

THE 'CON-ROD'

Official Newsletter

March/April 2020 No. 269





THE NORTHERN AUTOMOTIVE RESTORATION CLUB (S.A.) INC

RENEWAL OF MEMBERSHIP

Subscriptions due by June 30th

NOTE Conditional registration requires you to be a Full or Pensioner financial member (joint owners both need to be financial) by June 30th. After this date it is not legal to drive your vehicle until subs paid

SURNAME

FULL MEMBERSHIP

PREFERRED FIRST NAME

PENSIONER MEMBERS

FIRST NAME

ASSOCIATE (FAMILY) MEMBERS

NAME

FEES

FULL MEMBER	at \$40.00 each	\$
Or PENSIONER rate	at \$30.00 each	\$
Associate (family) member	at \$20.00 each	\$

TOTAL \$

If you require your receipt please include a stamped addressed envelope or collect at a meeting.
Receipt does not need to be sent in with log book.

Bank details ... Northern Automotive Restoration Club, ANZ, BSB 015-552. Account, 4142-39425.

PLEASE RETURN THIS FORM TO TREASURER IF USING EFT

Please make cheques payable to NARC and forward to

The Treasurer, Merv Robinson 31 Gloucester Road Jamestown SA 5491

I agree to abide by all the rules in the Constitution and any by-laws passed by NARC

Signed

Date

PLEASE NOTE ANY CHANGES FROM LAST YEAR BELOW

POSTAL ADDRESS

Postcode

Phone Mobile

Email address

Please note **any changes** to vehicles etc (ie bought or sold) since last year's renewal on the rear of this form.

Information on the register is available to members only

LIST COMPLETE VEHICLES ONLY

[illegible][illegible]

If insufficient space add a separate sheet



The 'CON-ROD'

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

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

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

March/April 2020 no. 269

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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

Hello Everyone,

As I sit and write this report, our whole way of life seems to be impacted by the Coronavirus. We can't travel, we can't go to the football, we can't go to the theatre, we can't go to a swap meet and we can't buy toilet paper! It seems to be a case of battering down the hatches and weathering out the storm.

I must thank all who helped with the Swap Meet at Clare recently. We just scraped in before the restrictions and, as expected, numbers were well down both in sites and visitors. Fortunately, I think we came out about even.

It was good to see Moranne back in the Secretary's chair at our last meeting and we hope that she gets a good report when that boot comes off. Thanks to Pam for filling in during Moranne's absence. I must also thank our Committee for their input at the recent meeting to review the Constitution. Graham Burgess and Dean Manderson had spent time in presenting draft constitutions which we went through with a fine tooth comb and it is hoped that, in the near future, we can present you all with an updated version for your perusal before adoption.

As you should all know by now, all future meetings and events have been postponed until further notice. A lot of us have unfinished projects out in the shed, so this could be a good time to get out there and get stuck into them.

Until we can meet again as a club, keep safe and healthy and I hope and pray that we can all get through this unscathed.

Keep on NARCing,

Graham

New Members

NARC would like to welcome new members:

Pomp (Rodney) and Rose Winen from Clare,
and John Collins from Port Pirie who has a 1981 Toyota Landcruiser.

FRONT COVER

Paul Wilson's 1926 Chevrolet
See story page 6

NARC Calendar 2020

Please note that all meetings and events are cancelled until further notice.

PLEASE SEND IN SOME STORIES THAT MAY INTEREST OUR MEMBERS TO HELP FILL THE CON-ROD

- | | | |
|------------------|-------------------------------|---|
| 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 |
| | 27th | Bay to Birdwood
To acknowledge the 40 anniversary milestone, the 2020 Bay to Birdwood will be a celebration of all decades of motoring history ie any vehicle can enter, however post 1950 entries are now full.
http://baytobirdwood.com.au/ |

Swap Meets

- | | | |
|------------------|------------------------|--|
| June | 14th | Sedan at Recreation Park sellers 6am buyers 8am \$5
For more information contact Dennis :0427 120 640 |
| September | 20th | Gawler at the Gawler Showgrounds. Entry \$5. Primary School Children Free. Outdoor sites \$20.. admits vehicle plus driver. Includes a Show and Shine display and judging. Yvonne Eales ... 0402905978 |
| 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 orl secretary@vmccsa.org.au |

