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The 'CON-ROD'

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 2010

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President's Report

Our July AGM concluded a very busy term for Past President Graham Goode, particularly the preceding twelve months. On behalf of all our members I sincerely thank Graham for his leadership, guidance and the incredible amount of time he has devoted to NARC.

I welcome our new committee members and look forward to working with our ever-willing Secretary Pat, Treasurer Merv, the Historic Registrars, Editors Dean and Sue and the carryover committee members.

The committee has planned most of our next twelve months program and we look forward to furthering the fellowship which characterizes NARC. Further program suggestions from members are always welcome!

I had the pleasure of attending Peter Eaton's Whippets for Wishes III farewell dinner in Clare, and can report that Peter certainly does NARC proud, and his efforts are held in high esteem by the Make-a – Wish Foundation and the Clare community. The dinner and auction raised over \$5,000 toward Peter's latest fund raising venture.

A reminder – membership subscriptions and historic vehicle registration renewals are now due. See the May/June Con-Rod for renewal forms.

Safe travelling,
John Birrell

Past President's Report 2009 – 2010

The last year has been extremely busy for our Club.

During September 2009, the Club held its 35th anniversary celebrations and annual presentation of Club awards in Clare. The weekend began with participants meeting in Clare on the Saturday morning before travelling to Blyth and onto Balaklava for lunch, where we looked through the local museum before returning to Clare via Auburn. The Rally Dinner on Saturday night was held at the Clare Golf Club. During the evening, Ivan Venning spoke about the history of our Club and memorabilia was on display. During the evening the Club awards for 2008 - 2009 year were presented. Sunday morning saw us meet at the Clare Caravan Park for breakfast, then onto Bungaree Station for a tour of the property, with lunch in the shearing shed completing a very successful weekend. We received many positive comments about this weekend. I would like to thank the Rally Committee for their efforts in arranging this weekend of celebrations.

Over the October long weekend, the 48 – FJ Holden Club visited the Clare Valley. On the Sunday and Monday, they visited members' collections and workshops before returning to Adelaide.

October also saw a combined club day with MAPS, in the Redhill and Brinkworth area.

At our November meeting Rod Cunningham spoke about being bush fire ready. This was a very thought provoking night with information from the CFS head quarters and some film footage from the Victorian bush fires.

The President's Run started at Sevenhill Winery, where we walked a small part of the Riesling Trail, followed by lunch at the Sevenhill Hotel.

The January meeting was held at the Goode Restorations workshop in Clare. David Chantell was a very entertaining guest speaker, on the subject of Duncan and Fraser operations in Adelaide up until and mid 1920s . This meeting was very well attended, with people coming from Burra and Kapunda.

Our Shed Day for this year started at Geoff Polgreen's in Moonta, looking at his engines and memorabilia, then moving on to Brett Colliver's in at Arthurlton to look at his vehicle and farm machinery collection.

March 2010 was the busiest month on the NARC calendar. Early in March the Club set up a display at the Power of the Past in Mount Barker. Pam Stringer spoke to us about her trip to Egypt at our Club meeting, and our annual Swap Meet and auction attracted a crowd of around 1500 people.

At the end of March, NARC was heavily involved in the Geralka clearing sale, with many members helping provide security, passing on goods to new owners and generally helping with the sale. Club members did an excellent job over the three days and the Club received much positive feedback for our efforts.

Since the sale, the Wilsdon girls have donated \$3,000 to the Carinya Aged Care facility in Clare and \$3,000 to the Clare Hospital to purchase equipment for these facilities. NARC will receive recognition on both plaques. The Club itself received \$1,200, so in total we raised \$7,200 for our work at Geralka.

The April meeting was held at Goode Restorations, with David Kent and Graham Burgess providing a demonstration of white metal pouring, and during May we had a film night, featuring the 2009 Power of the Past.

At our June meeting, we members participated in an identification of photos taken at NARC club events since its inception in 1974. Also in June, saw a very successful camp out in the Barossa Valley over the long weekend. Twenty people took part in a relaxing look at a variety of places of interest, completing a very busy and varied year for the Club.

I would like to thank the committee for their input during the last year, thank Pat Fiedler for her contribution as Secretary, Marv Robinson for being Treasurer, Dean Manderson for his work with the Con-Rod and Club website and David Kent and Peter Costello for their work with the Historic Registration. I would also like thank Rosemary for translating and typing my reports and information during my term as President.

At this point in time I would like to wish the incoming Committee and President for 2010 – 2011 year all the best , as our Club continues to grow.

