



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 2011

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PRESIDENT'S REPORT November 2011

As the festive season rapidly approaches, I am pleased to report that our club has been active in many areas of promoting our common interest.

The October meeting at Pt. Broughton Golf Club gave us an insight to current developments in sustainable house building. Eileen Russell and Brian Prior delivered a very modest address about their owner-built house at Collaby Hill (on top of the range Northeast of Warnertown). Straw bale is the feature along with stand-alone solar power, rain water collection, water recycling, self cooling air system, polished concrete floors, etc. They are totally self-sustaining, with their only input being a mobile telephone service. If you missed the meeting, have a look at the real estate web listing as the property is now for sale and is a real eye-opener.

We had a good assortment of vehicles on display at the Clare show, including three cars from the Sporting Car Club which happened to be visiting Clare on the day. Thank you to all members who willingly gave their time to foster interest in historic cars and commercials.

A great day was the verdict for the Clare shed day on Sunday 23rd. October. Motor cycles, a lone tricycle, gardens, machinery, model train rides and a pleasant lunch in the beautiful grounds of Melrose Park made for a memorable outing. Thank you to our hosts on the day – you exemplify the spirit of NARC by sharing your passion with members.

November's meeting at Pt. Broughton brought yet another very interesting speaker to our club. John Hillard, a pilot with less than 500 hours experience, bought a light aircraft in Seattle and then chose to fly it home to Australia rather than ship it or use a commercial ferry service. The detail of his preparations while still in the US and the hurdles to be overcome en route made for a full-blown adventure story.

Reports from the Bendigo swap meet (good weather not the least important!) confirm that NARC's purchase of the new, larger shade tent has been fully justified. The tent really stood out amongst the displays and drew admiration by members of other clubs. Thanks, Graham, for managing the investigations and purchase details.

Behind the scenes, Roger Cross and I have been discussing arrangements for next year's Burra to Morgan re-enactment run and Roger has graciously accepted our offer of help as and when required. More details will be forthcoming closer to the event, which promises to grow even larger than the previous runs.

As I write, Fran and I have received a pleasing (read large) number of entries for the coming President's Run on December 4th. This will be yet another opportunity to bring NARC to the public's attention. Please keep reading Con-Rod for details of the January film night at Blyth cinema, also a traditionally popular meeting.

May Fran and I wish all members and their families a safe and joyous festive season and we look forward to your ongoing support in 2012.

John Birrell

New Members

NARC welcomes to the club new members :- Peter Spooner, Mick Parker, Ian Warnes, Randall Ireland, Trish Evans, Shane Wilton, Gary Blucher and Murray and Lesley Hall.

NARC Calendar 2012

January	12th	Blyth Cinema Night Tea provided. Please advise Pat of numbers attending for tea by 10th Jan.
February	1st	Con-Rod - deadline for article submission
	5th	Rusty Park (Peter Faint) Open Day
	9th	Meeting at Goode Restorations, New Road, Clare 8 pm – Workshop night – members contributions
March	3rd & 4th	Power of the Past – Mt. Barker
	8th	Meeting Pt. Broughton Golf Club. 8 pm Film night - 2010 Transport Hall of Fame parade.
	18th	Clare Swap Meet
	25th	Booleroo Steam & Traction Rally
	31st	Laura Folk Fair (first day)
April	1st	Laura Folk Fair (second day)
	2nd	Con-Rod - deadline for article submission
	12th	Meeting Pt. Broughton Golf Club. 8 pm Film night.
	15th	Shed Day Port Pirie
May	10th	Meeting Pt. Broughton Golf Club. 8 pm Peter Eaton's China Rally.
	28th	Con-Rod - deadline for article submission
June	14th	Meeting Pt. Broughton Golf Club. 8 pm Identification & film night
	9th, 10th, 11th	Camp-out Weekend - Victor Harbour? TBA
July	12th	Meeting Pt. Broughton Golf Club. 8 pm AGM
	??	Run/Shed day date to be decided
August	1st	Con-Rod - deadline for article submission
	9th	Meeting Pt. Broughton Golf Club. 8 pm
	26th	Shed Day Merv Robinson and Presentation Lunch.

