



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 2009

PATRON	JOHN HUNT 8664 1590
PRESIDENT	GRAHAM GOODE Box 118 Clare 5453, 8842 3731, ah 8842 2417 gooderestorations@bigpond.com
IMMEDIATE PAST PRESIDENT	CRAIG THOMAS Box 39, Gulnare 5471 8662 6203
VICE-PRESIDENT	JOHN BIRRELL 8636 2333 jbirrell@activ8.net.au
SECRETARY	PAT FIEDLER 3 Wearn St., Kadina 5554 8821 1075
ASSISTANT SECRETARY	GRAHAM BURGESS 8632 4293
TREASURER	MERV ROBINSON 31 Gloucester Rd. Jamestown 5491 Phone and fax A.H. 8664 1838 B.H. 8665 3247
EDITORS	DEAN & SUE MANDERSON 8842 3407 Box 667 Clare 5453 Email dean.sue@bigpond.com
HISTORIC VEHICLE REGISTRAR	DAVID KENT 21 Fitzgerald St., Port Pirie SA 5540 8632 5200 or 0417 802 134
ASSISTANT HVR	PETER COSTELLO 8632 5297
VEHICLE INSPECTORS	BRETT COLLIVER, GRAHAM GOODE, MERV ROBINSON, BRIAN HAINES, DAVID KENT AND PETER COSTELLO
PROPERTY OFFICER	BERYL BUTTON 8635 2621
AUDITORS	IAN DENTON AND FERG MAHON
SWAP MEET CO-ORDINATORS	GRAHAM GOODE 8842 3731, ah 8842 2417, FERG MAHON 8842 2107
PUBLIC OFFICER	BRETT COLLIVER 8835 1215
FEDERATION REPRESENTATIVE	ROB LEANEY 54 McDonald Grove, West Lakes 8249 9997
PROXY FEDERATION REP	BRIAN HAINES 44 Adelaide Rd, Kapunda 8566 3216
COMMITTEE	PETER EATON 8842 3835 IAN DENTON 8842 2747 KELVIN STRINGER 8635 4218 DARYLE JOHNS 8634 2222

Whilst every care is taken, the Editors of this Magazine cannot be held responsible for any errors in written material or advertisements

CONTENTS

2. President's Report
3. 2008/2009 President's report
4. Narc Calendar
7. Kapunda Chapter
9. Commercial Vehicle Run
10. Driving Hist. Vehicles – from a woman's view.

11. Maudslay Omnibus – Geralka
13. Maudslay Motor Co.
14. Maudslay Chassis
15. E G Budd
16. Classifieds

President's Report

Since the last Con-Rod we have had our AGM with no major changes and the Committee has met and planned the 2009 - 2010 Calendar.

These events are listed in this Con-Rod with September and October being very busy months for our Club with September being our 35th Anniversary celebrations and the 48-FJ Holden Club visiting Clare in October. More information about both events is in the Con-Rod Calendar.

A timely reminder to members that your subs are due. If you have a vehicle on Historic Registration you must return your Log Book and registration papers to David Kent for stamping as soon as possible.

Ensure that the first page is signed and include the Registration Certificate. The work of the Historic Vehicle Registrar is quite labour intensive and members need to be mindful of the many hours that go into ensuring that our Club is complying with Legislation.

I spoke to Audrey Hunt prior to writing this report and John is continuing to improve. Audrey said she thought he was having his best day since his operation.

In this edition of the Con-Rod there are some changes to business advertising. I thank those who have advertised with us for many years and welcome those who have just begun and I hope members will support the businesses that support us.

Graham Goode

Editors Report

It has been just over a year since the first Con-Rod was sent out as an email version. We have since established the club web-site and now members can read it on the site or download as required. Some of the stories are also posted on the web site and this enables people to enlarge the photographs for closer scrutiny. The Classified Adverts are also on the site giving a wider exposure for members. Although a few members had difficulties most are pleased with the result and the feedback has been positive. Suggestions are always welcome as we want to present the best face we can to the public and our members.

I hope to revise and publish a new copy of the Register this year. This will **not** go on the web site for privacy and security reasons. I have revised the details each year from the membership renewal forms but if the details in the 2007 register were incorrect or additions have not been placed on the renewal form could you please advise me. However just as important are any DELETIONS. If you have disposed of vehicles please let me know. I have only been advised of one or two deletions so all our collections must be growing? If you have mislaid the previous 2007 register I can supply a fresh copy. If you want to check the current details I have please call or email and I can advise you of what I have listed.

NEW MEMBERS

We welcome these new members into our club and hope that they will enjoy being a part of NARC. If you see a new face at a meeting or run please introduce yourself and make our new members feel welcome.

Bevan and Jen Spencer	Clare	1972 MGB hardtop
Brian and Eleanore Beyer	Laura	1947 Triumph saloon
Ian Blythe	Pt. Pirie	1974 Mercedes 450 & 1976 280
Terry Rule	Robertstown	1962 Jaguar mk2 & 1969 Fiat 124
John Odynokj	Riverton	52 Fiat, 69 Mini, 75 Triumph, 75 Subaru, 76 Falcon

Presidents Report 2008 -2009

During 2008 – 2009 we started sending the Con-Rod via email and at the Committee meeting at the beginning of the Club year it was decided to set up our own Club website. With this in place communication with members has been easier and there has been positive feedback from our membership.

Events during 2008 – 2009 included our Presentation Lunch at the Mundoora Club, Tarcowie Day, and combined run with Kapunda Chapter of NARC and Burra members to Mintaro and Sevenhill, and the Christmas Run in the Clare Valley with lunch at Farrell Flat.

In January we visited Dean and Sue Manderson's self built home in Clare, then onto Blyth for tea and the Blyth Cinema. In April we had a combined meeting with the Auburn Cord Duesenberg Club, at their rally in Jamestown.

In May, members attended the 2009 Cavalcade of Cars. The weather was great for this event and the new committee are to be congratulated for the way the event was run. In June our annual Club camp was held in Adelaide where we visited the Port Adelaide area.

At our monthly meetings we have had a range of subjects and activities and have had enjoyed good attendance. These included Dave Simpson's experiences in the Northern Territory with his museum and cars he has restored, Craig Thomas giving us a better understanding of how magnetos work and how to test them and Peter Eaton and Peter Costello showing us the Whippet for Wishes DVD.