Con-Rod Capers

Our sympathy to Roma Jaeschke and family on the very sad loss of Marc.

Our sympathy to Peter Underdown and family on the very sad loss of Clare.

New Members

We would like to welcome to NARC new members :-
 Goosey Davis from Jamestown who has a 1948 Morris 8
 Stanley Bielby from Kapunda who has a 1977 MGB
 Trevor Onn from Port Pirie.

NARC Calendar 2010 – 2011

August	12th	Meeting Pt. Broughton Golf Club. Guest Speaker: David Eyre, 56 years of Flying Stories
	14th	Crystal Brook Show
September	9th	Meeting Pt. Broughton Golf Club. Guest Speaker: Jill Lamont : Trucking
	12th	NARC Presentation Lunch and wind farm tour. 9.30am Morning tea at Memorial Park Jamestown. Park is situated on the main road (R M Williams Way) between the railway and the creek. 10.00 Bus departs for tour of Brown Hill wind farm and North Brown Hill which is under construction. 12.30 Presentation lunch at the Belalie Creek restaurant, Jamestown. Total cost for the day is \$25 which includes a two course meal and drinks. Bookings to Merv and Aileen Robinson by 6 th Sept. 8664 1838 or email mervynnaileen@bigpond.com.au
October	3rd	Jamestown Show - Theme of Rural Transport
	4th	Con-Rod .. deadline for article submission.
	9th & 10th	Burra – Morgan Heritage Drive
	14th	Meeting Pt Broughton Golf Club – Film Night
	16th	Clare Show
November	4th	<i>Note Change of Date:</i> Meeting Pt. Broughton Golf Club Guest Speaker: David Chantell on Fords
	30th	Con-Rod .. deadline for article submission
December	5th	President's Run
<u>2011</u>		
January	13th	Blyth Cinema Night
February	1st	Con-Rod - deadline for article submission
	10th	Meeting at Goode Restorations, New Road, Clare – Workshop night – members contributions
	13th	Shed Day – Kadina district
March	5th & 6th	Power of the Past – Mt. Barker
	10th	Meeting Pt. Broughton Golf Club. Film: 1985 Alice Springs Trip
	20th	Clare Swap Meet

April	2nd & 3rd	Laura Folk Fair
	4th	Con-Rod - deadline for article submission
	14th	Meeting Pt. Broughton Golf Club. Speaker(s): Member Profile(s)
May	12th	Meeting Pt. Broughton Golf Club. Peter Eaton's Whippets for Wishes III
	15th	Shed Day Merv Robinson's collection
	30th	Con-Rod - deadline for article submission
June	9th	Meeting Pt. Broughton Golf Club. Identification & film night
	11th, 12th, 13th	Camp-out Weekend - Riverland district TBA
July	14th	Pt. Broughton Golf Club. AGM
August	1st	Con-Rod - deadline for article submission
	11th	Meeting Pt. Broughton Golf Club. Guest Speaker

Invitation Events

August	15th	Austin 7 Day – Mallala Raceway
September	19th – 24th	Dodge Bros National Rally - Nuriootpa
	26th	Bay – Birdwood Run
March	26th	Booleroo Steam & Traction Day
March 28th – 9th April		Meet the Clubs Tour Kangaroo Is. & the Sth East. Expression of interest form in Con-Rod or see Editor

Swap Meets

August	22nd	Willunga – Willunga Sale Yards
September	19th	Gawler Swap Meet Trotting track 6.30 am
November	13th & 14th	Bendigo

Other events of interest

September	17th – 19th	Toop & Toop Rock n Roll Festival Victor Harbor Details online ... rocknrollfestival.com.au
October	3rd	Motorcycle swap meet Balhannah oval
	17th	Collingrove Hillclimb.

Office Bearers 2009 -- 2010

Chairman	Dale Palamountain	08 85811071
Vice Chairman	Brian Haines	08 85663216
Secretary	Malcolm Johncock	08 85662603
Treasurer	Brian O'Loughlin	08 85663030
Events Director	Duncan McDonald	08 85663156
Property Officer	Duncan McDonald	08 85663156
Sub Editor	Duncan McDonald	08 85663156

Chapter Reps are Chairman and Secretary.