October 13th & 14th *A weekend to Remember in Burra and Morgan*
Come and join us in Burra for a weekend of *Motoring Nostalgia and Adventure*, which will include a re-enactment of the 1906 Burra Motor Club's Drive across the salt-bush plain to Morgan on Sunday 14 October 2012. Event run by The Northern Automotive Restoration Club SA Inc. Further information will be sent soon.

Invitation Events

January	23rd	All Holden Day Wigley Reserve, Glenelg. 9am – 4pm Ph 0418 848 234
February	12th	All British Day Uraidla Showgrounds/Oval. Featured clubs ..Jaguar 11am-3pm \$6 www.allbritishday.com ph 8339 3573
	19th	All American Day Tilley Reserve, Fairview Park. 8264 9556
March	25th	Booleroo Steam & Traction Rally

Swap Meets

January	22nd	Hahndorf, Hahndorf oval. Sellers 6am \$10 Buyers 8am \$3 Ph 0429 959 009 Bill
March	18th	Clare, at showgrounds \$5 7.30 am Contact Graham Goode gooderestorations@bigpond.com 8842 3731 8842 2417 ah
	26th	Woodside, at oval. Sellers 6.30 am \$10 Buyers 7 am \$3 Doug Mansell 0428 526 362
	29th	Valley Rodders Tanunda Oval. Sellers 6.30am \$10.00 Buyers 7.30am \$3.00 ph 0432 653 796
May	27th	Kapunda at the Trotting Track, Sellers 7am Buyers 8am Rodney Whenan 8562 3155 kapharn@yahoo.com.au .
June	TBA	Sedan at recreation park sellers 7.00am \$10 buyers 8.00 \$3 Dennis McCarthy 8565 2126
July	31st	ALL MAKE at Greyhound Park, Days Road, Angle Park Sellers 7.15 am. Buyers 8.10 am to 12.10 Sites; \$15.00 Buyer \$5.00

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

Please advise the Editor if we have missed any events that occur regularly so we can include them in next years calendar.

Folks

My 5 month old car trailer was stolen from our back yard overnight on Saturday. If you hear of or see something could you please let me or Bank SA crimestoppers know (1800 333 000)

The trailer is a Built Tough twin axle flat top fitted with a winch. It is blue with white Sunraysia type wheels. It has a bolt on modification to prevent cars rolling onto the winch stand. Rego number is S340TBG. Also taken was a car radio/CD Player, Pioneer, Type DEH-1050E

Regards

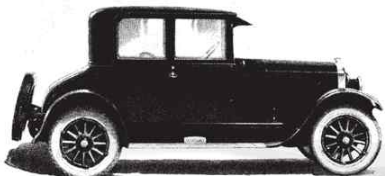
Alvin Jenkin ph 8529 2504

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FROM THE KAPUNDA CHAPTER

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Secretary	Malcolm Johncock	08 85662603
Treasurer	Brian O'Loughlin	08 85663030
Events Director	Ray Edwards	08 88472423
Property Officer	Duncan McDonald	08 85663156
Sub Editor	Duncan McDonald	08 85663156

Chapter Reps are Chairman and Secretary.

Kapunda Calendar

Dec 10th Xmas Dinner, Clare Castle Hotel, 6.00 pm. Numbers to Brian O'Loughlin.

Dec 16th Kapunda Xmas street event

Dec 23rd Riverton Xmas party, Riverton Oval. Ray Edwards 8847 2423

Jan 26th Australia Day event Roseworthy (Gawler Club) Depart Hill Street 10.15 am.

Feb 18th Twilight Run, Dinner at Roseworthy Hotel. Depart Hill Street 6.00 pm.
Numbers to Jean 8847 2423

ST KILDA OUTING SUNDAY NOVEMBER 13th.

It was many moons since the chapter had visited St Kilda Tram Museum. So long ago that the members were older and no longer inclined to try the playground. This trip was planned as a picnic lunch but closer to the day and warmer weather made a pub lunch appropriate with a later start. [not a lot of shady trees at St Kilda beach.] Chapter members numbered 21 with M.A.P.S. people boosting the tally to 27. The car of interest on the day was Mike Osborne's Triumph TR6.

