

THE 'CON-ROD'

Official Newsletter

July/August 2020 No. 271





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.

July/August 2020 no. 271

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PRESIDENT'S REPORT

Hi Everyone,

This is my third report now where our lives are still controlled by the pandemic. Restrictions have been eased considerably for all states, except Victoria which is in total shutdown. Let's hope they can bring it under control and that our tight border and travel restrictions can prevent Stage Two from taking hold here in S.A.

I hope you are all coping with our current lifestyle and have someone to talk to if the going gets a bit tough.

In consultation with the Committee, many of whom have concerns about indoor meetings at this stage, I have decided to leave it until November before we attempt to have an A.G.M.

In the meantime, as you will read in this issue, there are a few outdoor gatherings that have been planned that we can attend and take our vehicles for an outing if we so desire. If we sanitize and social distance the risk of contracting Coronavirus outdoors is very low. If anything changes that affects our programme, we will endeavour to let you know by email, phone or word of mouth.

So, let's all stay positive, safe and virus free.

Keep on NARCing,

Graham

New Members

NARC welcomes new members Brenton Arnold from Jamestown
 Alan Crouch from Gladstone
 Dick Lang from Kapunda who has a Wolseley
 James Dolling from Pt Broughton.

FRONT COVER

John Birrell's c1974 Puch Maxi N moped see story page 11.

NARC Calendar 2020

All events/meetings subject to changes due to virus situation.

- August 23rd** Sunday - Catch-up at Bowman Park, Crystal Brook at 12 noon
BYO lunch, drinks (inc. tea or coffee) & chairs
- September 1st** **Drive It/Old Car Day** is on following approval from Barossa Council to use the Bethany Venue.: 9:00 AM - 4:00 PM
This continues the tradition of holding an event at Bethany on 1st September (First day of spring) each year.
- 20th** Join with the Kapunda Chapter at "Avondale" Garden, Rhynie;
Moranne will need numbers – See details page 5
- 27th** **Bay to Birdwood**
See details in Other events below.
- October 11th** **Gawler to Barossa Veteran & Vintage Run** Details page 10.
- 18th** Burra & Districts Open Garden Weekend
To be confirmed but is hoped to include a lunch provided at low cost by a community group, and to display the cars, at the creek reserve facilities. Also a visit to Roger Boehm's garden. (NARC member)
- November 1st** **PRESIDENT'S RUN**
- 12th** **AGM** suitable venue to be determined.

Swap Meets

- September 20th** **Gawler** CANCELLED
- October 4th** **Motorcycle Only** Balhannah Oval, Onkaparinga Road at 6.30am
Site fee \$15. Buyers \$5. Children under 12 are free.
Strictly motorcycle related items only, no bric-a-brac.
Peter Yates on 0414 134 583 or secretary@vmmccsa.org.au
- October 11th** **Morgan** Old oval, Oval road (behind the caravan park) Morgan
sites are \$10.00 buyers and spectators \$5.00 open at 6.30
Camping for sellers available Saturday night Gate prizes drawn at 11am got to be there to win it. Colleen 0438 892 905
- Strathalbyn** Cancelled

Other Events of Interest

- September 27th** **Bay to Birdwood** To acknowledge the 40 anniversary milestone, this will be all decades of motoring. Post 1950 entries are now full.
<http://baytobirdwood.com.au/>
- October 11th** **Gawler to Barossa V&V run** see flyer page 10.

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

FROM THE KAPUNDA CHAPTER

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Chapter meetings still cancelled due to the venue still being unavailable. We are hoping to have the AGM towards the end of the year.

The August outing to the Angaston machinery shed has also been cancelled as it is not yet open for visitors but Robert Parker has kindly offered Wolta Wolta for an outing.

AUGUST 30th Sunday. Trip to Clare to Robert Parker's home Wolta Wolta. Leave Hill St 10.30 a.m. to travel in convoy to Clare. Lunch will be provided at a nominal charge. Robert has volunteered his outside room (plenty of room to social distance) Bring chairs and drinks in case the weather is suitable to enjoy "plein air" and we will need numbers for catering.

SEPTEMBER 1ST OLD CAR DAY AT BETHANY. This is going ahead but the organisers would like a completed form for Covid tracing purposes when you arrive. To save time. Irene has these for you to complete.

SEPTEMBER 20th Sunday. Combined activity with the parent club. Rhynie open garden Avondale. Details page 5

OCTOBER 23/24th Weekend away. at the Ardrossan Caravan Park. Mike Osborn and Robert Stapley from the MAPS Club are planning some activities for us on the Saturday and Sunday morning. This should be a very pleasant weekend after the long year we have had without much contact. Please do your own booking and mention you are part of the Kapunda Car Club . There will be a small discount. More details later.

APRIL 14th 2021. A DAY IN THE VALLEY. This seems a long way off but planning has already begun.
Meet Hill St 9.30 a.m. 'A STEP BACK IN TIME AT BETHANY CHURCH'. Recreation of a Pioneer Farm Yard with animals and implements. Demonstration of early skills, lunch at Bethany Hall. Our visit may coincide with a recital on the Pipe Organ.
Leave for the Wood Carvers' Haven near Eden Valley, via a scenic drive over Mengler's Hill and the Barossa ranges. Carving and Wood Turning demonstrations, displays, wine tasting from the property.
Devonshire afternoon tea in a beautiful setting amongst the big gums..
All sealed roads. More details nearer to the event.