The chapter recently had its AGM and as can be seen from the above, there were some changes in the executive

Kapunda Calendar 2010 -- 2011

August 27 th	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
Sept 1 st	Old Car Day. Run to Bethany, join with other clubs (Duncan McDonald)
Sept 24 th	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
Sept 26 th	Picnic run to Gumeracha to watch Bay to Birdwood (Brian Haines)
October 22 nd	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
October 30 th	(Saturday) Chapter hosting MAPS who are in Kapunda this weekend
Nov 14 th	Meet Murray Mallee Auto Club, Swan Reach. (Duncan McDonald)
Nov 23 rd	Midweek run. View cricket bat manufacture, afternoon tea. (Brian Haines)
Nov 26 th	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
Dec ?	Xmas Dinner (Brian Woodcock)
Jan 26 th	Australia Day, picnic lunch, Kapunda organising (Executive)
Jan 28 th	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
Feb ?	Twilight run (Ray Edwards)
Feb 25 th	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
March 20 th	Clare Swap meet
March 25 th	Chapter meeting DJ Restorations, Eudunda (Dale Palamountain)
April 22 nd	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
April 25 th	Anzac Day run (Jean Burns)

May ?	Camp out/ Tour, still being decided
May ?	Midweek run will be slotted in here. Date to be announced
May 27 th Kapunda.	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace,
June 24 th Kapunda.	Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace,
June 26 th	Progressive lunch
July 17 th	Hotel lunch, venue to be decided
July 22 nd	AGM, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.

Calendar in detail

- September 1st Old Car Day. A number of clubs will be meeting at Bethany for lunch. Leave Hill Street 11.00 am for run to Bethany. BYO lunch, chairs, everything. We will have the club's recently acquired barbecue. Duncan McDonald organising. 8566 3156.
- Sept 26th Picnic lunch run to Gumeracha to view passing of Bay to Birdwood parade BYO lunch, chairs, everything. We will have the club's barbecue
Leave Hill Street, 9.00am. Brian Haines organising. 8566 3216.
- October 30th (A Saturday) MAPS will be in town. 10.00am, Morning tea and shed check, Brian O'Loughlin's. Lunch at Aviation Museum, Greenock, \$10.00 per head. Then to Brian and Irene woodcock's, to view Citroens and sheds. 5.00pm, depart Dutton park for Dale's workshop. Meal organized by chapter members, bring chairs. Dale Palamountain organising. 8581 1071

In Recognition of Club Service by Brian Haines

At the chapter's recent A.G.M., we learnt that Ray Edwards, our long serving secretary, and our equally long serving chairman, Duncan McDonald, were not intending to stand for re-election. Ross Vogt also indicated he would be stepping down from the role of looking after the tea and coffee etc on meeting nights.

Ray and Duncan have served the chapter for around ten years organizing many runs, rallies and generally ensuring the events functioned smoothly. Together they conducted chapter meeting in a professional manner and shared their enthusiasm for club business with all club members. Ross Vogt religiously ensured that supper was organized and cups washed and stored away sparkling clean.

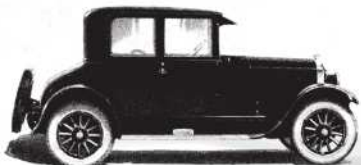
Many thanks to Ray, Duncan and Ross for their service in these positions, helping to ensure that the chapter operated successfully. The good news is they will continue to share their knowledge and enthusiasm in chapter business in the future.

Also many thanks to Grant Campbell for donating a B.B.Q. for club use. We are looking forward to trying it out.

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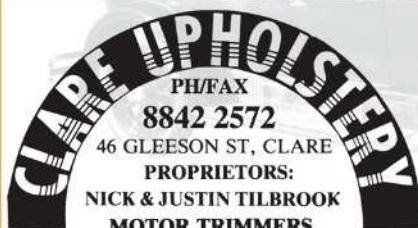
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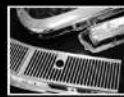
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THE NURIOOTPA CAMP-OUT WEEKEND

Actually, that's a bit of a misnomer because everyone was either in cabins or caravans, so it can hardly be called camping "out". But who cares, because the whole idea was to get together as a group and have a bit of fun and we certainly did that!

Pretty well everyone made it to the beautiful Barossa Valley Tourist Park on Friday night in time to toss the suitcase on the bed and group up in time to drive the short distance to the Stockwell Pub for what turned out to be a very good value meal. Mind you, we selected the place on Cossie's recommendation, so there was never a chance the portions might be a bit on the small size.

