



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

RENEWAL OF MEMBERSHIP

Subscriptions due by July 31st

SURNAME

FULL MEMBERSHIP

PREFERED FIRST NAME

ADDITIONAL FAMILY MEMBERS

NAME

PENSIONER MEMBERS

NAME

FEES

FULL MEMBER	at \$40.00 each	\$
PENSIONER	at \$30.00 each	\$
Additional family member	at \$20.00 each	\$

TOTAL \$

☐ Please Tick if you DO NOT require your receipt sent.

Please make cheques payable to NARC and forward to

The Treasurer, Merv Robinson 31 Gloucester Road Jamestown SA 5491

Signed

Date

Important: To be eligible to register your vehicle on Historic registration, you must be a FULL MEMBER (or Pensioner) of NARC and have returned your subs by 31st July

PLEASE NOTE ANY CHANGES FROM LAST YEAR BELOW

POSTAL ADDRESS

..... POSTCODE

Phone

Mobile

Email address

Please note **any changes** to vehicles etc owned since last year's renewal on the rear of this form and details for **post 1969 vehicles** which were previously not eligible to go on Register.

N.A.R.C. REGISTER

Information on the register is available to members only

I OWN THE FOLLOWING VEHICLES

LIST COMPLETE VEHICLES ONLY

CONDITION :-

OOriginal .. still all original from manufacture respray acceptable if not going only needs mechanical repairs
RRestored ... Re- upholstered, rewired, repainted etc.
UUnrestored .. Not able to be used without being restored.

[illegible]

Tractors, Engines, Steam, Memorabilia etc

[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.

May/June 2009

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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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Presidents Report

Cavalcade of Cars 2009

Congratulations to the new committee who took over the organising of the event. The weather was kind and from an entrant's point of view, I thought the day flowed smoothly and was surprised to see the number of people who took up vantage points to view the motor vehicles. There was plenty of food and entertainment at the Kadina Oval at the completion of the run.

NARC was well represented with Merv & Aileen Robinson winning the Post Vintage award and Alan Pitcher the trophy for Best Ute and Best Costume.

At our May meeting Glen Waldhuter spoke about his experiences supplying parts to the automotive industry, from when he started at R.S Pink & Co, until he went into business for himself and ultimately through to selling the business.

At our May meeting a sub-committee was elected to review the membership requirements for Historic Registration. The sub-committee has met and the recommendation that will be taken to the next meeting is that the Club delays its implementation until the 2009 – 2010 Club year.

This edition of the Con-Rod contains the Membership Renewal Form, with the subs remaining at \$40.00 for full members.

Historic Registration ..please note that David Kent has taken over the role of Historic Registrar. David's details are on page 1. Cossie will now be the Assistant.

Our next meeting will be an Identification Night to be held on the 11th June at the Port Broughton Golf Club.

A reminder to members that the AGM is on July 9th and the Committee would welcome ideas and suggestions for the 2009-2010 Club year.

Our Patron, John Hunt has spent some time in the Royal Adelaide Hospital and is now recovering from a by-pass operation. After spending some time recuperating in Adelaide he is now home in Jamestown. I am sure that we all wish John a speedy recovery and look forward to seeing him back at a NARC function in the near future.

Our sympathy is extended to Barry Richards and family on the passing of Edith. Her funeral was held on Monday 1st June.

Since our last meeting John and Rosemary Moore have moved to Adelaide. On behalf of the Club I would like to thank them for their contributions to our Club and hope to see them at some Club functions in the future.

Ian Denton has also been in hospital in Adelaide. He has had his shoulder reconstructed and is now home in Clare recovering.

Pat Fiedler has now got copies of the Don Loffler Holden book. Could those who have ordered copies make contact with Pat 8821 1075.

Graham Goode

- July 9th** Meeting Pt Broughton Golf Club: 8pm A G M
- August 3rd** Con-Rod - deadline for article submission
- August 13th** Pt Broughton Golf Club: 8pm Guest Speaker
- September 12-13th** NARC Rally in the Clare Valley Information has been included with this edition or will be mailed to all email recipients.
- October 11th** Meet MAPS members at Redhill 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.