David Wright spoke about his involvement with country newspapers, Merv Robinson on the Auburn Rally he attended in the USA and Glen Waldhuter spoke on his time in the spare parts industry for motor vehicles.

Our Shed Day for the year was in Kadina, visiting the Military Museum on Port Road, then out to Dale Morphett's to look at his collection of Allis Chalmers.

Our Swap Meet was well attended and held in perfect weather. Our auction, organised by Andrew Weckert and Craig Thomas, went extremely well and we had lots of favourable comments from the crowd and other traders.

I would like to thank the committee for their input during the year and once again thank you to Pat Fielder for her contribution as Secretary and Merv Robinson as Treasurer.

As we prepare for the 2009 – 2010 Club year, plans are well in hand for the 35th Anniversary of NARC and 30 years since NARC held its first rally in Clare.

CON-ROD CALENDAR 2009-2010

- August** **8th** Crystal Brook Show
- 13th** Meeting Pt Broughton Golf Club: 8pm John Birrell talks about his recent extended trip to Canada and the US
- September** **10th** **NO MEETING** due to Rally
- 12th 13th** NARC Rally committee have a hold on accommodation in the Clare Valley until August 14th. People wanting to book at the Clare Valley Motel will need to ring the Motel direct and not book on-line. They will take bookings from entrants until Friday 28th August, 2009.
- Entry forms can be downloaded from the website or contact Graham Goode or the Editor.
- Saturday night dinner will include NARC Presentation Awards.
- 29th** Con-Rod .. deadline for article submission.
- October** **3rd- 5th** 48-FJ Holden Club visit to Clare.
- 3rd** Meet for tea on Saturday night at the Clare Caravan Park for 6.00 pm
NARC members are welcome to join the Holden Club for tea. Bring a salad and a sweet to share, along with own meat and drinks.
- 4th** Holden Club will travel to Craig and Pauline Thomas' to view collection of engines, and then back to Andrew and Patsy Weckert's farm to look at their Holden collection and lunch. NARC members are welcome to be a part of the day. A lunch of chicken and salad, plus fruit salad and ice-cream will be available for \$8 a head. For more information and to order lunch contact Graham Goode or Andrew Weckert.
- 8th** Meeting Pt Broughton Golf Club: 8pm Club film night.
- 11th** Meet MAPS members at the park near the Hotel in Redhill at 10.30 am, departing at 11.30 am to travel onto Brinkworth where we will be shown the sights/museum before having a lunch provided by the Brinkworth Progress Association at \$8 per head.
- Closing date to order lunch is October 5th. Contact Graham Goode.
- November** **3rd** **NOTE EARLIER DATE** Meeting Pt Broughton Golf Club: 8pm .
- 30th** Con-Rod .. deadline for article submission
- December** **6th** Presidents Run in the Clare Valley
- January** **7th** Tea at the Clare Caravan Park with Vauxhall Car Club members
- 14th** Meeting Pt Broughton Golf Club: 8pm Guest Speaker: David Chantell

February	2nd	Con-Rod - deadline for article submission
	11th	Meeting at Blyth Cinema
	14th	Shed day....
March	6 & 7th	Power of the Past.... Club to organise a display.
	11th	Meeting Pt Broughton Golf Club: 8pm Guest speaker Shannon Hewett who will talk about his trip through South America.
	14th	Run with Burra members to Booborowie
	21st	Clare Swap Meet
	30th	Con-Rod - deadline for article submission
April	8th	Meeting at Goode Restorations, New Road, Clare for a demonstration of making white metal bearings
	18th	Run to Peterborough to view Motor Bike Museum, Steamtown and Meldon's Field (miniature buildings etc.)
May	13th	Meeting Pt Broughton Golf Club: 8pm
		Possible tour of a windfarm
	31st	Con-Rod - deadline for article submission
June	10th	Pt Broughton Golf Club: 8pm Identification night .. Bring along mystery objects for members to identify their use, make etc.
	12-14th	Club Camp-out Port Neil
July	8th	Meeting Pt Broughton Golf Club: 8pm A G M
August	3rd	Con-Rod - deadline for article submission
August	12th	Pt Broughton Golf Club: 8pm Guest Speaker
September	11th	Run to Farrell Flat, lunch at Gally's Meeting House
	12th	Burra to Morgan Heritage Drive.

Invitation Events

August	8th	Crystal Brook Show.
September	27th	Bay to Birdwood classic
October	3-5	Lincoln auto club rally
Oct	24 & 25th	Collingrove Hillclimb Weekend.
March	6 & 7th	Power of the Past Mount Barker

Swap Meets

Sept 20th Gawler Swap Meet Trotting track gates open for buyers & sellers 6.30 am

October 11th Strathalbyn at Harness Racing Club Sellers 7am Buyers 8am

November 14 & 15 Bendigo Swap Meet.

March 15th Clare Swap Meet

Other events of interest

September 1st Drive it day. Take your old car out on the road to promote our hobby, or at least, park it in the street.

March 28th Booleroo Steam Rally

Cavalcade of Cars 17/5/9

Margaret and Mick Barry accompanied me to the Wallaroo grain terminal for the start of the Cavalcade. Arriving about 9 am we straight away had problems. Whilst Barry was trying to get his walker out of the back seat it became caught on the door handle. Between us we both managed to jam it even worse. Help was sought from a bystander but to no avail. Eventually another passer-by asked for a screwdriver and by working from inside the car was able to remove the handle from the walker and enable it to be removed.

Handle restored to the walker we were finally able to go for a walk and view the cars.

The Cavalcade departed for Moonta after 10 and went on to Moonta Bay and Port Hughes including passing through a couple of nursing homes for the residents entertainment. We journeyed on to Kadina via North Yelta and entered the sporting complex by the back entrance.

As with the Bay to Birdwood there is always large numbers of spectators lining the route waving to participants. Many come out in their old cars also. There were quite a few people with signs saying toot your horn and of course I obliged. Unfortunately I must have overdone it as the horn failed near Port Hughes. Had to resort to the Royal Wave from then on.

Cornish pasties were the must do for lunch.

Whilst looking at the cars I came across a 1928 Graham-Paige that has been touring the world. Coming from Argentina it easily won the Furthest Travelled Car award. Whilst the owner has been on the road he has been married and had four kids and intends to keep travelling for another three years. He has been financing the trip by selling books and calendars of their journey. He autographed my copy of the calendar.