Saturday morning and the troops thought a cup of coffee might be in order, so we took ourselves down to the Parker's Barossa Junction, a unique cafe / motel / museum using old railway carriages as its basis. You might expect the museum part would be associated with the railways, but not so – it houses the Parker collection of Ariel motorcycles and Chevrolet Cars. I think Darkie counted 19 Ariel Square fours, ranging from a couple of 30's 600cc OHC bikes, to the later 1000cc 4G models with alloy barrels and heads and four exhaust pipes. There was a veteran V twin, a couple of early 30's "sloper's", and too many 350 and 500cc singles and 500cc twins to count. About 60 bikes in total. The range of Chevs was equally impressive, from a couple of 490's (I reckon the prettiest car Chev ever made) and a veteran V8, to the later model cars on display from the 1930's. And we only saw a part of the collection!

By this stage the word had got around the women that there was a sale on in the Nuriootpa Co-op store. This was a good thing because while they all headed in that direction, us blokes headed up to Parker's antique shop, behind which was the workshop where the Chev / Ariel restoration takes place. Most interesting in there was a '31 Chev under restoration that had been much modified in Melbourne when new and was fitted with a speedster type body.

Back to Tanunda for lunch and while most of the women took a look around the street area the blokes again headed off, this time to the oval where the Early Model Ford Club were having their National Meet. No Chev / Ford bias this weekend! The pick here for me was a pigeon pair of black '36 (I think) V8's, one a roadster, the other a coupe.

Saturday evening we almost all walked down to the Vine Inn for dinner – another good meal accompanied by some of the locally processed grape juice. I hasten to point out that John Birrell tripped over the kerb on the way to the venue, not on the way home. A few stayed up to make sure the port was OK – not so the Costellos, so that when Pauleen and Marie went door knocking to make some arrangements, Cossie flung open the door in his jocks, thinking it was probably one of the blokes playing silly buggers. I think the three of them are still trying to work out who got the greatest shock, but it's a long time since I've seen Pauleen speechless, so she got my vote.

Sunday was equally laid back – after a slow start, we all moved down to the Nuriootpa Nursery which was well laid out with a wide variety of flowers, shrubs and trees. An hour or so was spent here, after which we drove to Angaston for a late morning tea that sort of turned into lunch, mixed in with a lot of people wandering up and down the street, in and out of antique shops, book shops and cheese shops. You get the idea.

Some of us also took ourselves across to the original Angaston Cemetery and if there is one place I've been to that makes you appreciate the advances in medicine and general living standards over the past 150 years that's it. A plaque near the entrance gives the name and age at death of all who were buried there and if memory serves, around a quarter of those interred were less than 20 years of age, and a good number of them never reached their first birthday. Makes you think.

After all that, most of the women returned to camp, while the blokes spent an hour or two wandering through the Barossa Valley Machinery Preservation Society's museum and workshop just off the main street. It's fair to say the blokes who turned up for their regular Sunday afternoon's work on their various projects didn't get a lot done that day. Most impressive was the Blackstone powered generator recovered from the bowels of the ABC building in Adelaide and the old Hesso pumping station which some of us had previously seen working at Murray Bridge last year.

By the time we returned to camp the sun was over the yard arm, which meant we could enjoy an ale or two and also time to commandeer one of the BBQ areas and start preparing for the evening meal. Craig had to go into town for a few extra supplies, but ran into trouble entering his code at the boom gate which apparently annoyed the park manager who had to come and let him out. I believe Andrew Weckert has the details.

For our evening meal, we were joined by the Beyers son and family who had come up from Adelaide to say G'Day. This also proved interesting – the Porters and Beyers had not been on a camp-out before and it's fair to say we all learnt a lot about each other that we didn't know before. Jan Porter, Darkie and Daryl Johns shared equal first prize for their joke telling efforts. Monday morning started in the same casual vein, except that we had to pack up and go home after all agreeing we'd had a good relaxing time and would all be starters for something similar next year. Mannum was mentioned.

Those attending were the Goodes, Weckerts, Costellos, Birrells, Porters, Beyers, Fiedlers, Thomases, Burgesses and Daryl Johns and I'm sure all who attended would like to thank Pat and Goodie for the behind the scenes organization.

Graham Burgess

Burra Historic Motoring Weekend

Dear Members,

If you are aiming to come to the Burra Historic Motoring Weekend (9-10 October) and you wish to join us for lunch at Gally's Cafe at Farrell Flat and dinner at the Burra Hotel on Saturday 9th October you will need to hurry up and send your two cheques/money orders to Roger Cross as there are only a few places at each venue left! You can ring Roger on 8892 2712 to check on availability.

