



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.

November/December 2016

| | |
|----------------------------------|--|
| PATRON | IAN DENTON |
| PRESIDENT | IAN RADFORD 8843 4385 0428 452 179 Box 93, Seven Hills 5453 iantinaradford@gmail.com |
| IMMEDIATE PAST PRESIDENT | IVAN VENNING Box 107 Crystal Brook 5523 0408 085 750 |
| VICE-PRESIDENT | CRAIG THOMAS 8662 6203 0429 001 242 cpthomas@bigpond.com |
| SECRETARY | MORANNE COOMBS Box 302, Moonta 5558. 8825 3766 0428 253 766 coomo@bigpond.com |
| ASSISTANT SECRETARY | PAT FIEDLER 3 Wearn St., Kadina 5554 8821 1075 |
| TREASURER | MERV ROBINSON 31 Gloucester Rd. Jamestown 5491 Ph./fax ah 8664 1838 0417 863 450 mervynnaileen@bigpond.com.au |
| EDITORS | DEAN & SUE MANDERSON 8842 3407 Box 667 Clare 5453 Email deansue2@tpg.com.au 0417 859 659 |
| CONDITIONAL REGISTRATION | GRAHAM BURGESS 8632 4293, 31 Kingston Rd Port Pirie 5540 gramarb@internode.on.net |
| VEHICLE INSPECTORS | BRETT COLLIVER, GRAHAM GOODE, MERV ROBINSON, BRIAN HAINES, DAVID KENT, AL WOOD 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 IAN RADFORD 8843 4385 |
| PUBLIC OFFICER | BRETT COLLIVER 8835 1215 |
| FEDERATION REPRESENTATIVE | CHARLES LEE, 8270 2625, clee1950@live.com |
| PROXY FEDERATION REP | DAVID KENT 8632 5200 or 0417 802 134 |
| COMMITTEE | TREVOR ALM 0409 670 140 KELVIN STRINGER 8635 4218 DARYLE JOHNS 8634 2222 JOHN BIRRELL 8636 2333 |

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&4. Narc Calendar
5. Kapunda Chapter
6. President's run
7. P.u.m.p.s.

8. Burra – Morgan run
-10. Bay to Birdwood run
11. NSW museums
12. Morgan factory tour
16. Classifieds

President's Report

Well I don't know if it's just me or everyone else as well. One day is Monday then the next seems to be Friday. Maybe that's why Christmas has come so quickly.

I would like to thank all those members who made the effort to go on the Presidents Mystery Run. Even the weather could not stop us all enjoying the day. Well the Sevenhill CFS did them-selves proud with a magnificent morning tea. Thank you so much. I know that with our donations on the day plus the top up from the meeting has made a big dent in the cost of their new special all cotton tee shirts required for all members as well as helping toward their kitchen maintenance.

Thank you to Rob and Lyn Jaeschke plus their staff for looking after us so well. The meals were wonderful and to see their family private farm tractor collection and the hear the history of their property was just something special. I have had so many people tell me how much it made the day.

As per the meeting NARC purchased a timber Jack and Jill seat complete with a thankyou plaque. This was then presented to Rob and Lyn by our Patron Ian Denton, two committee members Graham Goode and Trevor Alm and myself and to say that they were chuffed would be understating their appreciation of the gift.

So onwards we have the Blyth movie/ meal night and our Swap Meet looming quickly so be prepared for them please.

I would like to thank the committee members who have helped organise things over my first 6 months and all you members for all the club support that you give.



*Sevenhill CFS crew , inset
Cheque presentation*



Trying out the new seat

Both Tina and I wish everyone a Merry Christmas and Happy New Year

So smile, as it keeps them guessing as to what you have been up to.
Good health and bring on 2017

Ian Radford

New Members

NARC welcomes new members:-

Andrew Murrie from Clare who has two Willy's Jeeps.

Ian and Ann-Marie Holt from Laura. They have a 66 Triumph 2000

December 8th General Meeting Port Broughton Golf Club

2017

January 12th Blyth Cinema Night. Tea provided 6.00pm
Ian Roberts always chooses an interesting film. Please advise Moranne - 8825 3766 or 0428 253 766 by January 5th if you wish to attend so numbers are known for catering.