600 cars were entered and I look forward to entering again in 2011.

Leon Darley

FROM THE **KAPUNDA** CHAPTER

Office Bearers 2008 -- 2009

Chairman	Duncan McDonald	08 85663156
Vice Chairman	Brian Haines	08 85663216
Secretary	Ray Edwards	08 88472423
Treasurer	Brian O'Loughlin	08 85663030
Events Director	Malcolm Johncock	08 85662603
Property Officers	Duncan McDonald	08 85663156
	Ross Vogt	08 85662021
Sub Editor	Duncan McDonald	08 85663156

Chapter Reps are Chairman and Secretary.

Kapunda Calendar

- August 23rd A beaut day in Bute. Meet opposite Tarlee Institute 8.30am. Visit "Doc's" collection. Gold coin donation for charity. Lunch at Bute R.S.L. Roast and sweets, \$15 per head. Visit Jim's car collection and other attractions. Numbers for catering by August 20th, 85663782. Mick and Trish Parker organizing.
- September 1st Drive it day. Take your old car out on the road to promote our hobby on this day, or at least, park it in the street.
- Sept 12,13th NARC Rally, Clare
- Sept 19th (A Saturday) Rainbird murder trail and lunch at the Marrabel Pub. Meet Hill St., Kapunda at 11.00am for lunch at Marrabel hotel at 12.00 noon. (from \$11 for fish to \$21 for reef on beef.). Join our super sleuths to rediscover the events of 148 years ago. Visit the scene of the crime and learn how colonial justice was dispensed. Malcolm Johncock organizing
85662603
- October 17th (A Saturday night) Hillbilly BBQ at the foot of Mount Light in the upper Mount Lofty ranges. Spectacular panoramic views of the Barossa, Adelaide, Gilbert Valley, Adelaide Plains and Yorke Peninsula await those prepared to scale the summit of Mt Light. Bring a salad to share and \$5.00 to cover expenses. En-suite and bonfire. Meet Hill St, Kapunda at 5.30pm. From Kapunda, travel towards Tarlee through the gap and then turn left down Hogan Road. One kilometre on, turn left into Wiechert Road. One kilometre on, turn into the gate at the NARC sign. Malcolm Johncock organizing 85662603
- October 31st Kapunda Show Display
- Nov 15th Kapunda Chapter 20th Anniversary. Visit Daryl Phitzner's workshop. Details next issue. Brian Haines organizing.
- Dec 15th Chapter Xmas Dinner. Details next issue. Brian Woodcock organizing.
- Dec ? Riverton Xmas Party display. Ray Edwards organizing.
- Jan 26th Australia Day. Barossa organizing
- Feb ? Twilight run. Ray Edwards organizing

- March ? BBQ organized by Jan and Wil Helbers
- March 15th NARC Swap Meet, Clare
- April 25th Anzac Day Run. Jean Burns organizing
- May Riverland camp out weekend. Palamountains organizing.
- June Run in Burra area. Liaise with Dave Simpson. Malcolm Johncock organizing
- July Lunch at Mt Mary hotel. Dale Palamountain organizing.

Palamountain's Morgan Run, July 12th

By Malcolm Johncock

Fourteen members assembled for the run to Morgan. We travelled via Eudunda with the first stop at the Bower school. Terry Carter and his wife have restored the building to its former glory as a working school. There were desks and blackboards and the paraphernalia of a working school but no students.

Moving on to Morgan, we had lunch at the Commercial Hotel, followed by a look through the antique shop. We then went for a tour of the town with a stop off for Mark to look at the potential of a Vauxhall Victor parts car.

An enjoyable day out across the desert. The saltbush was looking well so they must have had some rain sometime.

Attending were :-

Dale and Dianne Palamountain

Mark and Sherlita Metcalf

Ross Vogt and Malcolm Johncock

Brian and Deanna Haines

Terry and Raylene Leis

Geoff and Mrs Fahlbusch

Ray Edwards and Jean Burns

Jaguar

Vauxhall Victor

M.G.B.

Ford

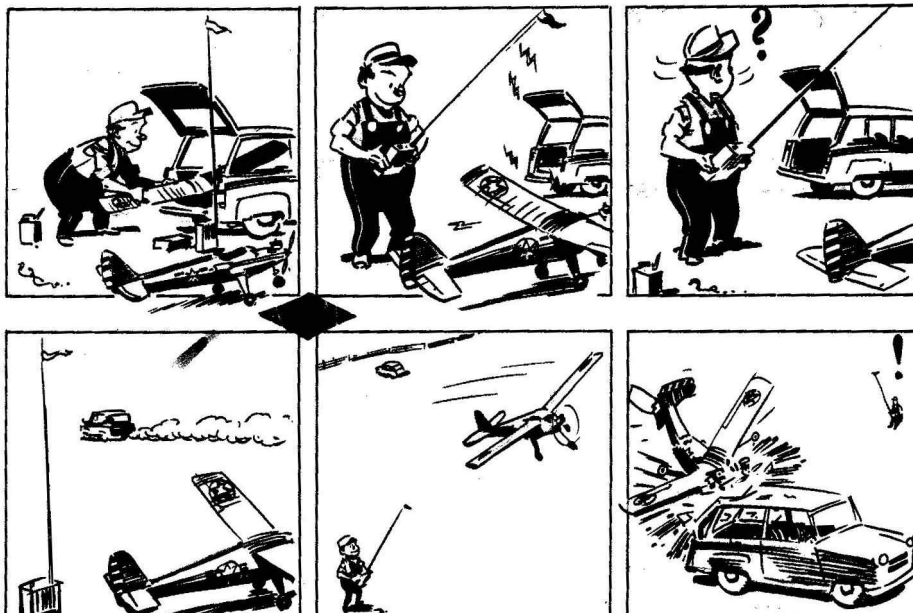
Modern

Modern

Modern

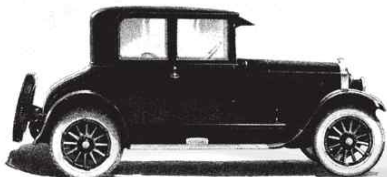
CHUCK, the MUDDLE ENGINEER

by B. TERRY ASPIN



GOODE Restorations

RESTORATION WORKSHOP P.O. BOX 118
34 NEW ROAD CLARE 5453
PHONE (08) 8842 3731



SPECIALISING IN REWOODING VINTAGE CAR BODIES
RESTORERS OF VINTAGE AND CLASSIC MOTOR VEHICLES
gooderestorations@bigpond.com
www.gooderestorations.com.au