Roger Cross

PADARC Rally

On the long weekend 12th - 14th June the PADARC club of Port Pirie held their biennial rally. The cars started arriving at the oval adjacent to the PADARC clubrooms about 9am on the Saturday and by 2pm nearly everyone had arrived.

It was a nice fine day a bit cold in the morning but by noon the sun was shining and it turned out a nice day. This was the first time that the PADARC club had held their rally on the June long weekend.

There were 86 entries with quite a few outside clubs represented. On the Saturday night the entrants went to the Port football club for tea and all entrants received a prize.

On the Sunday morning the entrants assembled at Kmart car park at 7.30 for an 8.30 start to go to Port Broughton where the cars all lined up around the oval and we had lunch. Then there were events such as piston throwing, driving cars to markers, driving blindfolded and a tug of war between various competitors.

We left Port Broughton about 3pm and went back to Port Pirie for the presentation of the trophies at a dinner dance at the Northern festival centre.

8am next day the entrants went to the clubrooms for breakfast where the rally director thanked everyone for coming and wished everyone a safe journey home.

The main presentations for best vehicles were :-

- up to 1920 Emman and Val Coomblas - 1916 Studebaker tourer
- 1921-1930 Sonya and Jack Mieglich - 1929 Pontiac sedan (he is a NARC member)
- 1931-1940 Jan and Bob Morris - 1933 Plymouth roadster
- 1941-1950 Judy and Graham Nolan - 1950 48/215 Holden sedan
- 1951-1960 Mary and Mike Osborne - 1951 Alvis (they are MAPS members)
- 1961-1970 Sheila and Donald Feast - 1961 R series Valiant sedan
- 1971 on Marlene and Ray McKay - 1973 Valiant Charger coupe
- best commercial Cynthia and Geoff Chase - 1960 Chrysler utility
- stationary engine Amanda and Andrew Todd - 1920 Hercules horizontal engine
- Ladies choice - best vehicle on display - Mary and Mike Osborne - 1951 Alvis.

On the Monday morning after breakfast several visiting clubs members also thanked the rally director Rian Chappell and his committee for an excellent weekend enjoyed by all. As has been the procedure for several years, all rally name tags were collected and placed in a tub for a lucky draw, the winner being Paul Weidenbach of the Whyalla car club.

The hard luck trophy went to Jill Weidenbach who unfortunately had a nasty fall at the Port clubrooms on the Saturday night and cut her face and had to miss the rest of the rally. Not a good way to pick up a hard luck trophy.

There were several NARC members present including John and Jack Mieglich, Doug and Kath Dunstan and Jim and Bev Puust.

Leon Darley

REMEMBERING LEW BANDT

There have been many notable Australians born in Moonta, but few would have influenced as many people's daily lives as Lew Bandt, designer of the first coupe utility ever made.

Louis (Lewis) Thornett Bandt was born in Moonta 100 years ago, on February 26, 1910, eldest of the five children of Louis Seymour Bandt, a butcher and his wife Ethel, nee Hobbs.

When Lew was almost 14, his family moved to Adelaide, and he did an apprenticeship with Duncan and Fraser Ltd. as a fitter and turner. This firm made bodies for and sold Model T Fords and Lew showed great talent in designing custom-made car bodies. He moved to Victoria to do similar work and in 1929 joined the new Ford Australia company in Geelong, where he soon became their first designer.

He worked for 46 years for Ford Australia, winning many engineering awards, but he is most famous for designing the first "coupe utility". There had been plenty of buckboards, (cut-down cars with a tray on the back), especially on farms, but in 1933 a farmer's wife famously wrote to Ford asking them to make a vehicle which was comfortable for passengers but could carry loads on the back. In fact, she wanted a vehicle in which her husband could take her to church on Sunday and then take the pigs to market on Monday. Lew designed a vehicle with a comfortable weatherproof cabin and a tray at the back 5 feet 5 inches (165 cm) long which could carry 1200 pounds (544 kg.) weight.



The first sample ute was made in 1933, and the first models were made in Geelong and sold in 1934. Two years later, Lew took two utes to Detroit, USA, to show to Henry Ford, who called them "kangaroo catchers". By 1935 utes based on Lew Bandt's design were being made by Ford and General Motors and sold as the ideal farmers' vehicle. Other manufacturers soon followed suit.

Lew retired after 46 years as Ford Australia's chief design engineer. On 18 March 1987 he participated in an ABC documentary about this famous utility. Apprentices had restored an original vehicle for him, but sadly that day, as he drove it home, he collided with a truck on the Midland Highway, Victoria, and was killed.