October 11th Morgan Old oval, Oval road (near the caravan park) Morgan sites are \$10.00 buyers and spectators \$5.00 open at 6.30
Colleen Anderson-Peters 0438 892 905

TBA Strathalbyn at Harness racing club 28 Milne Road
Sellers 5.30 am S \$15, Buyers 6.30 am \$5, children free
Malcolm 0488 528 331 Deidre 0422 078 127 Dean 85521042

Other Events of Interest

September 27th Bay to Birdwood
To acknowledge the 40 anniversary milestone, the 2020 Bay to Birdwood will be a celebration of all decades of motoring history ie any vehicle can enter, however post 1950 entries are now full.
<http://baytobirdwood.com.au/>

October TBA Road Rats Strathalbyn Show n Shine at Oval, Coronation Road
Open to hot rods, customs and chrome bumper vehicles , gates open to entrants 9am, \$2.00 including driver, public from 9.30am, to 3.30 \$2 per adult, kids free, Trade stands and catering, music, wheelbarrow raffle and giveaways, activities for the kids,
Daryle 0413 443 043 I dodge_1929@hotmail.com.

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

FROM THE KAPUNDA CHAPTER

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FROM THE CHAIR

Brian and I hope you are all keeping well (and isolated). Maybe all those jobs you have to do around the house and sheds Are getting done. Malcolm—your Morris Minor!!

I am not including a programme in the Con-Rod this issue. All our members either have underlying health problems or are in that vulnerable age group (like we are). Keep in touch with each other if you can.

The Government has cancelled all Anzac Day Services and so also our trip to Dutton Park and to the North Kapunda for lunch. Malcolm and I have put on hold the Trip to the Barossa Machinery Club's new Pavilion in Angaston until the spring. We hope to have a programme in mind for the next Con-Rod.

Keep active and cheerful. Irene (a little bored today) but my painting is improving and I have some veggie seedlings in the garden and Brian is in the shed with his GS..

All events and meetings cancelled until further notice

All American Day

On Sunday the 16th February I went to the All American Day. I took photos of 3 Ford Mercurys 1946, 1951 and 1953, three Plymouths a 1937, 1935 and a 1939, 2 Pontiacs a 1938 and a 39, I also took photos of a 1929 Packard a 1941 Buick coupe, an Excaliber kit car 1974 a 1951 Edsel and a 1962 Chrysler. There were about 500 vehicles there of nearly all popular American cars.

I left there at about 12.30 and went to another car show at Golden Grove. There were about 30 cars there. It was run by the Pegasus Pony Club and it was nearly all modern cars of the 60s to 90s. I wasn't that interested in them. The only car

that interested me was a 1966 Isuzu Bellett of which there are only 3 or 4 in Australia and this one is the only one in South Australia according to the owner who I spoke to.

I went to the Sporting car clubs library at King William road Unley to have a look at their car books and magazines that they have.

I got lost trying to find where they were as I finished up down South Road opposite the Maid of Auckland hotel. So I pulled into a crash repair place where an RAA mechanic told me where to go. I got onto Goodwood Road and I went past the Wayville Showgrounds and I turned left onto Greenhill Road instead of turning right. I eventually got back onto Goodwood Road and turned right onto Greenhill Road until I found King William Road.

I found the Sporting car clubs library building and I had a look at quite a few books that were there and most of them were for looking at only, but I did buy one book.

It was the Sporting car clubs book of vintage cars in South Australia from 1919 to 1936.