MID NORTH CRASH REPAIRS

RESTORATION AND REFINISHING
OF VINTAGE AND CLASSIC
MOTOR VEHICLES

- Complete Crash Repair Service
- Insurance and private work

Phone: 08 8842 2062

Email: mncrash@rbe.net.au
9 Lennon Street, Clare

Working in conjunction
with Goode Restorations



EXPERIENCED IN VETERAN, VINTAGE
& CLASSIC P.V.T. VEHICLES

We specialize in:

- ★ CAR SEATING
- ★ PANELLING
- ★ HEADLINERS
- ★ CAR CARPETS
- ★ TOURER HOODS
- ★ WINDOW & DOOR SEALS
- ★ SIDE CURTAINS
- ★ MODIFICATIONS

Email: tilbrook@rbe.net.au
Web Site: www.rbe.net.au/~tilbrook/cu.htm

BURKENT VINTAGE ENGINE REBUILDS

- Full engine rebuilds
- Unleaded fuel conversions
- White metal bearings
- Engine, clutch & gearbox modifications
- General vintage mechanical

A.R. KENT GARAGE

53-63 ESMOND ROAD, PORT PIRIE
Phone (08) 8632 2666
A/H: David Kent 0417 802 134

CLARE PRINT CLARE PRINT

Offset & Digital Printers
All Colour Printing
Single/Two Colour High Speed Printing

FOR ALL YOUR CLUB NEEDS:
PROGRAMMES/NEWSLETTERS
LETTERHEADS/COVERS/MAGAZINES
WIRE SPIRAL BINDING/HIGH SPEED FOLDING
COLOUR BUSINESS CARDS
FAMILY HISTORIES A SPECIALITY

COME IN AND SEE US AT
CLARE PRINT
12 Gleeson Street, Clare
Phone: (08) 8842 3504 Fax: (08) 8842 3404
Email: clareprint@bigpond.com

MITRE 10

Pink's Mitre 10

281 Main North Road, Clare
Ph: 8842 2644 Fax: 8842 2358

Our Stocks Include:

- General Hardware
- Paint & Accessories
- Timber
- Plumbing
- Builders Hardware
- Garden Supplies
- Greenlife
- Cement
- Insulation
- Outdoor Furniture
- Automotive Accessories
- Power Tools
- Large Range of Hand Tools
- Camping & Outdoor

MITRE 10 Handy Open 7 Days

We know what drives motoring enthusiasts.



That's why Shannons have Motor, Bike and Home insurance for the real enthusiast, club members just like you. Our Motor insurance policy offers all the features you want;

- ▶ Agreed value ▶ Choice of repairer ▶ Lifetime guarantee on repairs
- ▶ Multi vehicle discount ▶ Laid up cover ▶ Limited usage cover
- ▶ Club plate rates ▶ Pay by the month premiums

Add Shannons Home & Contents insurance and receive a 10% Multi-Policy discount with \$10,000 worth of Enthusiast cover included. So call Shannons today on 13 46 46 for a quote and talk to an enthusiast just like you.

INSURANCE FOR MOTORING ENTHUSIASTS |
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Limited is an authorized representative of Associated Alliance Insurance Company Limited, the issuer of this product. Refer to the Product Disclosure Statement by calling 13 46 46.



MOONTA CRASH REPAIRS

- Insurance Work
- Car Restorations
- 2 Pak Kitchen Painting
- Repairs to all types of vehicles including bikes, boats & trucks
- Private Work
- Windscreens
- Free Loan Car Available
- Free Pick-up & Delivery Service
- Free Quotes

No job too big or too small!!

Phone: (08) 8825 2922
12 Hills Road, Moonta
Email: admin@moontacrash.com.au

Clean Blast

ABN 25 475 162 753

Abrasive Sandblasting
& Paint Supplies

Ian & Jenny Hillam
PO Box 158 Jamestown SA 5491

Ph/Fax: 08 8665 5039

Mobile: 0427 866 573

Email: ihillam@bigpond.com

CHROME RESTORATION (& more!)



Premium quality work performed by our team of qualified industry specialists!

A CLASS METAL FINISHERS P/L

6 Waddikee Road
Lonsdale SA 5160

NEW!
Plating on Plastic

PH: 8384 4331
www.aiclassmetal.com.au

SERVING ALL AREAS

Redden Bros Pty Ltd

INDUSTRIAL BUILDER G019148

Domestic Garages and Sheds
Commercial and Rural Range
Barns
Stockman Barns
Patos and Awnings



8664 0660

FAX 8664 0661
P.O. BOX 49 JAMESTOWN SA 5491
EMAIL reddenservices@bigpond.com.au

H.R. SANDERS - CLARE

ESTABLISHED 1931

BUILDING SUPPLIES

- ★ Framing Timber ★ Doors
- ★ Tiles ★ Vanities ★ Spas
- ★ Plasterboard ★ Reinforcing

Call in and see our new showroom
Delivery available with our crane truck

**SAFETY: BATTERIES
PET SUPPLIES: STOCKFEED**

182 Main North Road - Clare 8842 2675

THE HILLS OF ADELAIDE ROAD RUN

Inaugural 2009 Event

Historic Commercial Vehicle Club of Australia SA Branch

It was an early start for us because we decided not to camp with the weather forecast being as it was. I set the alarm for 5 am and when Kip asked me groggily why it was going off at 4 I realised I hadn't changed the time from daylight saving. Somehow you never settle as well into sleep for one more hour! We left home at 6 am on June 6th reaching Gawler at 9.18 am. It was pleasant driving with showers around us but not much where we were.

From there we were sent on our way with very detailed instructions. I didn't get much knitting done because I was navigator.

One of the places we went to was the Whispering Wall, between Gawler and Williamstown. We have passed by several times on our way home from Birdwood and never called in. Our instructions encouraged us to because we had the time and most of the 28 entrants did likewise. It is quite fascinating how the curve of the wall allows sound to carry to the other side of the wall. There were several tourists there too and we were all entertained by a person playing a didgeridoo.

Continuing on, the scenery was superb, some of the trees are dropping leaves, while others were still in full autumn colour. We wound around and through small towns and came to Lobethal for a BBQ lunch. A static display during lunch allowed us all to look at the trucks and utes, as did interested locals.