When we all had our drinks and were seated at tables a broad variety of meals were ordered and once served there was a lot less talking and in some cases need for another drink. St Kilda appeared a tidier place and more set up as a community than last time I visited. It is interesting even though it is not exactly scenic. At lunch one member attempted to avoid being photographed. "THE MONK" promptly had a plan view shot of his head taken and now possibly wishes he volunteered to write this article. By the end of lunch it was time to back track to the tram depot.

The entrance to the museum has a display area with historic photos and write-ups and the workshops are open for inspection. Three different tram rides can be had each day and your ticket is punched by a conductor. [That brought back memories] After the first ride an informative talk was given about a now rare dining car currently being refurbished. This was fairly ad-lib and casual and not a rattled off regular commentary that one gets at some places. Volunteers make this museum possible as is often the case.

At this point Dianne and I departed for a grand daughter's third birthday and family time with a son and his family visiting from Brunei. The trams have to wait !

The mixture of modern, old and oldish cars out on the day was typical for a hot day out for the chapter, as was the usual social pleasure. The new freeway from Gawler to Port Wakefield Rd certainly makes St Kilda seem closer. Next time we might be brave and go for the KARAOKE- I promise not to sing. We may all be old and senile enough to not have inhibitions. Let there be many more old car outings, food and a nice glass of your favourite drink.

Dale Palamountain.

MURRAY MALLEE CAR CLUB ANNIVERSARY



On Sunday Oct 23rd at 9.a.m. a group of enthusiastic car club members met in Hill St. to set off for a day at Swan Reach. There was a mixture of old and new cars to leave Kapunda (old ones included the trusty Mk 5 Jag, Austin Westminster, 2 Rovers, Holden Statesman, Plymouth, M.G., and to slow the convoy we were in the Citroen 2CV.) I did inform Fred that we were helping to keep his fuel consumption down.

Malcolm Johncock organised this great day for the club to meet with the other car and motorbike clubs at the Silver Lea Homestead in Swan Reach. Thanks Malcolm and the weather

put on a good show too.



We set off through Greenock and had a stop near Angaston. Brian Woodcock had to stuff filling into the heater tube as he could not switch it off and his feet were burning. Onwards through the Murray Flats countryside until a 1/2 Km past Sedan, Ross's Plymouth had a flat tyre. Supportive Club members gave a hand to blow up the spare using a hand pump and replace the tyre. The weather was warming up and many cars were lined up for inspection when we arrived. The aroma from the pepper trees enhanced the flavour of the steak or sausage sandwiches and there was plenty of shade for the lunch break. Local produce was on sale

including the oranges and olives.

The competition for the best car was won by a modified Chrysler sedan and second was a lovely MGA. Sorry Tony, your vote did not help my 2CV to win.

Irene Woodcock.



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For more information visit www.narc.org.au

N.A.R.C.'s 2012 Swap Meet: **The 34th Year at Clare**

- The Lions Club will again provide full catering on the grounds, with the NARC ladies providing tea, coffee, sandwiches and cakes.
- A craft display will be in the red brick pavilion and a good range of plants will be under the verandah on the northern side of the main pavilion.
- If you are unable to assist the club by working on the roster please notify:
Graham Goode (08) 8842 3731 or (08) 8842 2417
Ferg Mahon (08) 8842 2107
- Ladies of the Club are asked to support the Swap Meet stall, by providing slab cakes or small cakes, or by helping on the day. Sandwiches will be made on the day.
Inquiries to Rosemary Goode 8842 2417
- The setting up of the grounds and buildings will be held on Saturday 17th March, commencing at 9.00 am. Your assistance is greatly appreciated.

NARC members are invited to a barbeque on the Saturday night from 6.30pm, at the home of Graham and Rosemary Goode, 24 Beare St Clare. For catering purposes, please contact Graham Goode on (work 8842 3731 or ah 8842 2417) by Wednesday 14th March, if you intend coming.

Members Please Note: At this year's Swap there will be a Club site for members wishing to sell their treasures. It will be located on the lower level (where the side shows are on show day) along side Ian Denton's site. Craig Thomas (8662 6203) Andrew Weckert (8846 2124) or Graham Goode (8842 3731) have offered to coordinate the site but will need members to assist in manning it. All items will need to be clearly priced and they will need to know numbers using the site and the type of treasures being sold, so that we can allow enough room.