Welcome to our new members Michael and Jackie Victory. Michael is very busy with his restoration of a Morris Minor and also is now an active member of our group
Welcome also to Richard Lang who seems to enjoy our outings with his Wolseley

Outing To Bethany 18th June 2020 Kapunda Chapter

On a fine sunny day (if a little cool) 22 members met for the first time since lockdown. The camaraderie was enjoyed by all having taken our own lunches and observing social distancing. Plenty of elbow nudging, and a good feeling. Many more to come hopefully. Irene



The bonnets are up not because they are broken down, just bragging about how good the engines look

Build Your Own Burger

14th July Coulthard Park, Nuriootpa



Combined NARC event

Sunday September 20th 2020 **Avondale Garden Rhynie**
Meet at the Duck Pond on the River Gilbert, Marrabel Road
Riverton at 11.30am

Directions to Duck Pond - From the northern end of Riverton main street take the Marrabel Road (caravan park, oval etc on your left) pass high school on your right, cross old railway line, duck pond on your right.

BYO picnic lunch, chair etc. Toilets, electric BBQ, lawn and lake. Ducks optional?

Arrive Avondale at 2pm, rated as one of the best open gardens.

Avondale 15km south of Rhynie and north of Tarlee on the Horrocks Highway. Watch for NARC sign on the highway. Turn west onto Avondale Road and proceed to the cattle grid, cross and take first drive to the right leading to the homestead.

This is a private viewing, not an open day. \$10 entry including Devonshire afternoon tea.

Proceeds to charity, including eye surgery in developing countries and famine. This garden has donated \$45,000 to charity over the years.

For more information about the garden google "Avondale open garden SA"

If attending please advise one of following by Monday August 31 for afternoon tea catering
Moranne Coombs 8825 3766 or Irene Woodcock 8566 3585 or Malcolm Johncock 0490 672 237

The usual Covid 19 rules apply.



2019 AUSSIE MUSCLE CAR RUN, 26 October - 2 November

The Aussie Muscle Car Run (AMCR) was the idea of Kevin May who, at the time, was president of the South Australian Ford GT Club and had lost a sister to leukaemia. The GT Club had a fundraising cruise to raise money for the Leukaemia Foundation and managed to raise approximately \$30,000. Kevin then expanded his fundraising idea to that of a week-long cruise around the state, taking in race tracks, street circuits and hill climbs. The run would be specifically for cars from the 60s and 70s Bathurst era - from the days when you could go to your local car dealer and buy a production race car, with which to have a lot of fun!

Since its inception in 2012 the annual Aussie Muscle Car Runs have raised \$2.8 million for the Leukaemia Foundation. I have done two of the Runs (2013 and 2014) and have had great times racing my car around Bathurst and other great race tracks. I was keen to go again and had just the car for the job - a 1971 LC Torana sedan which I had bought as an unfinished project. The motor was supposed to be reconditioned, but rattled when it got hot, so I put in one which I had reconditioned myself. I also did the rust cutting, panel beating and upholstery - it took six years! So, I had the car, but I needed a co-driver. Andrew said he was interested in going in the 2019 event, when the final destination was to be Phillip Island. To help raise funds for the

minimum donation of \$4000 required to take part, we came up with the idea of taking our unwanted car bits and pieces, plus anything else we thought would sell, to swap meets. We went to those at Kadina, Gawler and Sedan and took the Torana with a roof rack and trailer full of stuff. We also had to come up with a team name for the Run and decided on Swap-Meet Junkies.

At the big swap meet at Sedan we arrived the night before and camped on the grounds. Although having arrived at 4pm on the Saturday we found ourselves on the second to last line around the oval. It is a huge and successful event! At 5am on Sunday more sellers started pouring in, resulting in about four lines of sellers outside the oval. Bargain hunters had swarmed all over us when we had first arrived and they were back with torches at 5am looking for that elusive bargain.



We had a good day and sold quite a few items. I didn't get to look around much as we were trying to sell as much as possible, but I managed a short break. When I got back I found out that Andrew had sold a Holden jack. He said he couldn't find the handle at first and then remembered the one in the boot. BUT, that was the actual jack handle for the car!! Thankfully we didn't blow a tyre on the way home! I was a bit worried about leaving Andrew alone with the stand at other swap meets in case he managed to sell the rims, doors or seats etc from the actual car - he can sell anything!

Travelling to the swap meets was a great way of testing out and finding any problems with the car, as was taking it to meetings, etc. And we found one or two, the most notable when we were going to a NARC meeting at the Clare airstrip - the front wishbone fell off, luckily on the forecourt entrance of Perry's servo. It took two hours to repair! Needless to say we missed the meeting! And so much for the last owner telling me the front end had been reconditioned. After that I double checked everything.

We also took the Swap-Meet Junkies Torana for a spin to Blinman in the Flinders Ranges, and were able to gain sponsorship from several of the local businesses for whom I have worked with the bulldozer, putting in tourist tracks etc. As well as testing out the car we also received several donations for the cause.