26th Australia Day - Balaklava

February 2nd Deadline for Con-Rod submissions

9th Meeting at Goode Restoration, New Road, Clare. 8pm – Workshop Night

March 4&5th Power of the Past, Mount Barker

5-11th Auburn, Cord, Duesenberg Rally, Barossa Valley.

9th General Meeting Port Broughton Golf Club 8.00pm

19th Clare Swap Meet

March 26th Booleroo Steam Rally

31st Deadline for Con-Rod submissions

April 1st Laura Folk Fair street parade, Fair also Sunday but no parade.

6th General Meeting Port Broughton Golf Club 8.00pm
NOTE EARLIER DATE to avoid Easter

May 11th General Meeting Port Broughton Golf Club 8.00pm

TBA Shed Day – Yorke Peninsula

June 1st Deadline for Con-Rod submissions

8th General Meeting Port Broughton Golf Club 8.00pm

9-12th Narc Camp Out – Mannum Caravan Park

July 13th General Meeting & A.G.M., Port Broughton Golf Club 8.00pm

August 3rd Deadline for Con-Rod submissions

10th General Meeting Port Broughton Golf Club 8.00 – Identification Night

20th or 27th Presentation Lunch 12noon.

September 14th General Meeting Port Broughton Golf Club 8.00pm

26-28th Y.P. Field Days

Swap Meets

- January 15th** **Hahndorf** at oval. 6am traders: \$15.00 8am buyers: \$5.00, children free book early. box 157, Hahndorf SA 5245 or phone: 0429 959 009
- February 5th** **Auto jumble, Swap meet, Show N Shine** Victor Harbor, Encounter Bay Football Oval, on Ring Road, \$15 entry for sellers & one passenger and \$5 entry for buyers and exhibitors in the Show & Shine. 7am
Stephen oilycollector@bigpond.com
- 19th** **Murray Bridge** at Showgrounds \$5 Entry per person includes site fee . Children free Gates open 6am John Whimpress 0428132889
- March 2nd** **Campbelltown** Oval, Cnr. Darley & Lower North East Rds., Scott McLay 0412 555 723 scottmclay16@hotmail.com
- 19th** **CLARE SWAP MEET** at showgrounds gates opening at 7:30am. \$5.00 per person. under 14 free. Free sites. Graham Goode 8842 3731 AH 8842 2107 Box 118 Clare SA 5453

Other Events of Interest

- January 21&22** **Yesterdays' Power Rally** Milang Oval, from 10.00 a.m.
All Pre 1979 cars, trucks and Motorcycles Pre-1973 Tractor Pull.
Venita, thesecretarymvmc@gmail.com. 8297 4715
- January 22nd** **All Holden Day** 9am to 4pm Wigley Reserve Glenelg
All Holdens welcome \$10 per car entry, spectators free non trophy event.
Paul 0419 196 086 Roger 0419 730 177 Richard 0432 505 997
- February 5th** **Super Chevy Sunday** Gleneagles Oval Ailsa Ave, Seaton.
Pre entry close Jan 8th \$10 or \$15.00 on the day. Public from 10am to 4pm. Adults \$5, kids under 14 free. Karen Hickman 0412 1984 56 (after hours) or Paul Hickman 0411 676 884 (after hours),
- 12th** **Corvette Rock The Bay** Wigley Reserve, Glenelg, ALL Corvettes
Welcome for display 10am - 3Ppm Pre-registration \$5 OR on the day \$10
www.corvetteclubofsa.com.au Tony 0417 851 774 tonyb454@outlook.com
- 12th** **All British Day**-Echunga Recreation Ground. y. Public from 10.30 am
Adults \$8 Children (5 - 16) \$4.50 and Family \$25.00
<http://www.allbritishday.com/> David Baird 0404 186 961
- April 21-23rd** 16th National Historical Machinery Rally Hamilton, Victoria at the Harness Racing Club enquiries hamiltonpastoralmuseum@live.com
- 9th** Gawler to Barossa Veteran and Vintage Run
Entries: David Prest: 0438 112266 or VVRun@gawlercarclub.com
Run Organiser: Geoff 0437 689 973 or (work) 8284 7095
- March 5-11th** Auburn Cord Duesenberg Club of Australasia Biennial Rally at Tanunda.
Enquiries mervynnaileen@bigpond.com.au or phone 0417863450.