The Club auction will again be held at the Club site at 10.00 am with the terms of the auction being strictly cash and strictly no reserves and that items listed for auction will need to be on display on the table prior to the auction.

For more information please contact:- Craig Thomas, Graham Goode, Brett Colliver,
Peter Eaton or Andrew Weckert.

ON THE DAY:

Members are asked to report to the Secretary's Office prior to going to your rostered position as you are required to collect a NARC jacket and to sign in, as a part of the Clubs duty of care. Please wear the NARC (Yellow jacket) provided and return it to the Secretary's Office when finished. It is extremely important that you abide by both directives.

Spare Helpers: Graham has prepared a list for Pat to use on the day (see next page)

Members are reminded that their assistance at the end of the day, to dismantle and clean the site is greatly appreciated. Please bring leather gloves.

Swap Meet Roster

Main Gate – opposite Caravan Park entrance.

7 am to 8 am Colin Jay Graham Burgess Winston Francis	8 am to 9 am David Wright Brian Reinke	9 am to 10 am Malcolm Mill Rodney Dunning	10 am to 11 am Daryle Johns Garry Fieldhouse	11 am to 12 noon Doug Dunstan Mike Murphy
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Marshalls for site area:

7 am to 8.30 am Trevor Alm John Birrell Merv Robinson	8.30 am to 10.00 am Peter Lehmann Dale Loffler	10 am to 11 am Kelvin Stinger Harvey Matthews
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Stock Gate:

7 am to 8 am Dean Manderson James Duggan	8 am to 9 am Vic Barnes Greg Telfer	9 am to 10 am John Mieglich	10 am to 11 am Alan Maywald
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Car Parking North Area:

7 am to 8 am Laurie Nancarrow Bill Salter	8 am to 9 am Jim Puust John Miller	9 am to 10 am Trevor Arbon Peter Smyth	10 am to 11 am Colin Kaehne
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Southern Gate: Run by Kapunda Chapter: Duncan McDonald and Brian Haines to coordinate.

Car Parking South of Pavilion:

7 am to 8 am: Ian Attenborough

8 am to 9 am: Bevan Spencer and Keith Poole

List of Club Members not yet assigned but who may need to be called upon during the day:

Andrew Alm	Graham Correll	Ron Leighton	Ken Porter
Brian Beyer	Goosey Davis	Merv Matthews	Barry Stoneman
Tom Chapman	John Downing	Malcolm McPherson	David Thistleton
Robert Clarke	Peter Eaton	Trevor Onn	Allan Thomson
Peter Colyer	Roger Cross	Robert Parker	Chris Tilbrook
Peter Costello	Jonathon Hancock	Brian Pocock	Mark Weckert

Friday 11th November 5.00am.- wash the Landcruiser, 5.30-breakfast, 6.25-pick up Dave Dunstan, 6.30-collect Goody and tie down the large load on the trailer and off we go. Wrong. No right hand turning light on the trailer. Time to consult our collective experts, the electronics retailer, the vintage car restorer and the farmer. Step 1-check for power at light, none ,step 2-check for power at car plug, yes 12 volts, then nothing when test probe shorts out and blows fuse, step 3-find where fuse might be located, step 4- read manual, step 5-pinch fuse from something less important etc. etc.



You get the picture, progress was not good. Finally after finding and repairing a broken wire deep down under the trailer, we were off. First stop – the famous Morgan Bakery, then time to log onto the Pirie crew to check their progress as they had left Clare to go the southern route. That they did. With Trev at the helm and Cossy navigating along with Pitchers as backup in the monster truck and after taking a detour at a road accident they were basically heading 90 degrees off course. Not one to rub it in but as our crew had arrived at Bendigo in good time and after checking over the swap meet site and settling into our third round of refreshments we were surprised that they actually found their destination. After teaming up with the Mieglich gang, Johnsy and the Robinsons we enjoyed a great meal at a hotel a short walk towards the city. After this it was off to the ice cream shop to initiate our virgin swap meeter in Allan Pitchers who was required to buy us all a large ice-cream. This must have set him back by over 30 dollars.