From there we travelled the tourist route and eventually came to Hahndorf. Later we returned to the Bowling Club where a meeting of the HCVC was held before dinner and the evening. It was catered for by the Bowling ladies and they did a wonderful job.

We had some showers during the day and that night, but they were not of too great a concern.

Kip and I stayed overnight with Rochelle (our daughter), Rob and the children, who live in Mt Barker. As the rally was passing through there on the Sunday morning, June 7th, we re-connected with it then, giving us a little longer with the family.

More hills, some showers, green valleys and picturesque scenery led us to Birdwood for lunch. We were encouraged to linger awhile and from there we all scattered. We called in to Jim Craig's at Gawler East to check out his REO Truck. It has the same motor as our T6 Roadster.

Some stayed the night in Gawler again, some went to the Barossa and we came home. Normally we would have camped but the forecast wasn't promising.

We arrived home at 7.10 pm after a trouble free journey.



It is really nice to see the Commercials. They seem to attract people who are or were in trucking or transport of some kind or another. There were brilliant vehicles from as far away as Mt Gambier, Pt Pirie, Yorketown, Whyalla, Mundoorra, metropolitan and the Adelaide hills. Interstate entrants came from Clarkefield, Shepparton East, Heathmont, and Tarneit in Victoria, and Orange NSW, (imagine what their fuel bills would come to!)

Attendees included David and Chris Kent,
Kelvin and Pam Stringer,
Dave Walsh,
Kip and Lynne Newbold

1956 Commer XQ Truck
1979 Twin Steer Kenworth
1965 B87 Mack
with "Ugly", the 1937 Reo Utility.

It's amazing how many people object to us calling her that, but it has been her name for as long as we have had her.

It was great renewing acquaintances with old friends and making new ones. We look forward to taking part in future runs.

Lynne Newbold

Driving an old vehicle, from a woman's perspective.

It was after a Bay to Birdwood when I needed to drive "Ugly" home from Adelaide. Kip had taken the Harley to be serviced and needed to bring it home. I wasn't allowed to ride that so Ugly was my lot.

I hadn't gone very far when I noticed a car keeping pace with me in the next lane, on Pt Wakefield Road north of Grand Junction intersection. I thought it would pass me, but it didn't. It was as if trying to attract my attention, so I finally looked at it. Occupied by two women, they waved, tooted and smiled at me before moving on. Ummmm, Kip never got this response when he drove! (*you hope - ed*)

Not far along from there I was stopped at another intersection and a bloke in a truck pulled up alongside. Smiles, waves and a whistle came from him. Again something Kip didn't get.

I should have counted the waves I received on that trip home. Toots, flashing lights (or did they really think I was going fast and wanted to warn me of a speed trap ahead?) and kids peering through rear windows, while Dad was keeping an eye on me in the rear view mirror. I wonder if sometimes people might think I am an old lady (my hair is very blonde now) and have had this vehicle from new. I hope not, Ugly is 71 and I am pushing for 60.

One thing I admit to and that is I take crash gearboxes literally. Recently when Kip was driving the T6 following me he noticed that I can go around corners fairly fast. Well, it's either that or stop completely and start again in first or the sound is awful!! (Not to mention the embarrassment!) Later I found out when I was riding with him in the T6, that she can go around corners fairly fast too!

My Dad cut his teeth on crash gearboxes and I really enjoyed watching him nurse Ugly around corners. Not a noise as he changed down. It was beautiful. I have always been "sound observant" when driving. I listen for any unusual noises and like to get them checked out in case there is damage on the way. I am very fortunate that I have never had a flat tyre because I haven't had any lessons on how to change it on that vehicle. When there have been problems Kip has been driving.

With no electronic media I often sing along the way. I'm very careful to keep my eye on the rear view to make sure I'm not holding up traffic. It's not too hard to pull over for a tick and I don't always have to change gears. Sometimes I would like the comfort of air conditioning, the convenience of central locking and the ease of power steering. And you blokes thought all we women cared about in a vehicle was; 1. That it goes and 2. The colour - didn't you?

It can be challenging but fun driving old vehicles and it's mainly the attention and response you attract from other members of the public when you do it. So come on girls, give it a go!



Lynne Newbold

This is 'Ugly' our 1937 REO Speed delivery Utility.

THE GERALKA MAUDSLAY OMNIBUS

The late Mr. C A (Toby) Martin of Spalding, the last owner of the vehicle, related it was originally owned by the old Vacuum Oil Co. and was used around Adelaide for delivering fuel from about 1918.

Toby Martin's brother Frank, also of Spalding, was a general carrier in the area and also owned a general store in the town in the 1940's. He bought the vehicle as a truck in Adelaide and took it to Spalding in the early 1930s. The truck was used at harvest times for carting bagged grain from local farms to the wheat stacks in the Spalding railway yard.

Mr. Bennett Seigert, now living in New South Wales, remembers when he was a boy, that this Maudslay truck carted bagged wheat from his family's farm north of Spalding, in the 1930's. The solid rubber tyred wheels cut deeply into any loose ground surface. The truck often lost traction in the dry summer paddocks and would have to be towed onto solid ground by another truck. It also caused considerable complaint from local residents because of the considerable damage done to district road surfaces.

This led to the retirement of the truck after a few years, being replaced by more modern trucks with fully pneumatic rubber tyres.

A SECOND LIFE.

When the first Morgan/Whyalla water pipeline was built in the early 1940's, Frank and Toby Martin gained a contract to supply gravel from the River Broughton for use in the concrete work associated with building the pipeline. Large deposits of gravel existed along the lower parts of the river above the low water line. The Martins procured a second hand jaw crusher which was set up on one of the lower banks of the river, this being powered by belt from an old Fordson tractor. The retired Maudslay truck was then reinstated. The tray top was removed and a screening plant built onto the chassis with power for the rotating screen being supplied by the Maudslay's engine via a pulley and belt from the disconnected tail shaft. This was then set up adjacent to the crusher and material fed to the screen by an endless rubber belt.

On completion of the contract the setup was left in situ and in subsequent years suffered neglect, flooding and vandalism and was reduced to a heap of abandoned junk.

RESURRECTION

In 1969, an approach was made to Toby Martin, in response to which he said the truck could be taken at the removers own expense.