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

| | | |
|--------------------|-------------------------|--|
| Chairperson | Irene Woodcock | 8566 3585, brianirene09@bigpond.com |
| Vice Chairman | Robert Parker | 8842 1350 0419 212 743 robert@woltawolta.com.au |
| Secretary | Malcolm Johncock | 8566 2603 |
| Treasurer | Brian Woodcock | 8566 3585 brianirene09@bigpond.com |
| Events Coordinator | Robert Stapley | 8389 6176 0414 780 395 |
| Sub Editors | Jean and Ray Burns | jeanburns@inet.net.au |
| Property Officer | Mick Parker | 8566 3782 |
| Chapter Reps | Chairman and Secretary. | |

CHAPTER CALENDAR

General meetings held 4th Friday at the Lutheran Church South Tce. Kapunda at 7.30 p.m.

December 11th Sunday CHRISTMAS LUNCH at the North Kapunda Hotel 12noon \$20/head.

January 12th Thursday Blythe Cinema Night (see NARC calendar for details)

January 26th Thursday AUSTRALIA DAY in Balaklava at the Oval MAPS arranging
Meet Hill Street to leave 10.30 a.m.

January 27th Friday Meeting at 7.30 p.m..

February 11th Saturday Twilight Run to Mount Mary Hotel. Meet Hill St 5.p.m.
Limited numbers (16) so please advise of your attendance at the January meeting in case we have to change venue.

February 24th Friday meeting at 7.30 p.m.

March 12th Sunday SEDAN Outing
Visit to the Bull Engine House at the North Rhyne mine.
Possible visit to the Savannah wind generator
BBQ Lunch at the Sedan Hotel then a visit to the Men's Shed to view renovations (cars)

March 24th Friday Meeting at 7.30 p.m.

April 25th Tuesday Anzac Day. Usual Morning Tea at Dutton Park 10 a.m. and lunch venue to be advised.

April 28th Friday Meeting at 7.30 p.m.

June 5th weekend Weekend away (Campout) at Mount Barker and Steam Ranger trip. Details later.

President's Run October 2016

This event was held early hoping to avoid the extreme heat we experienced last year. Well it certainly achieved that, it was much cooler and people were rugged up against the cold wind.

Gathering at the Clare Information Centre we set off at the scheduled time for Sevenhill CFS shed where we were extremely well provided with a generous morning tea. From there we drove to a lookout on Quarry Hill where there would have been a fantastic view if it wasn't cloudy, cold, windy and raining at times. We were given a good history lesson by Rob Jaeschke of Hill River Wines, when he explained the early settlement of the various areas that can be seen from the lookout.

After this we drove down the hill to look at some buildings on Rob's property and heard the story of the people who had lived there - this was the first settlement in the area. The first house built there has been maintained and is used as a shearer's dining room, the kitchen is two steps down at the back, all in good order. A later and larger house stands close by, further along is a large stone barn - this is to be restored and used for wine storage.

From there we drove on to a massive shed where there is a large collection of old tractors, more stories were shared here.

After this we went on further to the cellar door for Hill River Wines, where there was a fairly strong cold wind and our hosts had shifted the table and seating arrangements three times, endeavouring to give us a sheltered area to sit in for lunch. We were a big group and they had done well to organise lunch in the way of seating and serving with some protection from the relentless wind. This occasion was the first time lunch catering had been provided for any group, the results showed that regular lunches would be very popular if they decide to do that. Our meal was really great and it was a cheerful occasion, again broken up with a few stories by Rob - everything was enjoyed by us all. Eventually people began moving off to go home - several with bags of goodies purchased from the cellar door.

Congratulations to our President for an interesting, entertaining well organised day.

Eleanore Beyer



Graham Burgess and his Indian



Morning tea at Seven Hill CFS



Ian & Jenny Denton braving the cold!