After a good sleep it was up early and off to set up the NARC site and test out the new tent. The tent is perfect for the job and gave us all plenty of room to lay out our items and stay in the shade on what was to be a lovely warm summer day. While several of us took a turn to stay with our stand, the rest of us combed the massive number of sites for goodies. Although we don't have a roster, there always seems to be two or more people watching over our site. By the end of the day, quite a few sales had been made with the club gaining around \$305.00 in proceeds from donated items.

I think everyone had a good day with selling items and scoring some good junk to take home. I think I might have held up proceedings at the end of the day when having to load a rather large generator I had bought to take home for Pauleen. Weighing better than a tonne it took a fair amount of help to winch it from Don's trailer on to mine. Thankyou to all for your help and patience.

Back to our motel for debrief over some well earned refreshments and delivered pizza. Yes Graham, you weren't there to cook our normal BBQ and we all decided that none of us were qualified.

Sunday saw some of us back at the swap meet for breakfast and a last look for goodies. Many of the stall holders commented on their frustration at the lack of good early car stuff available compared to five years ago, but I suppose that is a natural dilemma for our interests as swap meets have dug the best things out of sheds over the years and we get more discerning as collectors.

The 850 kilometre trip home went well until the gremlins struck the trailer again at Burra. The totally chewed out wheel bearing on the front left side explained the smoke seen by the Cossy crew 10km. out of Burra. The bush mechanics soon had the wheel off and the roller rocker spring blocked so that we could continue home on three wheels. Thanks to everyone who once again made Bendigo a great experience.

Craig Thomas.



The 13th Rally of the National Historic Machinery Assoc was held at Fairbridge Village, Pinjarra, Western Australia from the 2nd to the 4th September 2011. Pinjarra is situated 85kms south of Perth and 20kms inland from Mandurah. Fairbridge village was established in 1913 as a training ground for young people in need. During the 2nd World War it was a shelter for children from England, Dutch Indonesia and Broome. They were educated here and lived in large dormitories. During the rally over 400 people lived in the accommodation at Fairbridge Village.

Friday we spent looking at the large number of stationary engines on the oval. It was not long before we found the official NARC display of a Villiers Mk 10 and a JAP 1 hp engine exhibited by Kip and Lynne Newbold. Kip and Lynne had their van in the fully powered caravan park that was established on the rally grounds. There were some quite rare engines including a 1892 Trusty Engine Works 5 HP, 6HP Stover and a Waterloo Boy. A 100HP Crossley and a 50HP Ruston on purpose built stands were running most of the time. A Swedish built 18HP Munktell of 1926 vintage ran very nicely. Another rare item was a Pasley Horizontal oil engine of about 1905 vintage.

The tractor display was excellent with over 200 on display. Chamberlains were well represented. The Chamberlain Crusader and Canelander were basically a 9G but we did not see them in South Aust. The Canelander was from northern NSW and had a single front steering wheel conversion done by a local engineering workshop. Ideal for market garden type work. The Super 70 and Super 90 Chamberlains were well represented with a rarer Chamberlain 60 also present. An original Chamberlain 306 was driven from Wagga NSW to Pinjarra in 12 days. And no cab or windscreen. That's a pretty mean effort. Another long distance traveller was a Model N Bulldog towing a 4 wheeled caravan which left Colac, VIC and drove to Pinjarra via Darwin. You would have a good look at the country!! Other rarer types of tractors present were a 25HP Ivel built in 1905, HSCS Steel Horse, McDonald Imperial 36 Hp tractor, OTA built by the Oak Tree Appliance company, 1928 Munktell and an Emerson Brantingham. There was a good range of Ferguson tractors including a TEA 20 full track used in the Ant-artic and a half track. Also on display were 2 TEA 20,s crated in a large wooden box in knock down mode - the same way as they would have arrived 60 years ago.



A Rhodes Ridley custom made truck was of particular interest to me. It was powered by two 6/71 Detroit diesel engines and had a General Grant tank gearbox. When built it was the largest truck in the Southern Hemisphere. At 11 feet wide and weighing 23 ton empty it was a mean machine. It was built to work in the Pilbra, but the Government of the day changed the rules and it could not be registered, so spent it's working life carting water at the mines.

Other items of interest were a pedal powered metal lathe of 1880 vintage and a Myford Lathe powered by a Villiers Mk 10 engine. It was used for making ammunition during the war. A very small ATCO Firefly Steam Generator used by Z force in the islands to charge batteries for their radios was of interest. Another interesting display was the use of Morse code equipment with a message being sent between two operators. A long lost art!!