I left there to come home and got lost again. I went down Greenhill Road turned left onto Anzac Highway and saw a sign that said South Road via Thebarton and Hindmarsh so I took the next turn right and I found I was going up a one way street the wrong way so I found a side street and went through it till I got back onto Anzac Highway where I turned into a round about where no traffic was allowed to go through but I did and I got back onto Anzac Highway and this time I found South Road and got through it all right

Leon Darley



1938 Pontiac



1941 Buick

Front cover

This 1926 Chevrolet Superior V Ute has a 26 HP overhead valve 2.8 litre 4 cylinder engine with a 3 speed gear box. Its previous owner did most of the restoration work from what I understand who was M Keogh of Mt Barker. It has been difficult to find out much more of the history and whether it was cut down from another vehicle or made from a Chevrolet commercial chassis which GM made for other car makers. The disc wheels were an option I was told on these commercial chassis and it has the original Moto meter as well as the Stewart vacuum tank.



It has been on many outings. Bay to Birdwood, Kernewek at Kadina, Burra to Morgan Run, shopping on Saturdays. Its most recent run was the 2019 National Chevrolet Festival at Renmark where it received first prize for the 1911-1934 authentic commercial.

If any person could tell me more about the history of the Chevrolet ute pre 1930 I would be pleased to have a talk

Paul Wilson, Burra m 0419 869 109

RFDS Outback Trek

At the March 12th NARC meeting Andrew Butler and David Thamm from Burra spoke about their participation in the 30th Outback Car Trek from Renmark to Darwin in June 2019.

The Trek is an annual event for older 2WD cars that are specially prepared to cope with the fun of outback and remote dirt road driving and raises vital funds for the Royal Flying Doctor Service. Their team consisted of 3 HR Holden cars, an HG ute and a Land Cruiser back up vehicle. They covered 5,500 km over the 12 day trek and, along the way, they contributed socially and financially to the towns they visited. Last year the Trek raised over \$1.5 million making a total of more than \$30 million since its inception in 1990.

After the meeting, Andrew and David were presented with a \$1,000 cheque for the Royal Flying Doctor Service by NARC Treasurer Merv Robinson and President Graham Correll.



WO Bentley and Adelaide

About 180 years ago Bentley Motors founder WO Bentley's Grandfather, a 29yr old Yorkshireman named Thomas Greaves Waterhouse boarded the 475-ton ship Lysander in London and after a 100 day voyage landed in Adelaide, South Australia.

At that time the port of Adelaide had yet to acquire its first wharf for unloading passengers and goods. Passengers were therefore rowed ashore up the Port Creek finally traversing a few hundred yards of mangrove swamp and a sandhill before reaching the road to Adelaide!

Thomas was not deterred and started a very successful grocery business with his brother on the corner of Rundle and King William Streets. At the time Waterhouse Chambers was the largest commercial building in the Central Business District.

Thomas was a shrewd businessman who made a fortune investing in the highly successful copper mine at Burra in the mid-north of the state of South Australia.

He was a founding member of the Bank of Adelaide and profited by buying many Adelaide CBD properties when the Victorian gold rush lured swathes of Adelaideans to seek their fortunes in our neighbouring state. Thomas enlarged his fortune considerably when they returned.

Later Thomas married Eliza Faulding, (who also from Yorkshire) at Trinity Church, Adelaide in 1853. Eliza was the sister of another Adelaide business identity, FH Faulding who started a very successful chemist & druggist business.

Thomas Waterhouse was a significant philanthropist who gave generously to many causes including a £4000 donation which allowed the building of a College (the 1st Wesleyan College in Adelaide) was named after Prince Alfred who opened the building in 1867. A painting of the schools benefactor has hung in the headmaster's office since the 1870s.

The marriage between Thomas and Eliza produced 5 children and the eldest Emily was likely born in 1853. The family returned to England in 1868, apparently Thomas didn't like the extreme heat of an Adelaide summer.

Emily later married London businessman Alfred Bentley and together they had nine children, the youngest being Walter Owen Bentley.

When Thomas died in 1878, he left £60,000 in trust - Emily was to live off the interest and her children were to inherit the money.

It was this money that provided WO with his education and later the opportunity to buy the UK marketing licence for the French car, DFP in 1912.

That family fortune made in South Australia along with royalties from his BR1 and BR2 aero engine designs funded WO's early development and start in the manufacturing of Bentley motor cars.