Old homesteads and barn at Rob Jaeschke's

Presidents run continued..... more pics.



Some of Jaeschke's tractor collection



One of Jaeschke's original tractors



At the lunch venue

P.U.M.P.S. INC.

Last Saturday morning [the 19th] while travelling through our main street I noticed a few cars lined up in the park close to the bakers. I stopped to find out who they were and what the occasion was. Talking to a few I found out it was the new club formed at Peterborough and this was an attempt to advertise their club and perhaps encourage anyone who would like to join.

P.U.M.P.S. stands for Peterborough United Machinery Preservation Society. They formed the club in July 2012 and now have 34 members and have just received the all clear to have Historic Registration. The lady I was talking to, Liz, was the Principle of the High School, very enthusiastic and full of beans.

The club has members in Peterborough, Booleroo, Jamestown, Orroroo, & Terowie. A lot like our N.A.R.C. club they hope to cater for all tastes, anything worthy of preservation. They have their own club rooms undergoing a re-vamp at Telford Ave. At present they are having their meetings when in Peterborough at the Men's shed. Meetings are held in various towns where ever the members are.

Vehicles on display were Fordson E 20 17 [1949 model], 1929 Willys Whippet, a 2 door Monaro, a Mini, a big Ford ute, Chrysler Chargers, 2 Southern Cross stationary engines, a mark AXC and an EFC. I think more were due but I came home. Ask Ken.

Of course they would like to meet some of the members of N.A.R.C. they knew about some of us and Jack Flower. Before I came home on behalf of us I offered for them to come to Jamestown to see what we had down here. They are intending to do it in the not too distant future. I suggested a cuppa here, visit to Jack, and I also suggested Wayne, because of their obvious interest in Holdens. Anyone can jump on board and come to make it a good day for them & us. Date & details later.

President is Dave Baldry 0409 674 808. Secretary, Wayne Pontifex 8651 2001

Audrey Hunt.

Burra to Morgan Run Weekend, 2016

Saturday 8th October began with a group of people arriving at Gally's meeting house for lunch, and then driving on to Burra where most had booked in to stay at Paxton cottages. At about 3.30pm I arrived at the front of the cottages to be greeted with a 1930 Ford which with a flat battery and sitting out on the street needed a tow start. An Essex was about to hook up to

the front of the Ford when the owner suggested that I might have more horsepower to do the job.

After moving off up the hill some considerable distance nothing seemed to be happening until the Buick had preloaded the snatch rope to the point where the Ford moved forward suddenly and fired up. One was left thinking that with modern automatic transmission cars a recovery like this would not

be possible. This I thought should give the Buick bragging rights which I was eager to impress on to Ford owners, however I didn't mention that my generator had also failed on the drive over from Gulnare and I was solely reliant on the charge in a good battery.

By 6.00pm. a good number of people had arrived and began to walk to the Burra Hotel nearby on the other side of the creek. Dinner was served from 6.30pm to 42 people who all enjoyed a wonderful 3 course meal. The food and the very friendly and efficient service from the staff with Sam Shepley as our host was commented on by many.

After a good night's sleep our group rose to enjoy a good breakfast Sunday morning in the Paxton square prepared by The Men's Shed volunteers.

At 9.00am. the Deputy Mayor Jane Kellock flagged off 26 cars on our run to Morgan. Some apprehension was occurring as to how the weather was shaping up with high winds already apparent. Much comment was made of the risk of using too much fuel due to the wind and not having enough for the return trip. In my case when I arrived back to Gulnare late Sunday afternoon the Buick's fuel gauge was sitting square on the E. (a common fault with Buicks.)

After joining up with half a dozen cars from the Riverland and having a break and morning tea at the Gums we arrived at Morgan in good time where we parked down near the old railway station. The organising committee had elected Ken Porter to judge the best presented car for the run and the best dressed people in period costume. He presented both awards with a NARC cup each to Roger Boehm and Barry and Kay Anderson in the 1926 Rugby. Cups were also presented to the small group of people from the Riverland who had come across to join in our run earlier at The Gums.