Invitation Events:

- September 27th** Bay to Birdwood Classic
- October 3rd – 5th.** Lincoln Auto Club Quadrennial Rally details Carolyn Anderson 8683 1150

Swap Meets

- June 14th** Sedan Swapmeet
- July 12th** Warnertown Swapmeet – Warnertown Flinders Touring m/cycle Assoc.
- September 20th** Gawler Swapmeet
- October 18th** Strathalbyn Swapmeet

Other events of interest

- June 13th – 14th** Ultimate Blokes Expo – Wayville Showgrounds
- November 6th** Climb to the Eagle organized by Sporting Car Club 8373 4899 (Wed-Fri)

☆☆

Historic Registration

Don't forget that to renew your Historic Registration for the coming financial year you **MUST** forward your Log Book and Registration Certificate to the Historic registrar after paying your membership fees.

The front page must be signed at the bottom by the owner. Any log book not signed will be returned and will not be processed until signed.

David Kent is now the Historic Registrar see page 1 for his contact details.

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	Geoff Fahlbusch	08 8566 2084
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

- June 19th Committee meeting to plan new calendar. Chaos Manor 7.30pm.
- June 21st Blyth Cinema run. Leave Hill Street 10.30am. BYO picnic lunch in Clare/Blyth area. Join with Zephyr and Cortina clubs at Blyth Cinema, 2.00pm. to watch "Carry on cars"
- June 26th Chapter meeting, 8.00 pm., Lutheran Church hall.
- July 12th Palamountain's Morgan run. Leave Hill Street, Kapunda, 10.30am. Pub lunch and visit places of interest.
- July 24th AGM. 8.00 pm., Lutheran Church hall.

Anzac Day run, 25th April By Malcolm Johncock

Members met at the Memorial Gardens, Dutton Park, Kapunda for morning tea. Jean, as usual, supplied the Anzac biscuits adding an authentic flavour to the day. Thanks Jean.

Following morning tea we travelled to Mount Pleasant for lunch. Nearly everyone else went the wrong way but Duncan, Chook and I went Via Angaston and came home via Williamstown. The others did it the other way around.

We enjoyed a very nice lunch at the Totness Inn followed by a look through the second hand shop. Our thanks to Ray and Jean for organizing this event.

Those attending were Ray and Jean with Val and Dennis in the Prefect, Geoff Fahlbusch, Malcolm and Duncan in the Hillman, Dennis and Rosemary Schulz, Ross with Mark, Sherlita and Sarah in the Plymouth, Tony and Raylene, Fred in the Simca, Robert and Ina in the Simca, Brian and Deanna in the Ford, and Dale and Dianne in the Austin A30 Countryman.

Melrose Weekend away, 29 – 31 March

By Malcolm Johncock

Photos courtesy of Brian Haines.

Sixteen members enjoyed a terrific weekend at the Melrose Caravan Park. Members made their way in groups as work commitments allowed them to get away on the Friday.

Friday evening, we gathered for a superb meal at the Mount Remarkable Hotel. Fred began his banter and Dale offered to buy him a drink if he could make ten insults. He only managed four good ones.

Saturday morning we headed off to Wilmington where we visited the Puppet Museum and the Toy Museum. All very interesting. We found a Land Rover restorer in a side street. Eight registered out of thirty odd. We were invited to inspect the work in progress.



Giant Red Gum Orroroo ...claimed to be the largest gum in South Australia

We moved on to Orroroo for lunch at a very nice café. Following lunch we visited the giant gum tree, and then on to Magnetic Hill. It was interesting to experience the sensation of your vehicle rolling uphill. A couple of the prestigious British cars declined to go on the run due to minor technical problems. Fred probably doesn't class Hillmans in that category! The French contingent (the most popular cars on the run) performed magnificently. One British car enthusiast

admitted reluctantly that Simca got it right with reliability and economy. (There you are Fred. I reported it just as you said it). The other Simca enthusiast is taking three Simcas to their National Rally with interstate and overseas drivers.

Saturday evening we dined at the North Star Hotel in Melrose after returning via Booleroo Centre. In a magnificent gesture Dale credited Fred with the four insults from the night before and challenged him to raise it to ten to win the free drink. (Similar to the stick and carrot trick). Fred raised his tally to nine but complained bitterly (probably justifiably) that Dale kept moving the goal posts.