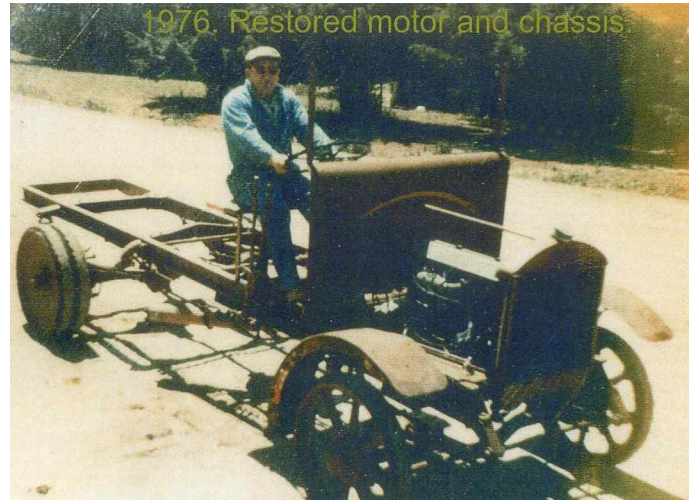
The screening plant with its wooden framework was easily removed as the rotting wood was already beginning to collapse. With the use of a farm front-end loader, gravel and silt were dug away from around the vehicle and the wheels which had become firmly embedded. It was then pulled from the river by drag chain and after a distance the wheels began to rotate. It was then loaded onto a truck and moved to Geralka.



RESTORATION.

The wreckage laid at Geralka until 1976, when Harold Stevens visited. He had recently retired as workshop manager for Southstate Transport at Port Adelaide and offered to undertake the mechanical restoration of the Maudslay as a retirement project.

The first move was to deliver the chassis and motor to Lawlor anti-corrosion for sand blasting and then on to Harold's suburban Modbury home. Here, over a period of two years, he completely restored the motor and chassis. The bores were honed, new rings and bearings fitted, valves ground, new cone clutch leather fitted, brakes relined and the whole unit painted with metal primer. The motor and chassis were then returned to Geralka



In 1986 Alan Thomas of Eden Hills, a retired miner from Broken Hill and timber worker from Bones Timber Industries, had developed a great interest in Geralka and its collection. He offered to build a conceived double decker omnibus body to fit onto the vehicle.

The chassis and motor were then moved to Alan's home workshop. Here it was used to form a pattern and guide for fitting the body and then returned to Geralka.

Alan and his son John, who assisted with the metal frame fabrication and did all the welding, began work. Over a twelve month period the outer frame was constructed and covered with sheet metal while the inside was lined with mahogany timber. The doors and windows glass were then fitted.

In 1987 the completed body was transported to Geralka, where it was fitted to the chassis. Further work was carried out to complete the vehicle ready for painting.

The completed Geralka Maudslay omnibus was used at its home at Geralka to give rides to visitors as well as making appearances at promotions, shows and street parades.



Don Wilsdon.



The Bus (with top passenger area folded down) and NARC members Jan 2007 during club visit.

THE MAUDSLAY MOTOR CO. 1901 - 1968.

THE MAUDSLAY MOTOR COMPANY was founded in 1901 with a factory at Parkside, Coventry, England, and began producing motor cars. The Company was a branch of an old engineering firm which made marine engines.

Vehicles of the Maudslay make are very rare today.

Founded by Henry Maudslay, the firm began production in 1903 with a 14 hp en bloc three-cylinder car with an overhead camshaft, thought to be the first application of this principle on a production car. A fully pressured lubricated crankshaft was another advanced feature. Standard bodywork included a 'convertible omnibus' rear section which lifted off to convert the car to an open tonneau, and the first-ever production shooting-brake, the 'All-Round' car, a solid-tyred car capable of carrying eleven passengers or '300 head of game, well hung'. Early Maudslays had 'coalscuttle' bonnets, but by 1905 a conventional radiator and bonnet were in use; later that year came the celebrated round radiator and bonnet which recalled the company's marine boilers. The three-cylinder Maudslay was built until 1906 (a 25 hp version was introduced in 1904, along with two big sixes, exactly double the capacity of the threes). A four-cylinder range had been announced in 1905, and after 1906 nothing else was made. The 1907 range consisted of a 20/30 hp and a 35/45 hp, both with four-speed gearboxes with overdrive top. Maudslay's most famous model was the 'Sweet Seventeen' introduced in October 1909, the last production Maudslay. After the war the firm concentrated on commercial vehicles, apart from an advanced 2-litre twin ohc 15/80hp six with four-wheel brakes of which three examples would have been shown at Olympia in 1923, had not the show landaulette been destroyed at the coachbuilders. Chassis price was £825, but the decision was taken to shelve the project after prototypes only had been built.

Over the years motors were made up to sixty horse power.

From that time, 1923, Maudslay concentrated on the manufacture of heavy commercial vehicles. The very first commercials were produced in 1903 with a motor very advanced for the time which featured overhead valves and cam shaft. The first bus was produced the following year in 1904. It was a six seater built on a car chassis. Early orders included a fleet of forty horse power chain drive buses to the Great Western Railway Company. These vehicles had railway type brakes with a hand wheel acting on the rear wheel steel rims.