At last, the day came when it was time to get going. We set off in the car to Adelaide on Friday 25th Oct. We stayed at the Arkaba Hotel with quite a few other AMCR participants and caught up with old friends over dinner and a few drinks.

Saturday 26th October At 8am we lined up at Victoria Park (Clipsal 500 grid) with 46 other muscle cars – GTHO Falcons, A9X Toranas, Monaros, Chargers and even a Mini. After all the formalities and a group photo we headed off, with much fanfare, towards Bordertown with the historic police cars escorting us out of the city - some of the cars were on steroids!!

At Bordertown we did a Show and Shine at the local oval and after lunch we set off for Halls Gap and stayed at the caravan park for the night.

Sunday 27th October First call of the day was Bendigo for another lunchtime Show and Shine, where we managed to raise a bit more for our car. Then we were off to Shepparton for another Show and Shine which was very well attended. We managed to sell quite a few car stickers at this one and then relaxed that night in a very nice Shepparton motel.

Monday 28th October We drove to Benalla and out to the Winton Race Track, where we had a 'play'. The petrol heads really came to life - a few cars spun out as we all did laps around the track. Quite a few cars began to run hot (not helped by the fairly warm day!). I thought the Torana was – but I had read the gauge wrong! We stayed all day at Winton before heading off to Wangaratta for the night.

Tuesday 29th October It was an early start from Wangaratta as our destination that day was Lakes Entrance via Mt Hotham. The first stop along the way was the local bakery at Bright – nice coffee and food! We then headed to the hills and Mt Hotham. It is very beautiful



country with lots of very steep hills. But even so we passed quite a few 'crazy' push bikers out riding and several motor bikies zoomed passed as they raced on their way down.

A lot of the Muscle cars ran hot in these steep hills, but the Torana ran well. There was snow at the top, but we didn't have time for a snowball fight, as we had to get to the Omeo Bakery, down the other side, for lunch.

The Torana developed a shudder in the steering under brakes going down. I checked it out at Omeo and decided the heat was warping one of the rotors – it was fine when it was cool. We pressed on to Lakes Entrance – another beautiful spot, but this time by the sea.

Wednesday 30th October Off at 8.30am to the MAFFRA Car Shed which houses the Gippsland Vehicle Collection. It is a museum of all things CAR or car related – heaven? It is a fantastic display.

Next stop was Bryant Park Haunted Hills hill climb. I really enjoyed trying to beat my own times – another great place to 'play cars'. It was then time to get to Cowes on Phillip Island, where we stayed at the North Pier Hotel on the esplanade. Needless to say, another great spot! The 47 muscle cars lined up along the sea wall created a great sight for a lot of interested locals. That night at dinner, Andrew got fined \$10 for driving 60kms with a blinker on (the return had broken that morning)!



Thursday 31st October We were booked into Phillip Island GP Circuit for the day. I did a few laps around the track, but our diff ratio wasn't any good for racing – clocking just on 100mph down the straight and not nearly enough pick-up out of the corners. But it did prove to be very good for cruising and on fuel.



Andrew and I decided to leave the track and go and visit the Vietnam Veterans Museum - another great museum, which I would recommend to anyone. We stayed in Cowes for a second night and after dinner went to watch the fairy penguins come ashore. We were not the only ones there - there were literally thousands who had come to witness the nightly homecoming.

Friday 1st November It was going to be a busy day. First we went to Holden's proving ground at Lang Lang. We had to hand in our 'phones

and cameras for security reasons. We were then able to drive around the big velodrome type track that they use for speed tests and some of the 'Revheads' had a go on the skid pan, despite it being very abrasive on tyres. After all this excitement, we settled down for the drive to Hastings for a Show and Shine at the Pelican Society Café and then on to the Moona Golf Links Resort on the Mornington Peninsula – splendid place!

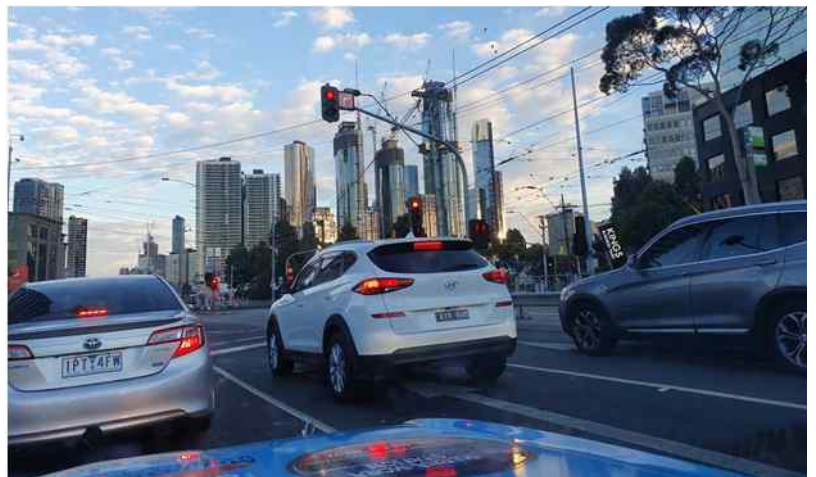
Saturday 2nd November Our final day. When we woke it was pouring with rain and this continued all the way to our finish spot in a park on the banks of the Yarra near Melbourne's CBD. The demisters in the car weren't very effective in all this wet, so we used metho on the windscreen and a 12 volt electric fan for most of the way!