If you have ever owned a Ford or other utility, or have driven in one, thank Lew Bandt, born in Moonta 100 years ago. He designed the first one in the world.

Jan French
Moonta Bay.



The Enterprise of David Brown

David Brown was the son of successful parents who conducted the firm of David Brown Gear-cutters. They built gears and gearboxes for industry, military and civil engineering applications. Rather than rest on their laurels he travelled to America to inspect the mechanized tractor industry.

David Brown Gears operated in the small community of Meltham, 5 miles from Huddersfield in England. With a history in the textile industry dating back to the beginning of the 19th century, Meltham's future was under a cloud in the 1930's. The ideas of the young David Brown averted disaster.

In 1937 a prototype tractor was designed and in 1938 David Brown Tractors Ltd was registered. With the war coming David Brown meant gears and gears they made for Spitfires, tanks and other defence purposes. Tractors were not forgotten and David Brown made industrial tractors that hauled bombers and other military applications. These tractors were later exported to the Middle East oil fields.

Tractor production expanded rapidly following World War 2. The 2,000 workers at Meltham turned themselves from cotton mill operatives to agricultural engineers in the old stone textile mills.

David Brown first manufactured Ferguson tractors in the mid 1930's as a result of Harry Ferguson contracting the company to manufacture a tractor transmission. The prototype was fitted with an American Hercules engine and the Ferguson hydraulic system. The production model was first fitted with a Coventry climax engine to be later replaced with an engine of Brown's own design. The arrangement with Ferguson ceased in 1939.

David Brown then introduced a new model of his own design, the VAK-1 of 35BHP. 9,000 of the VAK-1 and an improved model VAK-1A were sold before a new model, the "Cropmaster", was introduced in 1947. A diesel version was released in 1949. David Brown manufactured crawler tractors during the war. Their "Trackmaster" introduced in 1949 was based on the "Cropmaster" with a dual range 6 speed transmission and with a larger bore engine.

The 2D model David Brown tool carrier was introduced in 1955. It was designed with a mid-mounted toolbar and was powered by a rear mounted 14 HP twin cylinder diesel engine. Compressed air was used for raising and lowering the toolbar. The tubular metal frame of the tractor acted as an air reservoir.

In 1956 the new David Brown 900 was unveiled with the updated 950 being launched in 1958.

Between 1960 and 1963 David Brown produced 2000 tractors for the Oliver Corporation painted in Oliver green livery.

The David Brown tractor colour was changed from hunting pink to a distinctive white in 1965.

In the last years as an independent company 1960 to 1972, David Brown produced a range of models to cater for different segments of the agricultural industry and to gain a share of the then popular 70 HP market.

In 1972 David Brown Tractors Ltd was purchased by the owners of the JI Case company, the American Tenneco group, giving David Brown additional marketing opportunities in North America.

Today David Brown has disappeared into the giant Case- New Holland conglomerate along with Ford tractors and International Harvesters among others.

Malcolm Johncock

"If only I had a **DAVID BROWN***"* *Cropmaster*



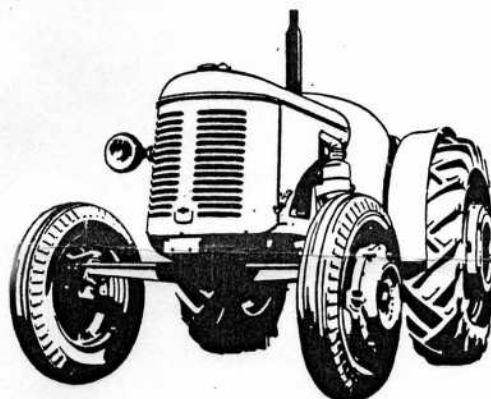
**Get off that fence and stop wishful thinking . . .
act now . . . in time for harvest, before the price
spiral starts . . . See your local dealer and place
your order without further delay.**

Those who own a Cropmaster are enthusiastic about its performance and low fuel costs. It can handle with ease full eight horse loads efficiently and cheaply on power kerosene. The six forward speed gearbox provides the widest selection of power ratios, giving utmost power with speed when required. Its quick starting, four cylinder engine develops 35 BHP giving 3,400 lb. at the drawbar, enough and to spare for most farm jobs. Further, by using Cropmaster modern hydraulic power control and unit attachment, with three point linkage you

equal the work of a far heavier and more powerful tractor. Wheel track widths can be varied by the use of the dished wheel system. These factors combine to give you the most versatile tractor in the world when you buy a CROPMASTER.