After lunch in Morgan we disbanded to individually return home all in one day with gusty winds slightly emulating the original run in 1906 which took 4 days with much dust and no sealed roads. It is however encouraging, noting that this year's run didn't involve any mechanical breakdowns as in past runs. On that note a big thankyou to Ian Radford for having his car trailer at the ready back in Burra.



Some of the cars at the Gums



Judge Ken



Best dressed in period costume

The only dramas I am aware of was a flat battery, a car running out of petrol before the run began (thanks Moranne for supplying your spare fuel to that gentleman) and a wasp sting at Morgan which caused some discomfort for that person.

The organising committee trust a great time was had by all who participated in the re-enactment run and would like to thank those people for making this event possible. We look forward to involving you in future Burra to Morgan Runs.

Craig Thomas.

Burra to Morgan

This year there were less participants for the drive but it was no less enjoyable.

The weather was quite "interesting" with some wind and heat on Sunday.

On Saturday we drove to Gally's Meeting House and many of the group were able to find a shady spot to park then the usual greetings and discussion around the cars went on until we went in for lunch.

Roger Cross gave us a terrific welcome in his own style - some history - some interesting humour during which fossils were mentioned causing much laughter then a thank you to our hosts.

We then enjoyed a tasty meal, much chatter with those around us and later almost all went outside to enjoy the spring garden before making the trip back to Burra

Saturday evening there was a change of venue for the dinner, we walked across to the Burra Hotel. As we all gathered the noise level seemed to increase quite well but decreased quickly as our meal was served to us by efficient and friendly staff. By comments heard everyone was pleased with their meal.

Sunday morning was rather windy and we had a task with controlling our breakfast, not only holding the plate but the food as well because the wind was strong. Hopefully the cooks didn't have to scout around for far-flung plates, serviettes etc. At the appropriate time we set off for Morgan, a hot windy drive but done in good humour. Morning tea at "The Gums" was a welcome break then we continued on to Morgan.

The wind didn't let up - if you didn't sit on your chair you chanced losing it. When we were all gathered the prizes were awarded before lunch as the heat and wind caused people to find shelter wherever they could thus disrupting the social part of the occasion. Riverland people had gathered as well which was great but the mixing of groups was spoiled by the weather.

Once we had eaten our lunch and talked to a few Riverland people we left to return to Burra - we weren't the first ones back at Paxton cottages, others came bit by bit and some went home. A cooler breeze came later which was appreciated.

The weather wasn't friendly this time but it was still a great event.

Eleanore Beyer



Arthurton chick magnet!!



Best presented car



R & A Hughes Bentley

BAY TO BIRDWOOD RUN

We arrived at Birdwood about 10.30 and some of the cars had already arrived . This year there was a national Packard rally on and I took photos of 23 Packards from the 1920's to the 1950's and there were at least 30 Packards all parked alongside of each other plus another 100 or so parked around the paddocks. I've never seen so many in my life and they came from every state in Australia except Tasmania.

The list of cars is too numerous to mention but there is always Buicks Chryslers Essexs Morrisses, Oldsmobiles, Rolls Royces, Whippets and there were 3 Lincoln cars there that I rarely see and also a 1959 Edsel from WA

The judging of the concourse took place at 3 o'clock so we stayed until the winner was announced , the winning car was a 1926 Pontiac tourer that had entered the concourse 2 years before.

There weren't a lot of people at Birdwood this year possibly as the SANFL grand final was being played. The weather was all right - cloudy with a bit of sunshine later in the day.

Next morning I went to Gary Rainsford's car showroom at Keswick and had a look at his cars and took some photos of some of them. I will go again in 2 years if I am able to. I don't know which years are the best, every 2 years seems better but this year was the best for a long time.

Leon Darley



34 Packard (& 40's? ed) Packard..



53 Packard



29 Essex

July 25th 1923
"The South Australian Motor"

CAR PARTS FROM STRAW.