The ceremonial finish by the Yarra, was unfortunately, a fizzer, as it just poured. So we all quickly headed to the Pulman Hotel where we were staying and having our presentation dinner. It was a very enjoyable night.

Sunday 3rd November Andrew and I headed for home about 6.30am - it was going to be a long drive. We stopped at a car museum in Hamilton. It was well worth the visit, so make sure you call in if you are ever in the area. We kept going for the rest of the day and arrived home about 8pm.

We had covered 1876 miles (just over 3000kms) and used \$644 worth of fuel. Overall, the 47 muscle cars raised \$550,280 for the Leukaemia Foundation with our car raising \$7,450.



Back to reality

The Torana ran more or less perfectly for the whole trip with only two minor problems.

Andrew and I would like to thank all our sponsors, who by their generosity have helped to make a difference to many people's lives.

John Gibson and Andrew Murrie
Car 06, Swap-Meet Junkies

Vale Ron Tauranac (1925- 2020)

While completely overlooked by the mainstream media, the death of Ron Tauranac, arguably Australia's greatest racing car constructor, must be acknowledged.

Ronald 'Ron' Tauranac was born in England on the 13th January, 1925 and his family emigrated to Australia when Ron was three. Ron left school at age fourteen and went on to join the RAAF, training as a fighter pilot.

With his brother Austin, they fabricated a frail looking hill climb special which they named the RALT 500, drawing on their initials- Ron and Austin Lewis Tauranac. The RALT name was to re-emerge many years later.

Through hill climbing, Ron got to know up and coming racing driver Jack Brabham. Both had seen service with the RAAF and clearly must have "hit it off". Brabham moved to Europe to further his motor racing career and Tauranac followed suit, moving his family to England in 1960. After spending a brief productive period with Cooper, Brabham and Tauranac formed Motor Racing Developments, constructing open wheeler Brabham racing cars with the model prefix BT- this time sourced from the initials of their respective family names.

The partnership flourished and culminated in Brabham winning the World Championship in 1966 driving the Brabham BT19 powered by the Repco engine based on an all alloy Oldsmobile V8 (the Repco engine was designed by another Australian engineering genius, Phil Irving- another story for another day). This was the first and only time in Formula One that a World Championship had been won by a driver in one of his own cars. 1967 was another successful year for the Brabham Team only this time it was team driver Denny Hulme from NZ who won the World Championship ahead of team boss Jack Brabham, both driving Repco-Brabhams, and with Jim Clark placing third.



***Brabham BT1 Formula Junior
built for Tasmanian Gavin Youl***

The successful Brabham-Tauranac partnership continued for another three years. When Jack Brabham retired, Tauranac took over Motor Racing Developments and the Brabham F1 Team until selling to Bernie Ecclestone in 1972.

In 1974, Tauranac resurrected the RALT name and commenced construction of a range of customer cars that were used by many drivers destined for a career in Formula One, most notably, Ayrton Senna, Nelson Piquet and Keke Rosberg.

Early on, Tauranac supported a young Australian driver from a farming family at Cowangie in Victoria's Wimmera, just over the border from Pinnaroo. Larry Perkins had his eye on a career in Formula One and made the essential pilgrimage to England, becoming the first employee of the fledgling RALT enterprise. Perkins used the first RALT of this era, the RT1, to win the highly competitive 1975 European Formula Three Championship. (Larry did indeed go on to drive in Formula One in the '74, '76 and '77 seasons including drives for the Amon, BRM and Surtees teams but he never enjoyed a truly competitive car. After returning to Australia in 1979, Larry demonstrated his considerable talent by winning the Rothmans International Series driving an Elfin MR8, fabricated in Adelaide by the other great Australian racing car constructor, Garrie Cooper. (Perkins and Cooper are both heroes of mine and both are stories for another day!)

The RALT marque continued successfully producing up to 80 racing cars per year for a variety of classes including Formula 2, Formula 3, Formula Atlantic & Pacific, Formula 3000, Super Vee and even Formula Renault! Perhaps feeling the need for a change, in 1988, Tauranac sold the RALT business to March for a bargain basement price and went onto lucrative projects for the Arrows F1 Team and Honda.

On the death of his wife Norma in 2002, Tauranac returned to Australia and settled in Bondi. That same year he was awarded an Order of Australia for "service to motor racing". Two years ago, he relocated to the Sunshine Coast where he died peacefully on 17th July, 2020, aged 95.

No one can argue that this was an extraordinary life and that Ron Tauranac was a unique individual who demonstrated without question that Australian engineering was more than a match for anything in the World.

Want to learn more? Recommended reading is an excellent interview with Ron Tauranac in Motor Sport magazine, January 2014 that can be located online through Google.

WANTED

Flavell Cap for my Elfin Mono. It's 2 7/8" OD cap with a spring loaded bayonet fixing apparatus as can be seen in the photos. Originally made in Adelaide.

I left one sitting on top of the oil tank at a race meeting months ago and have combed the track to no avail.

James Lambert 0417 388 051 64 Gabo Way, Morwell, Vic 3840.