The International Harvester Club had an excellent display of items built by International ranging from tractors to models. Three AW7 tractors re-powered with Perkins diesel engines were hooked up in tandem. They needed plenty of room when turning around.

It was a good 3 days well spent. We travelled home on the Indian Pacific. The 14th NHMA rally will be held at Mudgee, NSW 19th, 20th and 21st April, 2013.

Merv Robinson.

2011 Oakland Rally at Temora

This year's Oakland rally was held at Temora NSW to coincide with a fly day at the local air museum. We gathered on the Friday night of the October long weekend. Saturday morning "Hughie" was not pleased, it just bucketed down.

The result was no flying, but the organisers rose to the occasion having interviews with the engineers and pilots of the various planes. I listened to the talks on the Spitfire and Meteor. An air force pilot was interviewed on the Meteor, but the comparison between the handling characteristics of the Meteor and an F18 was a little above my experience.

The beautifully restored planes included a Sabre jet, Spitfires, Wirraway, Meteor, Hudson, Ryan, Birdog, Vampire and Boomerang among others. All the planes are in flying condition and regularly perform at fly days held twice a month. There is an annual fly-in in November each year when all the planes fly with the visitors, including the RAAF.

We then adjourned to the Temora Rural Museum where there was a large collection of local memorabilia including Donald Bradman's childhood home. The annual dinner was held at the museum in a newly built facility. This building not only displays the finer exhibits, but houses the visitor information centre and is equipped with a commercial kitchen and dining room. Built under the economic stimulus scheme it is a change from the haysheds and shelter sheds for schools. Amongst the huge collection of tractors, I saw a Jelbart, Sift, HSCS and Moline. All rare collector models.



Sunday morning dawned a brilliant fine day (wouldn't it!!) We motored to Junee to visit a liquorice and chocolate factory and the Railway Roundhouse Museum. The roundhouse has a capacity for forty six locomotives. Volunteers explained the workings of the various locomotives from steam to electric as we looked around.

Our next stop was the historic homestead of Monto Cristi. The family have spent nearly 50 years restoring it and collecting antiques to beautifully furnish their home. The son of the family is a professional stuntman and holds several records, including jumping a double-decker bus over a number of motorbikes. I understand the bus has a bit more than the old AEC diesel engine in it.

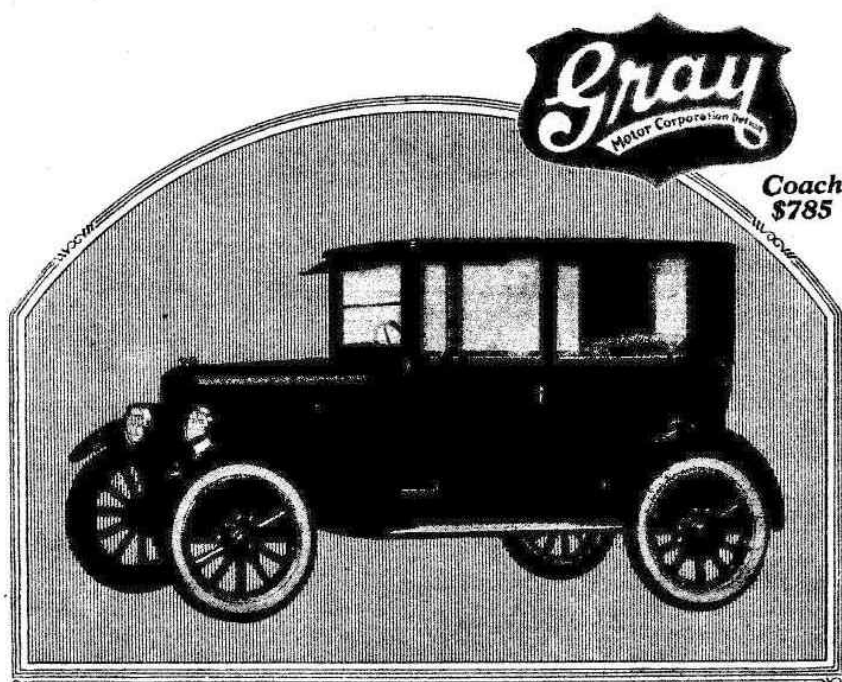


Nearby was the Globe Of Death. I remember seeing the Globe Of Death sideshow at the Clare Show when I was a kid. Two motorcyclists raced around inside the steel cage, one vertically and one horizontally. They timed it perfectly and did not collide, at least not while I was watching. It was interesting to see that the steel globe has survived. We just need a couple of motorcyclists to get it going again. Think of the insurance these days.