Sunday morning saw everyone packing up but Mick and Trish's recreational vehicle didn't want to start. Dale came to the rescue and gave it a tow with his caravan in the middle. What a circus!

We thought that he wanted two vans when it parted in the middle, but it was made of stronger stuff.



Magnetic Hill - Who said Simcas were made of plastic



A bit of Kapunda in Gladston

We then visited the Melrose Museum and soaked up the local history. Following a very nice lunch at Bluey Blunstone's Blacksmith Shop we all headed for home.

Ray and Jean are to be congratulated for organizing a fantastic fun weekend in a superb location.

Attending were Ray and Jean in a Prefect, Dale and Dianne in a modern, Fred and Marlene in a Simca, Robert and Ina in a Simca, Mick and Trish in a recreational vehicle, Ross in the M.G., Jeff Hennig in a Bentley,

Brian and Deanna in a Ford and Malcolm and Geoff Fahlbusch in the Hillman.

P.S. we don't know whether Chook has joined the North Korean or Chinese army, but he came away from the North Star Hotel sporting a suitable cap.

Kernewek Cavalcade a Rocking Success

Rocking and Rolling was the order of the day at the conclusion of the May 2009 Cavalcade of Cars, which was the grand finale' to the biennial Cornish festival.

Club member Grant Dunstan and Carolyn Kittel, travelled from Port Broughton to Wallaroo to participate in the spectacular motoring event along with more than five hundred other vehicles.



Grant Dunstan & Carolyn Kittle and their Monaro

The metallic blue GTS 1970 HT Monaro had the cobwebs dusted off and an afternoon's cleaning session. Then come Sunday we roared down to the silos of Wallaroo for an enjoyable cooked breakfast & to mingle with other auto enthusiasts, before being waved off in the second line of the cavalcade.

It was great to see the support from the Copper Triangle with enthusiastic crowds and roadside BBQ's, champagne & orange juice in abundance. The young & the not so young V8 fans showed their appreciation for the

Lukey twin system on our Monaro with many requests to bark it out!

The Monaro Club of SA also represented Adelaide, with a fine display of limited edition vehicles and individual restorations. Also attending on the day were Grant's parents, Doug and Kath Dunstan in their 1936 Chevrolet Roadster. N.A.R.C Club member, Merv Robinson of Jamestown won the trophy for cars of the 1930's era with his head turning Auburn.

Rain clouds threatened all day, but fortunately only resulted in a light shower while the cavalcade proceeded through Port Hughes area, making the day a huge success and providing ideal overcast conditions for photographing the wonderful display of veteran, vintage and classic vehicles.

A total of three Rock 'n' Roll Dancing Clubs travelled from Adelaide to perform at the final event on an outdoor dance floor with a carnival style feel, complete with a live 50's & 60's cover band also from Adelaide.

Many comments were heard in the crowd that the atmosphere was fantastic and it was a treat to watch the dancers and be transformed back to the 'Grease' era.

It seemed that the majority of people agreed that this year's new eligibility criteria of entrants cars being over thirty years old, proved to be a winning change with all cars entered of special interest to the crowd.

We look forward to the next Cornish Festival in 2011. I am sure it will gain even more momentum and is becoming an event only second to the Bay to Birdwood run.

Carolyn Kittel



Trophies Awarded at Cavalcade

	<u>CARS</u>	Trophy	
1	Veteran	No Award Given	-
2	Vintage	Alan & Marlene Hagger	Graham Paige 837 1929
3	Post Vintage	Merv & Eileen Robinson	Auburn 851 1935
4	Classic	Peter Shurven	Jaguar Mk 1V 1948
5	Costume / Car Prize	Frank McDonnell	
	(Sponsors Prize) RAA Car of the Day	Tom Psarombas	Ford Thunderbird Convertible 1965
	Judges Prize	Allan Pitchers	Gardner 1926
	Goode Restoration Trophy	Alan Hagger	Graham Paige 1929
<u>OTHER</u>			
1	Truck	Frank Trimboli	Bedford Truck J 55 1964
2	Military	Peter Dunn	Chev Blitz C 15 1941
3	Ute	Allan Pitchers	Chrysler Wayfarer ute 1959
<u>BIKE</u>			
1	Veteran	No Award Given	-
2	Vintage	Shannon Novaski	Ariel 1928
3	Post Vintage		
4	Classic	Joe Van Eck	BMW – Sidecar 1969
5	Costume/Bike	No Award Given	-
<u>EXTRAS</u>			
1	Disaster Prize		
2	Distance Prize	Herman Zapp Argentina	

NATIONAL MACHINERY RALLY MURRAY BRIDGE 3rd -5th APRIL 2009

In the weeks leading up to this Rally Kip was madly getting things ready, keeping water in Clinka-Belle, tidying up his engines for presentation and packing for a longer trip afterwards.