DAVID BROWN *Cropmaster*



Distributed in Australia and New Zealand by:

N.S.W.—British Tractors Pty., Ltd., 642 Harris Street, Sydney. **VIC.**—Emptor Pty., Ltd., 140 Queen Street, Melbourne.
Q.T.—Overland, Ltd., 295 Wickham Street, The Valley, Brisbane. **SOUTH AUST.**—British Motor Industries Pty., Ltd., Franklin Street, Adelaide. **WEST. AUST.**—Agricultural Parts Supply Co., Pier Street, Perth. **TAS.**—H. C. Heathorn & Co., Ltd., 53 Bathurst Street, Hobart. **NEW ZEALAND.**—Todd Bros., Ltd., Todd Buildings, Courtney Place, Wellington.

January, 1951—

ENTRY EXAMINATION QUESTIONSFORD SERVICE SCHOOLGEELONG – VICTORIA

1925/1926

1. Briefly describe principle of Ford Front Axle - (a) Construction (b) Operation
2. What is camber of Front wheels?
3. What is the gear reduction of Steering Gear - (a) Old style (b) New style
4. Describe difference between plain live Rear Axle, and full floating Rear Axle.
5. What is the Gear Reduction of a Ford Rear Axle?
6. Explain action of Differential.
7. How would you fit Piston Rings to a Ford Motor - what space would you allow?
8. What, in your opinion, causes oil pumping?
9. Why is the diameter of a Ford Piston smaller at the top than at the bottom?
10. How would you time Valves after re grinding?
11. Describe stroke cycle of model 'T' motor.
12. What is the purpose of a Transmission?
13. What type of Transmission is used in a Ford car?
14. Describe its action in reverse
15. What type of Cooling System is used on Ford Cars?
16. What is proper space between Magneto Field Coil and Magnet?
17. What is maximum voltage of Ford Magneto?
18. What is the purpose of a Coil Unit?
19. What amperage should a Coil Unit draw?
20. How would you recharge a Ford Magneto in Car?
21. How should Main Bearings be fitted?
22. How would you adjust Generator Brushes for neutral position?
23. Explain action of Generator Third Brush.
24. What is the Flat Rate Labour Charge for - (a) Motor & Trans. rebuilding
(b) Rebuilding Rear axle.

(Blimey !!! if you knew all this why would you need to go to the Service school. Ed)

The following information was kindly supplied by Mike Osborne of MAPS following an enquiry from a NARC member

JUST FOR THE RECORD - OR DON'T BLOW A GASKET!

Following a request for a possible gasket supplier from an Oakland owner, I have collated the following addresses of Australian contacts which may be of assistance to others. Thank you to the many MAPS Review readers who provided the following input. I also have a details of a possible NZ supplier on file. This was great exercise in sourcing information from the broad range of car enthusiasts

COPPER GASKETS 16 Premier Close Andrews Farm Adelaide SA 5110.
phone paul 8280 9888 ...www.coppergaskets.com.au

Antique Motor Spares 33 Fourth St. Wingfield 8268 5540 (John Biddle) may have some NOS.