The car went to New York when it was brand new - Dad & I bought it back from the US owner in about 2010. We also have Garrie Cooper's Personal Mono trailer that Elfins built for his Works cars!

The on track shot at Albert Park is a demo run with me in front of Emmanuele Pirro in Bruce McLaren's Cooper! Here's a link to the car's restoration.

<https://lotuselan.net/forums/viewtopic.php?f=45&t=30312>



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

INVITE YOU TO PARTICIPATE IN THE FIFTH ANNUAL

GAWLER TO BAROSSA VETERAN & VINTAGE RUN

SUNDAY October 11th 2020 - FOR VEHICLES UP TO & INCLUDING 1930

Motor Cycles & Commercials included

STEINBORNER
SPONSORED by **AUTOMOTIVE-BAROSSA**

\$10 ENTRY

INCLUDES MORNING TEA

Meet at the Immanuel Lutheran School 11 Lyndoch Rd. Gawler East. Enter from Daly St. Assemble from 8:00 am for 9:30 am start for Veteran & M/C - 10:00 am start for Vintage.

Breakfast, Coffee & Tea available at the start, provided by school volunteers.

Area for trailer unloading at the Start.

Large area for trailer loading at the Finish. (Greenock Oval)

Veterans & M/C will leave first with a clear break from the Vintage group.

Mechanic in a recovery vehicle & car trailer will follow at the rear of the cavalcade.

Morning tea supplied to all entrants & passengers on the Village Green at Lyndoch.

Food & drink also available from Lyndoch Bakery.

Food & drink will also be available from the catering stalls on the oval at the finish or BYO picnic.

Bring table & chairs.



*** Covid-19 restrictions will apply as required at the time of the event ***

Information & Entries: David Prest Mob: 0438 112 266. Email: vvrn@gawlerclub.com

Web : WWW.gawlerclub.com



Cover story – c1974 Puch Maxi N moped

Ever since restoring HAFI 74, our Haflinger, for Australia's first Haflinger rally in the year 2000 I had a recurring idea of acquiring a Puch moped of similar vintage to display on Hafi's tray – mainly because it's small enough to fit. The connection is that they were both built in Steyr-Puch's plant in Graz, Austria.

While relatively common in Europe and North America (a total of 1.8 million Maxis were built between 1969 and 1986) it appears that very few were sold in Australia. They were sold under the Sears department store name in Nth. America. I had even vaguely considered the idea of importing one as none seemed to be available here.

To my amazement I found this example at the Bendigo swap meet in 2016, incomplete and with the only condition report being the statement that "the grandkids used to ride it around the street". It had a 1982 New South Wales registration label still attached. I offered half of the optimistic price quoted and was sent on my way, but received a phone call that night telling me to pick it up the following morning.

There is still a cult following of the breed in the States, and several parts suppliers in Europe. A new old stock speedo cable came from Holland, reproduction plastic chain guards and cable guides from Germany and repro decals and taillight from France. Chains and pedals are pushbike parts from the local shop. I was able to repair a seized and scored piston to bring the engine back to life. The frame cleaned up surprisingly well with a fair bit of effort, cans of spray paint and metal polish.

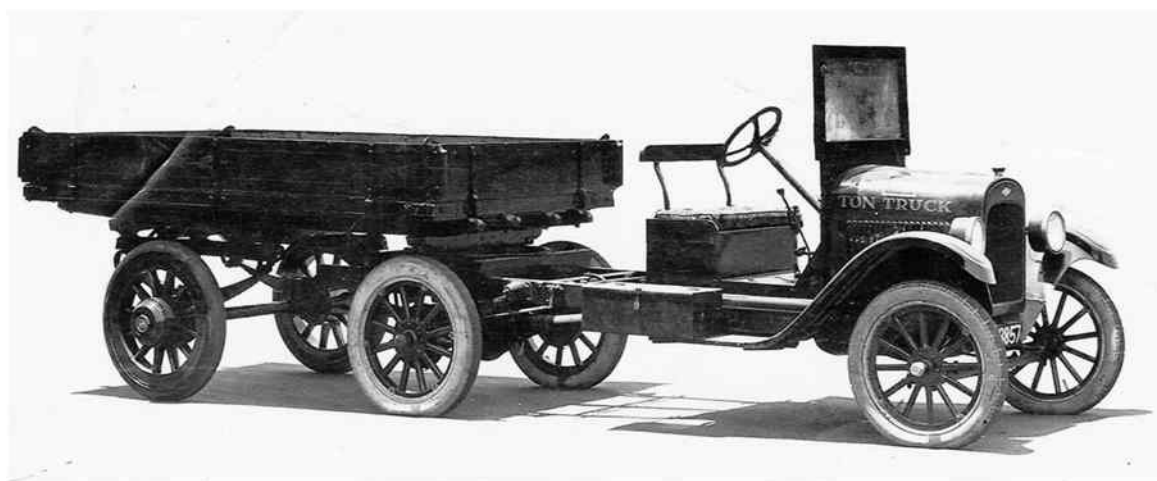
The base model N is known as 'The poor man's Maxi', the N standing for no rear suspension, undamped front spring forks, pedal start and single speed with a centrifugal clutch. It consequently has a very well sprung seat.