We left home fully laden on Thursday morning and travelled to Mt Barker for lunch with our daughter and family before going on to Murray Bridge. We registered for the rally and unloaded the engines in their places and then went on to the Long Island resort where we were staying. That is also where we launched the boat and left her in the water overnight. A bank had given way earlier in the month and made the headlines, so we were able to see all that.

Friday it was all systems go as we cruised upstream to the rally site. More water here than we saw at Goolwa earlier at the SA Wooden Boat Festival but we pulled the boat up to the beach between cruises. We saw people we hadn't seen in years as we walked around and watched displays. There were lots of working displays to be seen and the parades were terrific. The "men" were like little boys with toys, only they were bigger.



The NARC display .. A Villiers and A Jap engine entered by Kip
other small craft do not, so had to be tugged out. The banks were untidy with the water levels down so far, and there were many stranded vessels.

We had a wonderful time in the boats, spending time with other boaties from Tintinara, Pt Vincent, Stansbury, and Wentworth to name a few.

The river was very interesting, in the middle there were buoys that obviously warned us away, and we were told later that a huge flat rock was only a foot or so under the surface. For a wooden boat that would make a hole very easily if we collided with it. You can't see through the water like in the sea, so we couldn't see the sandy bank Kip steered us onto upstream of Long Island. Clinka-Belle has a reverse gear that is very handy in those situations, but some of the

PS Marion did a roaring trade carrying passengers on several cruises.

We met up with many NARCers during the three days, some we hadn't seen for years. Kip gave Goodie a ride in the boat - he was first mate for that trip. Also met folks from other clubs we have enjoyed the company of many times. I guess I am one who enjoys the people more than the machinery, but there was stuff there to interest everyone. Notice I am writing this from the girl view now! There were the army guys shooting off 25 pounders, woodcutters, chaff makers, lace makers, model boats, Tractor pulls, trucks, cars, steam, diesel, (lots of wind, not all made by the weather either!!!) and even the kitchen. A great time was had by all.

We cruised back to camp and retrieved the boats again on Sunday afternoon, and got them ready to travel further—but that is another story.

The weather was mainly fine until the last day when we had all four seasons in rotations, warm, cold, wet, dry, calm and windy.

Lynne Newbold

Classic boats with classic engines created a lot of interest.

Clinka-Belle is the one with the boy in front



Boats stranded by low water



Top Burrell Below Buffalo Pitts Traction engines



HERITAGE AFLOAT

Lake Macquarie NSW Easter 2009

By Lynne Newbold

Following on from the Machinery Rally at Murray Bridge, Kip and I along with a couple from Pt Vincent, John and Nola Buttfield, hitched our boats and headed for Rathmines, near Toronto on Lake Macquarie. Here we attended Heritage Afloat, a national Festival of Traditional and Classic Boats. For people who don't know the area, this lake claims to be the largest sea water lake with the best boating facilities in Australia, and lies some 20 miles south of Newcastle.

If you ever wanted to go to a boaties heaven then this would have to be it. The weather was calm and warm, we didn't have to put on a jumper the whole time we were there, even though it rained overnight and one day after the festival ended. Days were mainly overcast though and we still needed the hat and sunscreen.

We used our Tom Tom for the first time in a serious show of faith and he got us to the very address we wanted to go. The Hunter Valley has beautiful scenery, the Newcastle mines are vast and the roads great compared to the bumpy goat tracks we have covered in bitumen.