The Fordite plant of the Ford Motor Co. is now in daily production of 8,500 steering wheels, 9,000 front spring pads, 150,000 commutator insulator buttons, 9,000 magneto contact insulators, 7,500 cut-out insulators, 8,000 motor starter insulators, 8,000 generator insulators, 8,000 dash terminal blocks, 6,000 battery cable bushings, 19,000 hood block bushings, 20,000 tail light bushings, 3,200 battery covers, 6,500 rear panel plugs, and 10,000 cable insulators for metal dashes. Fordite is a composition developed by the Ford Company in which is used all the straw annually harvested on the Ford farms at Dearborn. About 75 per cent. of straw required is furnished by the farms the remainder being bought.

Visiting auto museums while touring NSW..

As with all of us, one of our many interests is with old cars and machinery, so when we go travelling it is high on the agenda to visit and attend as many events as possible. {Time allowing}.

Robyn and I visited two, the first one was at Dapto just out of Wollongong south of Sydney. The Australian Motorlife Museum. Can be a bit hard to find, a little out of the way, not on any main roads. Owned and run by owner/members and volunteers. Inside is a large selection of bikes cars and trucks, a few names/brands I have never heard of, made in Australia? There are a few under restoration, dedicated people here, (very friendly), some owned by members and others on loan for display. There are many signs- garage displays- motoring memorabilia- models- books- magazines- photos- souvenir shop/light refreshments and more, minimum time there would be half a day. Loved the whole set up and would go again, worth the visit.



Next is the famous one at Mt Panorama Bathurst. The National Motor Racing Museum. Driving around the track and calling into the museum



could take all day. Several times around the circuit is a must stopping for photos at every turn takes up a lot of time, breath taking views above the clouds, wow! Inside the museum, is a fantastic history, full of saloon cars, well-



known names, private race cars, road bikes- speedway racers- dirt bikes side cars- monitor displays- photos etc. Their tourist/gift shop is full of all you could ask for and more. looking through here will take a while! so allow plenty of time. This one is top shelf. A must to visit!



Stopped at an old garage in a small Victorian country town. No longer

in use took a few photos, can't help myself love old garages, just to have a look and find out about the history and any stories that go with it. They need to be kept in their original state, where possible!! That's me, Keeping the interest alive.



Steve Hyde

The old garage in its heyday

This article was written by Roger Stone, Editor of "The Globe" the newsletter of the Razor Edge Owners Club in England. He has kindly given permission to use it in the Con Rod.- Brian Beyer

MORGAN FACTORY VISIT

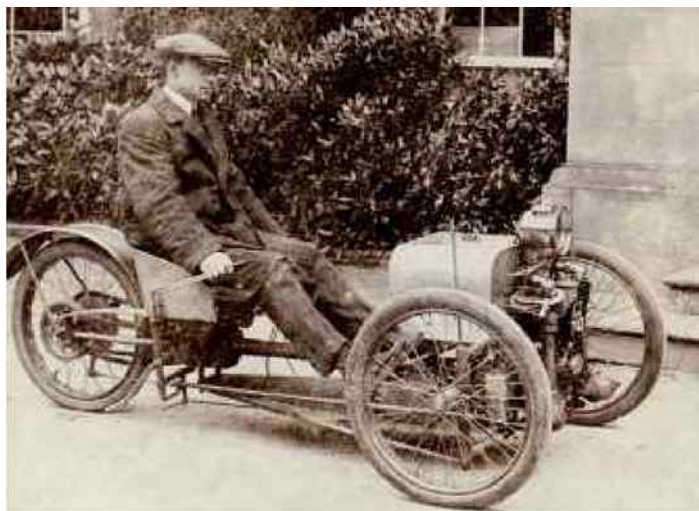
Your intrepid ace Globe reporter recently was roped in for a full day at the Three Counties Show, in Malvern, investigating plants, flowers, more plants, show gardens, and even more plants. On the road home we looked like a mobile greenhouse. The pay-off was that a visit was also arranged for the following day, to the Morgan works also situated in Malvern.

This was a revelation. I strongly recommend it to any readers who find themselves in the area, as it was fascinating. It is best to book in advance, which you can do at the Morgan website, at <http://www.morgan-motor.co.uk/factorytours>

The historical facts are impressive. This is not just Britain's, but the world's oldest surviving family-owned car-maker. They started making Morgans, the three-wheeler runabout, with tiller steering, in 1909, and celebrated their centenary in 2009. The patent drawings for this first car were made by a bright young lad called John Black, later Sir John Black, the very same who became Managing Director of Standard Triumph, and creator of our Razoredge.