When Maxi production ceased in 1986 the top model Supemaxi boasted 2 seats, proper hydraulic suspension, mag wheels, kick start, 2-speed automatic and a catalytic converter!

They are all 49cc piston-ported 2-strokes and came in 1 HP, 1.5 HP and 2 HP versions, the difference being respectively a thick head gasket, a thin head gasket or no head gasket.

While not a practical road machine by today's standards, it starts easily and runs willingly up to 70 kph on a good surface with a bit of patience.

John Birrell



Chevrolet ton truck possibly 1923 or 1924, it has quarter elliptic springs at the front, they were replaced by semi elliptic in 1925. One wonders if they replaced the bush bearing in the rear wheels with ball or roller bearings.

Brian Beyer

My Learning Curve by Malcolm Johncock

Leaving school with such useful subjects as Latin and Algebra and knowing how to write with a pen and nib using an inkwell I soon found the cows didn't understand me when I swore at them in Latin. New-fangled biros were banned in the classroom, we couldn't write properly with them, anyway they weren't going to last, just a fad.

Around Kapunda there was a unique opportunity to learn something useful. Kapunda had a technical school that hired the works of Hawke and co. one night a week with some of the tradesmen as instructors. An innovation of the owner of Hawke and co, it was designed to assist apprentices learn their chosen trade and anyone else who wanted to learn

Most of the local farmer's sons learnt welding and some fitting and turning. Other subjects included trade technology, woodwork, typing and shorthand, sewing, cake icing etc

Several apprentices from the Barossa who intended to go somewhere in their occupation came over to learn everything they could. One person who learnt to weld at tech school is still on the board of the international business he founded. The founders of several Barossa engineering businesses learnt what they could to start their business at tech. I was recently talking to a fellow student who has just retired from a successful business he founded. He said he learnt everything he could. I remember him and his two brothers used to come over from the Barossa. They raced at Rowley Park as a hobby. The winning combination was going to be a Zephyr engine with wet sleeves, so they got a Zephyr block, bored the cylinders clean out of the block. Hawkes had a huge boring machine about 15 or 18 feet high, about 100 years old. You walked around on the table and the power drive to move the table had clutches that you locked up with a sledge hammer. Fine adjustment was by a crowbar in notches. It was originally built to bore beam engine cylinders I believe. An interesting exercise but there was nothing left in the Zephyr block to hold it together.

Hawkes used the machine to machine the beds for knife edges on their weighbridge Y levers. These were brought from the foundry by overhead gantry and bolted to the bed of the machine. We used this machine on our projects regularly.

When I first went to fitting and turning we were given a block of cast iron, a hammer, chisel and file. The idea was you chiselled an eighth of an inch off the face and then filed it smooth and perfectly square all round. After this you graduated to a toolmaker's clamp and then 2 engineer's clamps. These had to be filed perfectly square of course and we learnt to cut threads etc on the lathe. I remember filing the blocks of cast and Herb the instructor would check it for square and flat. This was done with blue on a machined surface. Being smart young boys we used to apply the blue to the surface ready for Herb. He'd seen our type before as he pulled a rag from his pocket, wiped the blue away and tested it on the residue. We went back to do more filing.

I was amazed on the lathe initially when there was a few thousandths of an inch to 00 and Ross the instructor would take a cut and a few strokes and it would be spot on. I acquired this skill later on.

Teaming up with another student we made a power hacksaw each, total overkill. We spent a lot of time on one of the horizontal milling machines making these. We were experts at taking Hawke's job out of the milling machine, doing our job and putting theirs back. The instructors didn't check our accuracy and we never got any complaints. We probably didn't make too many friends because when we wanted a particular milling cutter the instructor (the works manager) use to say just take it out of the Cincinatti grinding machine if it was being sharpened and I will tell Reg to start again in the morning. There was a new vertical milling machine but we avoided this like the plague because it was always broken down or about to break down.

We made a pair of electric wool presses. We made the screws in stages picking up the thread when we set it up each week in the lathe. Each week we had to set up the gearing and travelling steady. My mate wanted to mount his on scales. (long before electronic load cells became available) I didn't think it was necessary but we made one.

We worked out where the fulcrum points had to be and used ball bearings instead of knife edges. Hawkes used ball bearings on their cattle scales. We got our ball bearings from the local garage, second-hand generator bearings. We made it real smart with a dial indicator face from a Salter scale. Just one thing wrong, it wouldn't weigh correctly. Gus, the instructor and works manager had been watching our progress and said here's the formula, so we shifted a few fulcrum points and presto it weighed accurately.

One night I was using the big Mason lathe. This had been bought new and had a quick change gearbox and over centre clutch and it wouldn't go into gear. Manure! Next week I stuck my head around the corner and here was the insides of the dismantled lathe shafts and gears all laid out on the floor on bags. Don't worry they were expecting it, a screw had come loose. It had happened before Phew!

Our first major project was to build a ½ inch drill press. The castings were made in the foundry and we had to machine them up. With these we learnt to make a rack and pinion on the milling machine. The idea was you learnt by working on a project. Every machine tool imaginable was available, although some of them had had a few birthdays.