We launched the boats on a huge concrete area, the site formerly used for launching and landing Catalinas during WW2. There is a lot of history around here that is very interesting. We putted to Toronto, where the event was held, from Rathmines, where we stayed with friends. It began with a "Meet and Greet" on Friday night and continued next morning with enthusiasm of all old salts as they prepared for the days ahead. There were frequent putts around the bays that included an observation run. Kip and I went puttabout for a while and caught 4 fish on the snook line and that gave us bragging rights, as we did at Stansbury last year.



Clinka-Belle(4th from left) and the other boats facing us are in the local swimming pool. The moorings were secure and there was room for them all.

Each day, there was a formal flag raising accompanied by bagpipes and it was lowered with the same amount of ceremony. There was an event called "Quick and Dirty" where teams build a boat in 2 hours and then race it. The quick is the building and the dirty comes in the racing. Great spectator sport. The boats were many and varied including an old ferry from Sydney Harbour.

On Monday after the event finished, we got together with a group in five other boats and putted around the lake, seeing old power station sites, circumnavigating an island, admiring the homes on the shores (and feeling sorry for the owners as they pay their council rates!!) and having a packed lunch picnic at one of the small parks that are found all around the lake. Coming back from that jaunt we got wet—the only time.

Before coming home we took a day tour to Newcastle, and visited "Grahams Place" along the way, to see his railway memorabilia. Local blokes meet here to play trains each week.

This is an event we would be keen to attend again as it is well organised and backed and promoted by locals. We had a great time, thanks to our welcoming hosts, Wal and Chris Macadames.

The entrance to the swimming pool. An old ferry from Sydney Harbour took tours during the weekend. It is in the centre of the photo. Calm water and a beautiful day, what more could you need?



*A local clergyman
blesses the fleet
on Easter
Sunday*

*The children weren't
forgotten, they got to
enter an ice cream
eating competition.*



*All hands on deck in
"Britannia", a 1930's
replica skiff. It is 18
ft long and carries
700 square ft of
sail.*



Entry Form

Please complete and return this form to:
The Entry Directors,
PO Box 3031 SALISBURY EAST
South Australia 5109

Office Use Only

PLEASE PRINT LEGIBLY. FAILURE TO COMPLETE ALL SECTIONS OF THIS FORM COULD DELAY PROCESSING AS IT WILL BE RETURNED TO YOU FOR COMPLETION.

ENTRIES LIMITED TO 1,750 VEHICLES.

THIS ENTRY FORM, AND RULES, MAY BE PHOTOCOPIED.

ENTRANT DETAILS

Mr/Mrs/Miss/Mr SURNAM: FIRST NAME(S)

Address: Postcode

Telephone (Work) Home Mobile

Facsimile E-mail

VEHICLE DETAILS

Year Make Model Colour

Body Style Engine No Chassis No.

Rego. No. Name of Club (if any)

CONCOURS d'ELEGANCE — \$10.00 surcharge applies.

Do you wish to enter and be judged in the Concours d'Elegance? Yes ☐ No ☐ Please tick appropriate box.

Note: If you answered YES, a recent photograph must be enclosed - refer to conditions of entry.

You will be required to stay with your vehicle until judged.

If you have passenger space in your vehicle would you be prepared to host an interstate or overseas visitor to the Run?

☐ Yes How many passengers could you take?

INDEMNITY

- 1 All entrants, owners, drivers, riders and participants enter and participate in this Run solely at their own risk.
- 2 The organisers, promoters and sponsors of this Run, their agents and employees will not be liable for any loss or damage suffered by or to any entrant owner, driver, rider or passenger through any circumstances.
- 3 In completing and signing this entry form I acknowledge that I have read, understood and accepted the Rules and Conditions of entry to the Bay to Birdwood Classic.

4 Privacy Act 1988 and National Privacy Principles.

We collect the personal information you provide on this form in a database so that we can communicate with you before the event and also advise you of future events. Your consent to keep your details is implied unless you notify us that you do not consent to your information being so used. If you do not provide the information sought we will be unable to accept your entry. Your name, the make, model and entry number will also appear in a printed programme available on the day. Under no circumstances will information be sold or given to external agencies for any purposes.

I have read and understood the conditions of Entry.

THIS FORM MUST BE SIGNED

DATE: / / 2009 ENTRANT'S SIGNATURE

ENTRY FEE & PAYMENT

Cheque/Money Order made payable to: The Bay to Birdwood Run Committee Inc.,

Total Amount Normal Entry ☐ \$50.00 or Concours Entry ☐ \$60.00 ** PREVIOUS WINNERS PLEASE NOTE RULE CHANGES**

CREDIT CARD PAYMENT DETAILS: Please note extra charge!