They experimented with new three-wheeler models, and began to race at Shelsey-Walsh, Brooklands and Amiens France with success.

Albert Ball, the fighter ace, bought one and praised it as the nearest thing to flying without leaving the ground. Sadly, he was shot down and killed not long after taking delivery, but Morgan commemorated him by naming their next racing three-wheeler the 'Aero' a name they still use for the largest engined and most advanced models.



The Runabout, the first Morgan car with HFS Morgan at the tiller. Because of its light weight, it could accelerate as well as any car in production at that time



The first 'Aero' a very successful light racer; and a 1911 four-seater runabout –first step towards cheap family motoring. They found it necessary to add brakes for the front wheels, an innovation quickly copied by other manufacturers.



The prototype F-type (for Ford engine), from 1933;



and then the 4/4 in 1936, in roadster, four-seater, and in 1938 drop head coupe models.

The 4/4 (four wheels, four cylinders) which everyone thinks of as ‘the Morgan’, was thus first produced in 1936; and the same model is still in production with significant modifications, certainly, but recognisably the same car. This makes it the oldest model in the world still in production; to put this in perspective, it was 10 years old already when the Razor Edge Triumph 1800 Town and Country Saloon first appeared, 18 years old when the last TDC Renown rolled out of Coventry, and just last week I was still able to watch brand-new 4/4 roadsters being built, a full 80 years after the first. The Morgan 4/4 has outlived our Triumph Roadster and all the TR series, the Stag and the E-type Jag and the Austin Healey. Only the MG variants came close, and they have been metamorphosed through many different models and owners and production plants. In the process, Morgan has also seen off pretty much the entire British motor industry as we knew it in the fifties and sixties.

The 4/4 was immediately successful both in sales and in motorsport. In 1938, Prudence Fawcett, a 25 year old novice, came 13th overall in the Le Mans 24-hour race in a works prepared Morgan 4/4. Also in 1938 they began using an overhead valve 1297cc engine especially developed for Morgan by the Standard Motor Company, now under the management of John Black.

During the war, car production ceased and the centre three aisles of the factory were occupied by Standard Motor Company’s aero engine division. After the war, Henry’s son Peter joined the firm and car production re-started, with a premium for overseas sales. The three

wheelers were less popular as exports and they were discontinued in the early fifties. However, the 4/4 was given a boost in 1949 and 1950 with first the 1800, and then the 2088cc 68hp Vanguard engine, the same that powers our Razor Edges. In the Morgan’s lightweight two-seater, however, this provided a high power to weight ratio, and confirmed the car’s reputation as a genuinely quick sports car. After the 2088cc engine it went on first to share the TR2 power unit, and then from 1956 to 1972 the TR3 and TR4.

In 1962, a works-prepared Morgan won the 2-litre class at the Le Mans 24 hr, completing 2,261 miles at an average running speed of 97mph. That’s a phenomenal achievement for a 26 year old model competing against the latest designs. After the race, the car was driven on public roads back to the UK.

Morgans continued to win Production Sports Car championships in Britain and the USA into the 1970s and 80s, now using the Rover V8 engine in the Plus 8 models, but still also finding success with the 4/4. More recently they have been using Ford 4 cylinders for the 4/4 and BMW V8 4-litre engines for the plus 8 and Aero models. The three-wheeler, revived in 2011, uses a 1983cc S&S engine and a 5 speed Mazda gearbox.

We watched a short film outlining this historical perspective, and then proceeded on the factory tour.

The only restrictions on our movement were that we should walk on the red painted pathway, and use common sense in avoiding obstructing the workers. Photography and questions were welcomed. We followed a logical development through the factory, beginning in the first aisle of the main buildings, where BMW engines and aluminium chassis components were uncrated, awaiting use. The aluminium frames are welded and glued, to Morgan design, by a factory in Stoke.