I also went to welding when tech was using Hawkes two nights a week. Once a week was not enough for the number of students wanting to do welding. The instructor at welding had vast experience, he had worked in Holdens and Richards during the depression. At one stage he was the only employee in Richards truck bodybuilding section and he could please himself whether he made a Dodge or Fargo cabin, as long as he made one a day to meet demand. During the war he was put on many projects including producing gas producers. I learnt all forms of welding steel, cast, aluminium etc. More recently I ran out of cast filler rod and couldn't buy it anywhere. I contacted someone who seemed to be able to source anything. He contacted a mate in the industry in Melbourne and all he got back was an email asking where the hell did he find someone who knew how to use that.

Still working with my mate we turned out a lot of projects at welding. We could make a vice body at welding and cut the screw and nut at fitting and turning. It all worked well. Hawkes redesigned their weighbridge headgear and no longer cast brass just as we wanted some vice nuts cast. We had to settle for cast iron ones, but the foundry assured us we would never cut internal threads on them. With help from the fitting and turning instructors we triumphed. Vices continued to be made at the tech with cast iron nuts.

To make the nuts for our wool presses we bought a foot (minimum) of 3 inch phosphor bronze round \$\$\$



Old Kapunda hearse restoration..details next page

At welding we made a couple of curving machines that proved very useful rolling Auger casings. These were not quite as heavy as Hawkes. One of theirs rolled ¾ inch plate for road rollers. They also had a 150 ton folder for plate steel. This worked at 6,000 psi with a hydraulic pump designed and made by Hawkes.

Hawkes made an engineers hydraulic press that had an optional electric 5 cylinder pump horizontal inline. This was redesigned as a 3 cylinder radial pump. At this pressure the springs to return the pistons just broke up. To overcome this an automotive oil pump was fitted to turbo charge the oil into the main pump. All this was driven by a 3hp electric motor.

A hydraulic salesman came in selling pumps. He could sell them a pump a lot cheaper than they could make theirs. I've got pumps up to 3,000psi, what do you work at? When told 6,000psi he just left.

There was a new weighbridge being assembled every week it seemed. Hawkes built about 2,000 weighbridges over 120 years. The biggest weighbridges built while we were around were 150 ton tandem railway weighbridges. These recorded the weight and wagon number as the train rolled across.

Being tandem bridges they were assembled over two assembly bays across the loading and parking bay for the semi trailer.

Learning welding was very valuable on the farm but I never advertised what I could do because there was always someone looking to get a cheap job done wasting my time

Jim the welding instructor was able to teach me the basics of panel beating. He suggested I work on an old mudguard, so I went down the creek and salvaged a Chev 4 mudguard that was very sad. Gordon Rowett (Barry's father) suggested I should have left it there. I learnt how to weld patches in with the oxy and panel beat it back to shape without ripples. It went home quite respectable.

I had a learning problem because I went to tech at Hawke and co. for nearly 20 years at fitting and turning and nearly as long at welding.

At one stage I was going to the tech 3 nights a week when I went to woodwork, working with wood did not appeal to me as much as metal at that stage because you couldn't weld a bit on if you cut it too short. Also the instructor was the woodwork school teacher who didn't have the trade experience I was used to. Without knocking him I learnt quite a lot.

When technology closed Hawke and co. I had a spell from learning new skills for a while. I got started again when the local museum wanted to restore one of Kapunda's old hearses. We were told to get a quote but the powers that be decided against it, but suggested we do the work ourselves and they would pay a suitable supervisor. They probably thought this would stop us. I had an old school friend who had just retired as the coachbuilding instructor at Regency trade school. We waved the job in front of him and he took it. He had learnt his trade at the Islington railway workshop and then went into teaching. During his time at Mount Gambier he ran a car restoration course, no doubt giving the local car club a boost. Setting aside half an hour each week to teach us the finer points of the job we were doing, we learnt everything from metal forming to lead wiping.

Having time on my hands recently I followed up on my life-long dream to build a grandfather clock. I found woodcarving classes near Eden Valley so I signed up. I soon found out this was a place where you used the world's best of everything. Swiss made Pheil chisels and the world's best clock movements \$\$\$ The instructor is a highly skilled craftsman. I am more than pleased with the end result. At the moment I am making a gentleman's chair, should be handy in my old age. In the future I have my eye on making a rocking horse (I don't care what the neighbours think). I like the Huon pine ones, but the timber is harder to get in the right sizes. Mahogany timber looks nice, the painted ones do not turn me on. The instructor has made around 150 over the years. If you want one for the grandchildren you need quite a few grand. Just for rich kids. Anyway one would come in handy for my second childhood.

The standard of the work done by the students astounds me. There is a dog being carved at present that was to be tied up outside the vet clinic, now it is going to be locked up in a glass case with an armed guard (I think). Probably the epitome of excellence has been several single stem roses carved from mahogany recently. One woman carved a duck to be told (she was very pleased with herself) very good, now we will carve the feathers in.

This is a summary of a life misspent, Jack of all trades, master of none



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This article sent to us by our Renault guru Trevor Naismith.
Makes an interesting comparison between the big and the smaller car, local and imported.