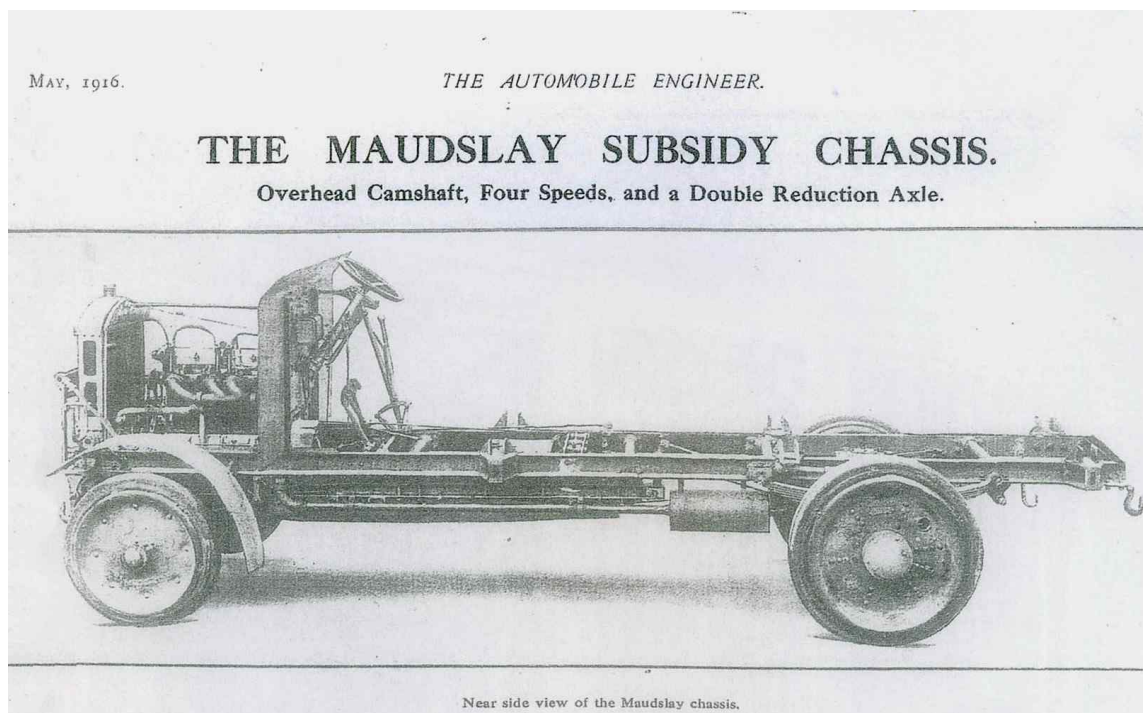
Early bus body designs followed those of horse drawn vehicles with single or double deck bodies. The high build of these bodies required guard slats along the sides to prevent children and animals being caught underneath the vehicles. The normal driving position was with the full motor bonnet in front. By 1920 the driving position was changed to outside the body along side the motor bonnet, with the driver in an open position. This allowed more space inside the bus and increased passenger capacity. Later this unprotected outside driving position was enclosed with a cabin protecting the driver from weather conditions.

Cast steel wheels with solid rubber were standard, as was electric lighting although the motor had still to be started by handle.

In the early years, the company's cars sold much more readily than the commercials with the exception of the buses and charabancs. To follow the market commercials ceased being made in 1907, until 1912, when production of them was resumed. During World War 2, the Coventry plant was badly damaged by enemy action and production was gradually moved to Alcester, Warwickshire.

In 1948, the Maudslay Company combined with Crossley and AEC firms, to form the firm of Associated Commercial Vehicles Limited. The Maudslay range of vehicles continued with the added options of having Gardener or AEC petrol or diesel engines fitted. Then models competing with the AEC range of vehicles were dropped and the Maudslay factory switched to the manufacture of components. By 1951 all true Maudslay vehicles were withdrawn, and in 1953 the Coventry plant closed. Despite this, vehicles could still be bought with the Maudslay badge up to 1960, but they were really AEC vehicles in disguise. The last Maudslay vehicle (which carried an AEC badge) was an off road dump truck. By 1968 the Company had become yet another subsidiary of the Leyland Motor Corporation.

MANY readers of The Automobile Engineer will doubtless be more or less familiar with the general characteristics of this chassis, of which large numbers have been taken by the Government. A stripped chassis is a particularly interesting object, and even among British-built commercial vehicles the Maudslay stands out

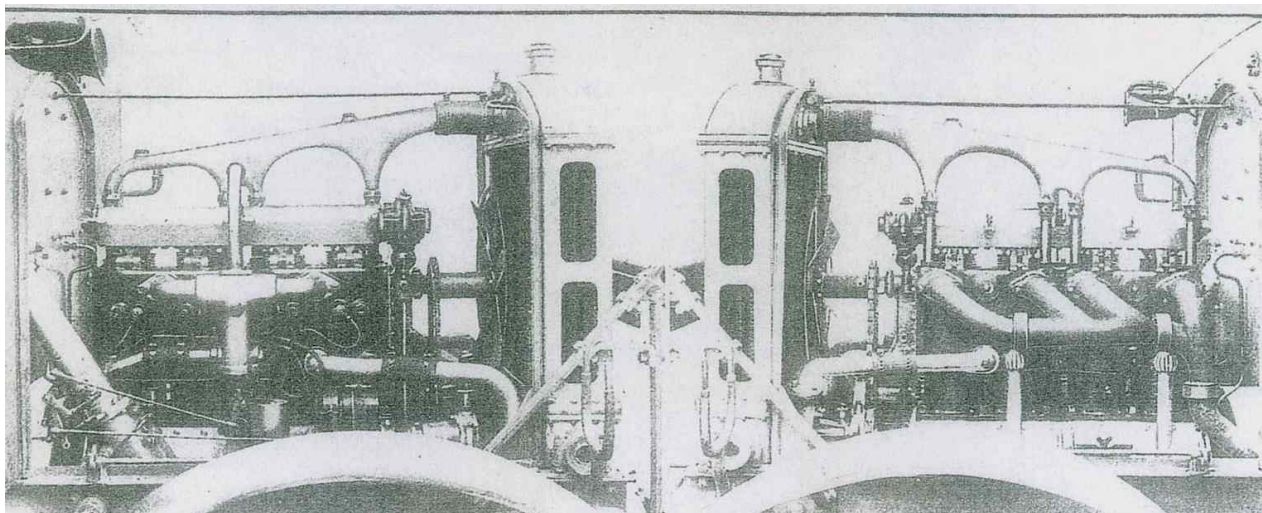


Near side view of the Maudslay chassis.

as a typically British production, not only for excellence of all design and construction, but also the manner in which the vehicle has evidently been evolved from an earlier type without extensive redesigning. It has been developed through a period of years to its present stage, and this is one of the factors that tend to make it rather a remarkable vehicle, for, as a commercial proposition, the impression is that the Maudslay subsidy chassis is not one calculated to leave a heavy margin of profit. At a superficial glance it undoubtedly appears to present a somewhat complex and rather extravagant design, and much of this impression is due to the fact that, as previously stated, it has been evolved from the original lay-out to its present stage without actual basic redesigning. Further, the impression of costliness is increased because the chassis appears to be so thoroughly well made.