It looks incongruous, but it happened – Lew Spencer’s Morgan in the USA leading more modern looking streamlined cars



Morgans are only made to order, so each car is accompanied by a construction log in a plastic wallet showing the detailed specification required, and recording the operations carried out as it progresses through the successive workshops. Where the early 4/4 was known as the wooden sports car because of the nearly all-wood construction, this has had to change with the times, for reasons of cost, time, and safety; but depending on the model there is still a good deal of ash frame and coachbuilding involved. The particular virtues of ash, also used for our Razor Edge, are that it is a very dense wood, highly resistant to rot or to splitting. (Some would query the resistance to rot, ruefully; but this only applies where cars are less used, and have not been stored dry.)



New technology performs an old task, with the use of a vacuum-forming, where a plastic sheet is sealed around a mould and all the air pumped out – the resultant evenly-distributed air pressure holds the wood to the mould better than clamps could possibly do.



Moving on to the individually-selected fabric and upholstery. Because there are thousands of colours and specifications to choose from, it's not likely you will ever see two identical Morgans. All the panels are removed and painted separately from the car, which then goes to final re-assembly, road test and checking.

Three sheets of ply, freshly glued, are bent into the mould to be clamped until set making a wing.



The bonnet is apparently one of the hardest parts to get right; because of variations in the wood frame and the scuttle position, the bonnet halves are all made over-size, rolled to the required curve, and then shaped individually.

The gold car here is the new V8 Aero; behind can be seen Roadsters and a 4/4.

The same chap does all the test driving. Best job in the world?



The three-wheelers, re-launched in 2011, are assembled in a separate workshop.

The green three-wheeler on the right below is being prepared for Australian compliance; with extra silencing, and the already-tiny fly screen reduced to just a couple of inches in height, otherwise it would have required windscreen wipers. Compliance for American rules has always been problematic for Morgan, and at present new cars are not sold there. Americans currently have to buy one over 25 years of age in Europe, and import it as a historic vehicle; or

buy the three-wheeler, which is counted as a motorcycle, and therefore exempt. In the seventies, American sales accounted for 80% of the market, but emissions restrictions and rear crash protection requirements have made compliance impossible. There is an all-electric three-wheeler currently in development, planned for release later this year.



Con-Rod Classifieds

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

For Sale 1971 **Rolls Royce** Silver Shadow sedan. good body, excellent interior 5888AKZ. spare parts car included 1976 Shadow good body good engine \$18,000 for both phone Robert on 0414 780 395. Lobethal

Wanted **Essex** mudguards 1920 model. Glen 8566 2145, 0402 778 951

For Sale Gear box for **Austin lancer/ Morris Major**. stored for last 45 years. Haynes manual for Cortina Mk III four cylinder, also manual for Australian 6 cylinder Cortina. Peter Spooner 0409 031 984. Peterborough

Wanted 1925 **Buick Standard** radiator surround, hopefully sound, needed to finish off the car. Ivan Venning- 0408 085 750

Wanted **VW country buggy**, driveable or in need of restoration, willing to pay a reasonable price depending on the amount of work required to get it on the road. Bob Kay 8265 0442 lrkay@adam.com.au

For sale 1970 **J3 Bedford** Tray Top Truck , 214c.in motor , runs but needs work, reas. con. shedded at Clare most of its life , Not registered in recent years, Good restoration project , C/N CDJ3BCO666105, \$1500 negotiable. Greg 0418 806 578

Wanted To suit 1956 **Morris Minor** 2 door sedan .. interior trim panels preferably grey, ie Front kick panels, door trims and rear side panels. Peter 0427 623 666

For Sale **1912 Triumph** motor bike in good original condition. Registered on Conditional Rego. S49AGL \$15,000 Greg 0418 845 369 Adelaide.

For Sale **EH Holden Ute** Dismantled ready to be sand blasted, very good bolt on panels and doors. Some rust in shell. Graham Goode 0418 894 304. Clare

For Sale **AR130 International** truck circa 1954. Complete. Motor turns over. Good restoration project \$1,000 ONO Col 0417 512 444 Jamestown.

Isaac Leverdick by Pete Wilford