December 17, 1970

THE PASTORAL REVIEW

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The Motoring Page

AN UNCOMMON MOTOR CAR

It is occasionally the lot of "The Review" to sample motoring out of the ordinary; such was the case last month when "Giltruth" took a Renault 16 TS on a run in Western Victoria. The "TS" version is a more powerful variant of the French maker's 16 series; it has also a few extra fittings, mainly confined to instruments. This vehicle was without doubt one of the most exciting cars we have driven to date. With a few reservations, we recommend it as a country car quite out of the ordinary.



The Renault 16 TS makes a relatively tight turn on grass near Coleraine, Vic.

This writer cannot understand, however, why the Renault people saw fit to enclose such an advanced and harmonious bag of mechanical tricks in such an unattractive package. On our Western District trip we met only one person who did not recoil at the 16's styling. The car is pleasant from front bumper to the door pillar. From there back the effect is one of Gallic confusion, to put the kindest construction on one's impression. Styling aside, however, this car does the job with consummate ability.

The 16 is essentially a car for two long-legged adults in front and perhaps three children aft. The front seats have ample rearward travel, but this configuration achieved, there is almost no rear legroom. The seats are superbly comfortable — on the soft side, as opposed to the harder-type comfort of a Mercedes. With the lap-sash harness done up, all controls are easily reached. We could even manipulate the umbrella-type handbrake, which itself is almost a good example of the legendary "fly-off" device of the sportscar era. The gearshift for the four-speed box is column mounted and easy to use. All dials are easily read; there is an electric tachometer, a rather shaky speedometer and gauges for fuel contents, alternator charge rate and coolant temperature. All other matters are taken care of by lights.

The doors shut solidly and the rear ones are fitted with childproof locks. The back window (fitted with heating elements which demist the glass in about 90 seconds) is in a lift-up tailgate; this car therefore is a hybrid between car and station wagon. The boot is large, although it has a lip over which luggage must be lifted. Intelligent design: Many vehicles, when the boot is opened on a wet day, allow water spilled from the lid to pour into the boot. Not so the Renault.

The four-cylinder motor is of conventional design, starts easily and drives forward to gearbox and final drive, thence through open halfshafts to the front wheels. All the advantages and otherwise of front wheel drive are there: Cornering is superb, so long as you keep the power on; but the steering is heavy at low speeds and there is some universal shudder in certain circumstances. The brakes are superb and unusual. In addition to being all that brakes should be, they slow and stop the car under harsh application without standing it on its nose. The 16 seems to crouch on all fours in such a situation.

As indicated, cornering is swift and safe. However, as the picture shows, the car's centre of gravity is higher than usual nowadays. This body lean is a little unnerving at first, but the driver soon learns to accept this as part of the excitement.

French cars always seem to be well lit, the 16 being no exception. The lights are as bright as seems possible under existing laws, having settings for unloaded and fully-loaded conditions.

The few faults of such a good car should not escape mention, nor should they dissuade would-be purchasers. The heater control regulator is tucked away under the dash almost out of sight. The car, with less than 10,000 miles registered, used over a pint of oil in our test of 696 miles. Although the roads were mainly wet, it was evident that dust does get in. Fuel consumption, measured over a 251-mile section of the trip, was 26.4 mpg. Considering a cruising speed where possible of between 85 and 90 mph, this figure was commendable. We found the speeds mentioned quite comfortable, with the small motor spinning very smoothly at between 4200 and 4800 rpm.

At \$2930 including tax in capital cities, the Renault 16 TS is an excellent proposition for country use. We found it had an excellent name wherever we went, despite very few being in use in the country. The test car, KOB-359, was made available by Renault Australia Pty Ltd, Melbourne.

THE VALIANT 770 REGAL HARDTOP

The first of the 1970 Valiant range to come into "The Review's" hands, the Valiant Regal 770 two-door hardtop, was tested by "Ovens" over 410 miles, mostly in Victoria's Western District. This vehicle was supplied by Chrysler Australia Ltd.

An exciting car, KOT-698 was fitted with the 230 bhp, 318 cu. in. V8 engine, which gave plenty of power. Changes from the automatic transmission were particularly smooth. One feature liked was the push button on top of the console-mounted shift lever (as opposed to a T-bar). First and second speeds were found very useful when it was required to "kick-down." Radial tyres were fitted.

Even if a little soft, the ride was good. Some usually rather critical back seat passengers reported a good ride, with little sway. As far as handling went, the car could barely be faulted when driven quite hard on a narrow, twisting bitumen road with some nasty rough edges. However, some drivers might have found the wheel a little small. Disc brakes stopped the car well.



The 1970 Valiant 770 Regal hardtop.

Internal appointments were good, the instruments being clear and easy to read. The reclining bucket seats in the front were comfortable, although the head rests tended to isolate the rear passengers somewhat. A handy compartment behind the transmission lever was useful for papers etc. The two-position rear vision mirror, actuated by a switch, was liked, as was good deflection of hot and cold air from controlled vents under the dash. Heater control was good.

On the debit side, the front seat belts had nowhere to go when not in use and seemed to want to trip the rear passengers whenever they got out. Also, a certain amount of pressure was needed to operate the windscreen washers. Control of the reclining seats was adequate, although the lever for tilting forward left a little to be desired in operation.

To sum up: An interesting car with a definite appeal, even if the two-door configuration may detract from its worth as a country or family car. The basic price, as tested, would have been \$3928.

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Full details and car story see page 10