A br2 engine as fitted to Sopwith Camels

The inheritance from TG Waterhouse was more significant than his Royalties in that it allowed WO's privileged education & apprenticeship.

It also allowed him to buy the DFP concessionary which encouraged him to modify and race cars and develop his understanding of engines.

Without TG Waterhouse's success in South Australia, WO Bentley's life would have been very different and Bentley Motors would likely never have been formed.

Farina Restoration Group.

The Farina Restoration Group Inc. was formed to stabilize and restore the existing Farina Town infrastructure and to display the history and "style of life" of an inland Australian township from the 1880's to the 1960's

Farina was a railway town 60km south of Marree and has 10 historic South Australian stone buildings, which were falling down. The Great Northern railway (the Ghan) and a standard gauge railway passed through the town. We meet & greet each visitor that attends site. All of our volunteers wear high vis waistcoats.



We provide a periodic newsletter to over 1400 addresses.

We also connect via digital media ie www.farinarestoration.com and two Facebook sites.

The objectives of the Farina Restoration Group are:

- To stabilize the stone buildings and to prevent further deterioration of their integrity.
- To identify, visualize and explain the importance of the railway infrastructure.
- To restore the famous underground bakery and to bake in it for approximately 8 weeks a year.
- To build a war memorial of significance and to restore the cemetery to one of the best inland cemeteries in the State.
- To generate walking trails and storyboards throughout the town to explain the history and function of the sites.
- The global aim of our work is to attract increasing numbers of visitors to see our preserved town, to appreciate the history and to be a very significant attraction in the North Flinders Ranges area.
- We want to bring "Life" back to Farina, which is no longer a "Ghost Town". To do this we need the support of our volunteers and we need to ensure each volunteer has a great time and thoroughly enjoys their stay with us.

The History of Farina is synonymous with the Renard Road Train which lay derelict for a number of years in Farina <https://farinarestoration.com/history/road-train/> since rebuilt. We would love to have this "Back on Site" for a few days or longer during our 8 week season. But this may be difficult to source.



We have other Historical projects still current these are retrieving our "Social history and also our Rail history" with the longer term vision to rebuild parts of the rail infrastructure, blacksmiths forge and "Angels Rest".

In summary I am hoping that your group would be able to support Farina and we would love to see you on site for a freshly baked loaf of bread , coffee or a cream bun.

Best regards,

Steve Harding
Farina Project Officer
E Mail hillgroveolive@netspace.net.au
www.farinarestoration.com
Mob 0415236490

THE NATIONAL AUTOMOBILE MUSEUM OF TASMANIA

On a recent visit to Tasmania (prior to access restrictions!) we stopped at the excellent National Automobile Museum of Tasmania in Launceston. Once this COVID 19 chaos is over, I would highly recommend a visit to the Museum for anyone planning a holiday in Tassie. It is full of interesting exhibits and I'll share some of these with Con Rod readers.

Trevor Naismith.

1936 Auburn 852 Phaeton. Reputedly once owned by Sir Donald Bradman as evidenced by footage from Bradman's 'Play it Safe' series of educational films in the 1930's.



1936 Delage D6-70 Competition Coupe

A wonderful example of the extravagant art deco coachwork of Figoni and Falaschi who did work on both Delage and Delahaye. This car was originally built for the '36 Le Mans 24 Hour Race. The brilliant orange paintwork is said to be the original colour.



More next edition.

Clare Motorcycle Club at Fisherman's Bay



Does anyone know when this photo was taken and who the people in the picture are?

Brian Forth from the V&V Motorcycle Club found the photo.

Information to Brian 0409 514 213

Restoration of workboat 001.118 Chapter 2

Chapter 1 was in Con-Rod March 2018

I have been told I have my work cut out for me, something I don't disagree with. I must admit I have questioned my ability to complete this project. When you look at it as a massive job, it's an overwhelming thought, but all big jobs are just lots of small jobs a trade school teacher once told me. As I progress through a job, disassembling piece by piece I can't help but think that the people who built the boat from flat pieces of timber and steel, or drafting plans, were amazing.