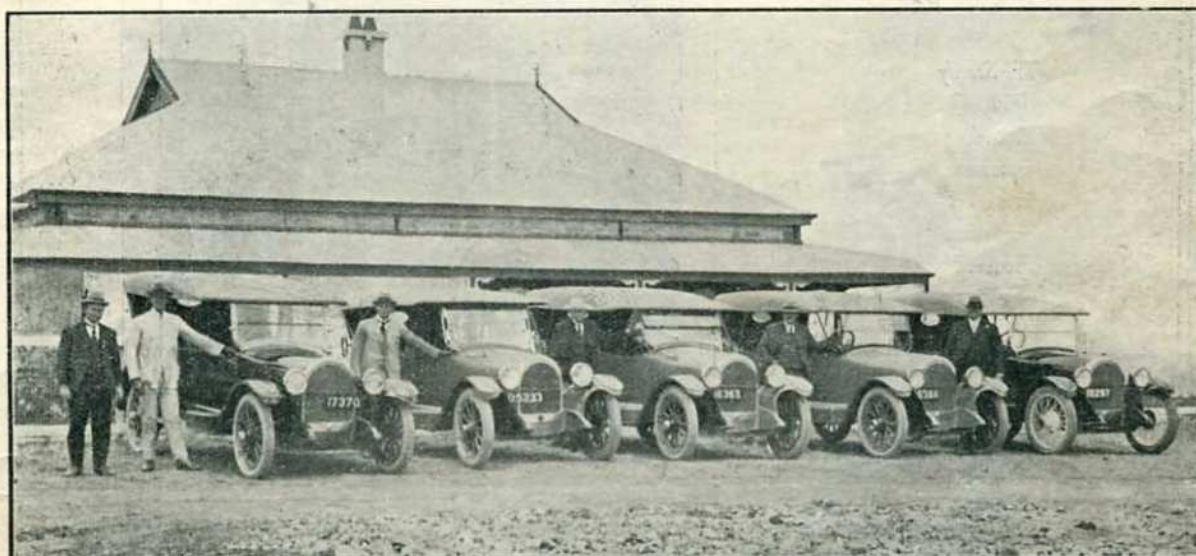
Dale Collet Ph. 03 98441822 Melbourne,

"N & J Gaskets, of Brisbane They have the dies for gaskets for Dodges from about 1916 - 1927. Possibly for some Fords. Any member wanting reasonably priced gaskets could do worse than contact him to see if he has gaskets available. The email address is sales@njgaskets.com"

Swansons Gaskets in Hornsby, NSW, phone (02) 9477 2427. Mfr. of head gaskets.

PROOF!

What better tribute to the good qualities of a car could be found than that five brothers should each in turn buy the same make of car during a period of two years?



The above photograph shows the five

Oldsmobile

cars owned by the Weckert Brothers, of Brinkworth. The first of these cars was bought in January, 1921, and the last in January, 1923.

This is definite proof of the trouble-free service given by the famous Oldsmobile.

The price of the new 21.7 h.p. Oldsmobile with 5 Cord Tyres is £485.

SOLE AGENTS:

VIVIAN LEWIS LTD., Gawler Place, Adelaide

Kindly mention "The South Australian Motor" when communicating with advertisers.

Con-Rod Classifieds

- Give Away** 5 wheels and 1 hubcap from Morris Minor (early model)
Ian Blythe 0432 556 721 Port Pirie
- For Sale** 1926 Chrysler Tourer, restored by Goode Restoration 20 years ago. Has had little use since then. Just under gone a complete brake overhaul.
Contact Graham Goode for more details.
Workshop 8842 3731 or Mobile 0418 894 304
- For Sale** 1968 Jaguar 420 Compact Three owners since new, first Burra, second Adelaide, third Clare. Original Rego number and replicated plates. Engine reconditioned 5,000 k's ago, Silver Duco, Grey leather upholstery, good head-linings and wood, good tyres, twin stainless exhaust system. Brakes done recently. Photos avail.
Price \$11,000 offers considered
8842 1880 or 0419 035 946 david@cowperthwaite.com.au Clare
- For Sale** 1929. La Salle Cabriolet coupe. Professionally restored in 1995.
328.V8 motor in good running order. VSE 010
Contact Rob Leaney 8249 9997, 0408 859 129 Adelaide
- Wanted** 12/13 gallon and 60lt oil drums with company names of BP, Valvoline, Esso, Ampol, Caltex, Total, Amoco and any other interesting Oil Co's. Also looking for 200lt. Cat Oil, Ampol, BP and Amoco.
Daryle Johns 8634 2222 or rjohns@activ8.net.au.
- For Sale** 1962 Mercedes 220SE Automatic \$3000 OIN 850
1986 Nissan Skyline (wreck) 3 litre 5 speed manual, on gas, good motor \$500
Sykes Pickavant cylinder hone 2" to 7", new in packing \$200
ABW fuel injector cleaning and testing set, new in packing plus 2 cans cleaning fluid, \$350
Engine stand \$75
2 oil HyPoids \$100 each
2 Ford Customline track rods \$30 each
McNaught K2 grease gun, suit 20 litre drum, 1/3 drum pale grease, \$350
GMC drill stand, new, \$70
Power hacksaw \$100
Band saw, \$100
Hercus 9" gearbox lathe, 3 & 4 jaw chucks, stand, tools, book \$1500
Vane VP850 tune up machine, instruction book, \$500
Arlec 4 amp battery charger, \$15
Steering wheel lock and keys, \$10
Hella Rallye 2000 driving light and spare parts \$150
2 3-phase plugs and wall mount switch/sockets and 30 feet wiring \$300
Various parts catalogues, \$2.00 each
Above prices ONO. Contact Grant Campbell, 8566 2339