These remarks apply more particularly to the engine, and even here it should, perhaps, be noted that a certain amount of the impression of costliness is inherent with the Maudslay policy in design, a feature of the company's practice, it will doubtless be recollected, being the overhead camshaft and valves. Regarding the matter of engine design generally, the symmetrical or homogeneous effect is rather lost by the method of attaching and driving the magneto. This is chain-driven from the extreme front end of the crankshaft; that is, the chain and chain case are positioned in rather an unusual manner, after beyond the fan and pump drive pulley just before the starting dog. In this way the magneto installation commences after the engine has finished, as it were. This is to say, after the crank case is closed and the two fan and pump driving pulleys are in position, the magneto chain case, which is a separate casing, is fitted, an arrangement that rather suggests that the magneto and drive have been added to the present crank case, or moved to their present place from some other spot on the engine. This is no drawback to the engine, but would probably add to its cost, possibly to length, and also means loss in design effect.

To survey generally the chassis layout before proceeding with the details of design, the general construction is as follows For side members, straight lengths of standard channel section girder are employed these being placed with the webs of the



EDWARD G BUDD- pioneer of the motor industry

Edward Budd was the man who took the automobile industry from the coachbuilders art into the twentieth century era of mass produced pressed steel bodywork.

Born in Delaware in 1870 he moved to Philadelphia after he had completed an apprenticeship in a steelyard. In Philadelphia he worked for several firms gaining experience. These included the American Pulley Company where he assisted in the design of pressed steel pulleys and the Hale and Kilburn Manufacturing Company where he was involved in the design of pressed steel bowls for DeLaval cream separators.

Realizing the potential of steel pressings to replace castings, he next embarked on making steel hubs for wooden wheels and seats for railway carriages. During 1904-1909 the company built several thousand all steel railway carriages for the Pullman company. Designed by Budd these carriages were lighter, had better crash resistance, and were a lower fire hazard than the previous wooden carriages.

Hale and Kilburn began supplying the Hupp Motor Company with pressed steel panels for their wooden frame bodies. The management of Hale and Kilburn were pessimistic about the future of the automobile industry, so Budd left.

Budd formed his own company. The firm started with a staff of 12 in a single storey building with the main asset a press under a tent in the backyard.

Budd's first major customer was the then president of GM Charles Nash who placed a large order for Oakland bodies. This was followed in 1914 by Dodge Brothers. Budd convinced the Dodge Brothers to go for an all steel body. At this stage Budd had never built an all steel body and the Dodges were sceptical about Budd's costing but proceeded anyway.

By 1915 Dodge was buying 15,000 bodies a year. This rose to 70,000 bodies in 1916 and 99,000 in 1917. By 1925 Dodge had built 1,250,000 cars. In 1929 the Budd company had 3,000,000 square feet of floor space and employed 10,000 men at its Philadelphia plant alone. At this time they had 600 presses and were also turning out 2,000,000 disc wheels a year.

In 1925 William Morris travelled to Philadelphia to investigate the new bodies. He returned to England and set up the Pressed Steel Company. Andre Citroen of France obtained the rights to build all steel bodies on the continent. Ambi-Budd Press Works were set up in Germany to pioneer the construction of all steel bodies in that country.

Budd's other achievements in the transport field included the building of a seaplane crafted completely from stainless steel. It flew successfully. A partnership with Michelin saw the development of a railcar that ran on rubber tyres. Several American railroads tested the principle.

Edward Budd died in 1946 and his son Edward G Budd junior succeeded his Father as president of the board. Now the Budd Company's products range from household refrigerators to aero-space products through many companies.

Malcolm Johncock

MOTORCYCLE ONLY SWAP MEET



Organised by
The Veteran and Vintage Motorcycle Club of South Australia Inc

SUNDAY, 5th OCTOBER, 2008

**BALHANNAH OVAL
SOUTH AUSTRALIA**



Featuring:

Motorcycle related sites only, strictly NO car or bric-a-brac related sites.

A static display of restored and original condition Motorcycles.

A "Peoples Choice" award for the Motorcycle gaining the most of the public's votes.

Variety of wholesome country style catering provided on-site.

Interstate Traders welcome, camping available Saturday night.

Site Holders & Buyers all from 7.00 a.m., Sites \$12 on the day, Entry \$3.00 (under 12 free)

Note: No pre-booking of sites but ample sites available on the day.

Contact: Peter Yates Ph: (08) 8255 8856 after 6 pm or email secretary@vvmccsa.org.au

Con-Red Classifieds

- For Sale** 1949 Ford 3-4 ton truck. Complete. \$1000.00
Contact Jenny Milen Phone 8843 9056
- For Sale** 1931 Chev chassis, motor, running gear, some body panels (sedan),
scrap value \$300.00 o.n.o Kip Newbold 8853 1163 Miniaton.
- For Sale** 1947 Chevrolet Fleetmaster sedans (2) near complete. 1 completely dismantled
and chassis sandblasted and painted. Kingpins, bushes, bearings, steering and
brakes renewed. Both kept undercover last 30 years. \$1,000
Ken Porter 8664 1464 Jamestown
- For all of the following ads – Contact Dean SCHUBERT, Box 2752 Clare SA 5453,
e-mail deanschubert@bigpond.com or phone evenings on 8843 4317.
- Wanted** ANY Information whatsoever on Gas Producers – any make or model –
Any stories or information from anyone who might have used these.
- For Sale** 1926 Dodge Tourer – reasonably complete including rear tub. Most tinwork very
straight. 21 inch wooden spoked wheels. Many hard-to-find parts included. Can
deliver. Would suit a young restorer wanting to tackle a vintage car as units in this
condition are almost non-existent.
\$1500.
- For sale** 1927 “Flying Four” Dodge Hardtop Business-men’s Coupe. Similar condition to
above unit but missing the roadster style back. Rear mudguards still fitted. Would
very easily suit adapting to a buckboard with enclosed cabin. Poor condition
buckboard side-panels included.
\$2,000.
- Wanted** Your stories of funny or unusual situations or experiences using old tractors or
machinery from days gone by. Stories such as getting bogged in unusual
circumstances, motors blowing up, machinery breaking down, animals and
machines or tractors behaving unusually, different and unusual alterations or
modifications made to old tractors or vintage cars etc, etc. Any supporting
photographs would be of great help.
These stories required by a friend of mine currently writing a book on this subject
matter, using cartoons to portray the story.
ALSO – did anyone have any experiences associated with the sale of used Army
tanks and aircraft on Parafield airport after WW2.
- Wanted** IH Grille Badge for Farmall Super A tractor.
- Wanted** Matched pair of 13 to 14.9 x 28 inch Tractor tyres in useable
Condition and ANY sized tractor tubes - even if needing repairs.
-