Restoration is a process of disassembling piece by piece, assessing each piece, repairing replacing, restoring each bit and reassembling. My first bits to remove would be the back of the boat. The top and bottom pieces were a composite construction of thin plywood curved and glued, 4 pieces in total. This method made it easy to construct a curved piece of thick timber. The sides were solid timber (oak of some sort) but some bits had fallen off the boat whilst being transported from Victoria to South Australia, last seen lying on the side of the road near Paynesville. The missing part wasn't really important but may have had some paint shadows of the missing framework of the transom. I would have to find out what was originally there or make something up.



Using the original curved rear frame as a guide I made a jig (sort of a mould) to make it possible to hold the new timbers in a matching curve as I glued the 4 pieces together with epoxy resin making the composite section. I cut new timbers using the originals as a template, sandwiched 4 pieces together with glue in between and clamped it down over the curved jig. A day later when the glue was dry I had a completed component for the transom.

The composite bottom section in jig

Top, bottom, and 2 sides all had to be remade using originals as templates, a pattern that would repeat as I moved forward towards the front of the boat. Once glued in place, making sure the back was square and the frame of the boat didn't have a twist in it, I had a foundation for my work as I moved to the next section, the back of the boat was strong and secure, I had breached my first mental barrier.

I had heard that a friend of Leanne (my wife) had a considerable amount of timber in her shed that was surplus. Some newish, some second hand, all shapes and sizes. I showed my carpenter friend some samples of timber I had obtained from this collection. A bit of shaving, and a sniff and we had discovered oak, but exactly what species – unsure. A second visit to the shed and I had enough seasoned oak to replace a considerable amount of the damaged ribs. Of course, I was anticipating that some of the original timbers could be reused.



Restoration spreading from the back of the hull

Prior to starting the restoration, I was aware that a significant number of the bottom ribs were beyond salvage. Unlike an old clinker hull where the rib on each side is continuous from the keel to the deck, this 011's ribs are split into 2 pieces "bottom and side", braced on both sides at the join by a piece of ½ inch marine ply and all secured together with copper nails and roves. This is because the hull of the boat is squarish in cross section due to its plywood construction. Because the plywood bracing covered the end sections of each rib timber, most of the ribs looked to be in reasonable condition. Once removed it was a different story. The ends of a large percentage of rib timbers once exposed were so rotten that I could push a screwdriver right through them, some of them crumbled in my hands. The surprising thing was that the boat had remained in one piece on its travels from Paynesville, Vic, to Overland Corner, SA, probably an indication of how solid the hull was designed and built in the first place. A lot of ribs had mild steel fasteners that were used to secure outer sheets at some time during the boat's life which had rusted and expanded weakening the timber. Although still strong they had a weak point that may fail in the future if reused. By the time I had restored the frame 6 ribs from the back of the boat, I had replaced 69 timbers and refurbished 7.



Old bits, new bits

My quest for information about the original drive line of the vessel had yielded a little information. I had previously read a document in which a veteran of the

RAAF Marine Section described 011 type boats as having a car gearbox attached to the motor. This makes little sense for a number of reasons. Maybe he wasn't mechanically minded perhaps it was a modified car gearbox. Regardless, that was his recollection. A friend in Darwin, Jared, who also happens to be the Curator of Territory History at the Museum and Art Gallery of the Northern Territory, and a keen collector of all sorts of historic military bits, sent me some photos and information.

Around 27 years ago Jared recovered a Chrysler straight 8 marine engine and gearbox from a WW2 crash boat in Darwin. The gearbox has forward / neutral and reverse and was likely similar or the same as the one originally fitted to 011-118. Another photo from a friend of his shows a Chrysler 6 marine engine. These pictures showed the type of hardware I needed to obtain to restore the vessel to its original condition (a valuable resource). A friend of Jared's also had a work boat in Darwin after the war and said it had a steering wheel in the centre at the front, with hand throttle and hand control for the gearbox, he also mentioned it leaked a lot. A search of the internet showed a number of Chrysler 6 cylinder side valve factory built marine engines with many variations and gearboxes (in the USA). With further investigations, I found there were a number of marine engine / gearbox combinations that were built and evolved over a number of decades under the name Dodge Crown Marine Engine. Finding one of these would be gold, especially if it was an early 40's model.



