 10th October 1910.

By March 1912 the mine was under suspension, there was 130 tons of coke at the mine but the furnace had not been commissioned. Negotiations were under way for a new owner but the infrastructure was never put in to use, eventually being demolished.

The road train stayed in Farina with some sections being removed and others damaged. We can wonder if Farina was the Petrol Tin Capital of Australia, a round trip of 160 miles at 1 mile to the gallon would equate to 40 tins per trip which would mean 20 boxes as well, there were probably a lot of Laurel, Shell or Neptune cupboards in Farina.

Supposedly 4 road trains were imported into Queensland, the Queensland railways tried one between Brisbane and Ipswich for carrying passengers and freight. Another was used on Isis Downs station for carting wool, one trailer of which still survives in a historic display in front of the Well Shot Hotel at Isisford.



The Renard after restoration

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

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

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

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

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