Type of Card: MASTERCARD ☐ VISA ☐

Credit Card Number

Card Holder's Name (Please print name as it appears on the card)

Card Expiry Date / / Total Amount (Including Merchant's Fee) ☐ \$51.50 Normal Entry or ☐ \$61.80 Concours Entry

Signature of Card Holder

This document becomes a TAX INVOICE for GST upon payment - All total prices are inclusive of GST. ABN 89 856 025 921.

Closing date for receipt of entries is **FRIDAY 14 AUGUST 2009** (or mail bearing that postmark).

Entry fees will not be returned for cancellation of entries after **FRIDAY 14th AUGUST 2009** due to costs already incurred.

All rejected entries will have their fees refunded.

Full conditions of entry and entry forms available online at www.baytobirdwood.com.au or ph 8258 6547 or contact editor

PEOPLE ARE QUICK



TO APPRECIATE



GOOD THINGS



STANDARD Vanguard

The Vanguard Coupé Utility, Panel Van, and Station Car have proved to be just what people have been waiting for, and, although orders are BIG, additional shipments have been ordered for and are now on the way. Ordering now will give you delivery with very little delay.

* SEE YOUR LOCAL DEALER OR

Kapunda-A. C. Fahlbusch

Tariee-E. O. Vogt

The Vanguard of the 1950's

A popular car in the 1950's was the Vanguard. These cars, a product of the standard Company of Coventry in England, were readily available at a time when there was a waiting time for a new Holden. This no doubt contributed to their popularity.

The Vanguard was powered by a 2088cc wet liner 4 cylinder engine. This engine also gave outstanding service in the Ferguson tractor and industrial applications. It was also used in the Triumph TR series sports cars and some Morgans in a developed form. The 4 cylinder engine had a hard time competing sales wise against the 6 cylinder Holden and Zephyr. Six cylinder engines were the preferred choice of Australian buyers.

Standard addressed this problem with the release of a twin carburettor 6 cylinder engine in 1960. But it was too late as the Falcon and Valiant entered the market. The Vanguard was phased out in 1963 and the engine went on to power the new Triumph 2000. This engine was later increased to 2500cc with fuel injection. The engine was also used in the Triumph sports cars.

The Standard company was formed in 1903 by RW Maudslay. First fitted with single and twin cylinder engines a 4 cylinder was introduced in 1909 followed by a six cylinder in 1927. A V8 was marketed in 1937 but it was not continued with. Pre-war Standard engines were used in the SS Jaguars of that period.

In 1945 Standard bought the bankrupt Triumph company. Triumph later became the flagship name for the company when British Leyland took control in 1961.

The Vanguard was released in 1948 and became a good seller for the company. Most Vanguards were exported as they were too big and expensive for the British market. In 1955 Standard introduced the Vanguard diesel to the market. This was the first diesel car produced by Britain.

The engine of 4 cylinders with a capacity of 2092cc, developed 40 hp at 3000rpm. Cold starting using a decompression device without glow appealed to London taxi drivers who wanted quick starts with no mucking about. A number of these engines were fitted to London taxi cabs. A high turbulence combustion chamber was developed by Freeman Sanders for the engine.

Performance from the diesel showed it to be incredibly flexible and powerful at low speeds. Top speed was 61mph at a governed top rpm of 3600. Fuel consumption during testing was 37 mpg including

acceleration tests. The car could pull away comfortably from 10 mph in top gear. Like the petrol engined Vanguards they were available with an optional electrically controlled Laycock-de Normanville overdrive operating on second and top gears.

Con-Rod Classifieds

- For Sale** 40 H/Duty cardboard Parts Bins.....\$30.
Phone Ian Denton, Clare 8842 2747
- For Sale** 1957 Armstrong Siddeley Sapphire, Auto trans, upholstery needs completion
Phone Graham 88232 500 Wallaroo
- Now available** Don Loffler's latest book is now available from Pat for those members who placed an order. Please phone Pat and arrange to collect.
- 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 Minlaton.
- 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.
-