Worm damage in keel cut out and being replaced



The first patent for what could be called plywood was issued in 1865 and had limited use until the 1930s when a fully waterproof adhesive was developed. World War 2 was the proving ground for plywood. It was declared an essential war material and production and distribution came under strict controls. Plywood barracks sprang up everywhere, the navy patrolled the Pacific in plywood PT boats, the Airforce flew aircraft made from plywood including the De Havilland Mosquito, and military supplies were packed in plywood crates and boxes. In some ways it was an innovative material of its time, like carbon fibre is today but perhaps not as glamorous.

Unlike the plywood sheets we buy today that are a standard 2.4 x 1.2 metres, some of the original sheets on the work boat are continuous running the full 22 feet of the vessel.

To be continued.....hopefully next edition (space permitting)




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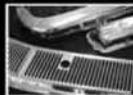
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Please advise editor when you advert is no longer required. Even if it is no longer listed on this page it may still be on the website.

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

For sale **New old stock** car parts, & other items,— deceased estate. Air, Fuel & Oil Filters; Brake Master Cylinders; Fuel & Water Pumps; Spark Plugs, head gaskets, crank Bearings, radiator hoses fanbelts & many other sundry car parts/items. Workshop Manuals, parts catalogues, Handbooks, Brochures, Road Tests, Magazines, Technical, Motoring & Engineering Books, etc. Parts and books cover a wide range of vehicles and years approx. 1930-2000 Workshop machinery and tools and lathes. 20l drums, pumps etc Location Snowtown All items being catalogued see Editor or Enquiries, after 6pm , to Barbara 0428 915 268, or barbjwhitelaw@gmail.com

Wanted One pair of cover panels under fuel tanks on **XJ6 Jaguar**. Dale 8581 1071.

For Sale **Tractors** Massey Ferguson Super 90 Dieselmatic plus cab, early 60's . \$8,000 International McCormack Farmall row crop Model AM \$1,600 McCormack AW 6 \$2,500 1925 McCormack 15-30 \$2,500 serial No tgc2270 Fordson Major P6 Petrol Type 43 Low speed top Gear \$4,000 Serial No: 7154080 Minneapolis Moline KTA Serial no: 306220 \$1,000 Parts for the KTA \$200 Case L Serial No L442051 \$1,200 Oliver 80 \$3,000 Chamberlain loader \$6,000 Fordson Major, petrol/kerol \$1,500
1956 Land Rover 86 inch overall is in great condition for its age. Unsure when it was last running \$13,000. Lesley 0417 472 058 call after 4pm Pt Broughton

Wanted – Vintage **Elliott cycle** with embossed brass head badge (See photos) to display with my 1923 Elliott Payneham motorcycle. Brian Forth forthy@picknowl.com.au 0409 514213



For Sale 1930 **Packard** 726 sedan, straight eight, 7 passengers, 6 wheel equipment. Rare, restored, red with black guards, upholstery Alabaster colour velvet, dicky seats black vinyl, box on back. \$75,000 RKW403

1955 MK VII **Jaguar** 6 cyl Auto Pale Green inside and out. \$12,000 UNP 007

1980 **Mercedes** SEL 6 cyl Sedan Auto Good Condition, White \$5500 WMO 233

1974 **Lincoln Continental** Coupe Auto Burgundy body white roof, burgundy leather inside. SNA 884 \$20,000

1968 **Daimler** Sovereign 420 sedan auto needs some work . White body with lambswool seats \$10,000 RCX 888

1955 **Morris** Isis, 6cyl, rare ,manual, needs work \$6,500.00 Black body.

1980 MK2 420 Jaguar auto, reconditioned engine needs connecting up. Burgundy, black interior. \$6000.00 VXI 793

All above are in good condition and have been stored for years and need TLC Workshops manuals for some of these vehicles, books on these vehicles, and on Veteran, Vintage and Classic Cars for sale.

Olive Wade Kapunda 0417 894 838