Monday morning we all left for home in the various states of Australia until next year when the annual rally will be held in South Australia's Clare Valley.

Malcolm Johncock

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SEE THE GRAY —FIRST

The Gray has the good looks, the comfort, the economy and the dependability that you have the right to expect in your automobile.

The Gray car is manufactured and sold by two of the most experienced men in the automotive industry — F. L. Klingensmith for many years Vice-President and Treasurer of the Ford Motor Company and F. F. Beall, formerly Vice-President and for twelve years in charge of all Packard production. Their knowledge of motor car requirements is sufficient assurance of your satisfaction in the ownership of the Gray car.

These Features Prove Gray Quality

Motor—Four cylinder, removable head, $3\frac{1}{2}$ " bore, 4" stroke. Moderate speed, low compression—long life.

Transmission—Standard 3-speed selective type. Nickel steel gears. Disc clutch running in oil.

Axles—Timken, front and rear—semi-floating

Starting, Lighting, Ignition—Standard Westinghouse.

Steering—Worm and gear—irreversible, safe, adjustable.

Bearings—Timken throughout.

Springs—Special shock-absorbing Gray design, patents pending.

You will be proud to own a Gray. Phone for demonstration or write us for address of nearest dealer.

"World's Official Economy Car"

Dealers—A letter or wire regarding open territory opportunities will have our prompt attention.

Gray Motor Corporation, Detroit, Michigan

Europe—63 Champs Elysees, Paris
Canada—Chatham, Ontario

Here's some of my Gray collection of info - nothing like a bit of propaganda from the president!

The Scoe ad (next page) predates the Gray car and then all Grays used this carby. Economical it may have been, but it is made from rubbish grade "pot metal" as it called in the States, which is an inferior zinc based diecast with lots of included cavities and very, very brittle. I am holding mine together with superglue and bog and it is the only example I have seen on the Gray cars I have seen in Australia. My contacts in the States have asked if I have any spare Scoe carbies as they can't find any anywhere. I may well have one of the few remaining working examples in existence. All other cars I've seen have Model T carbies or similar adapted to them.

Information confirms that Gray cars were sold in over 30 countries, including Australia, Great Britain, France, Spain, Holland, Argentina, Canada, Japan, British West Indies, Honolulu, Switzerland, India, Venezuela, South Africa, Syria, Brazil, China, Phillipine Islands, Singapore, New Zealand, Sweden and Ceylon. This is quite remarkable considering that Gray cars first appeared in 1922 and that it was all over for the company in early 1926 when all their manufacturing plant was auctioned off!

Roadster
\$490

Touring
\$520

Coach
\$785

Coupe
\$685

4 Door Sedan
\$835

All Prices f. o. b. Detroit, U. S. A.



Carburetor

For Ford, Maxwell, Briscoe and Dort Cars

We are building a really wonderful carburetor.

Thousands of Scoe users would tell you the same thing, if you could talk to them.

We know what it will do for the Ford owner—and Maxwell, Briscoe and Dort owners, too.

We know what a difference and what an increase it makes in power and speed, smoothness and economy.

We want you to know these things, also. So we offer to send you your first Scoe on a 30-day trial, refund plan.

You don't run any risk, and neither does your customer. Your money comes back if the customer kicks. No quibbling, no questioning, from us.

Money back on that basis is the best guarantee in the world. It is the most we can offer, and the least we would think of offering.

Hundreds of dealers like yourself have accepted our offer at face value—and are making money right now on the Scoe.

Sign and send the coupon to us now. No money—just the coupon.

1	BRISCOE DEVICES CO.,	1
1	Pontiac, Mich.	1
1	Address.....	1
1	Name.....	1
1	Send trial carburetor for.....	1
1	car at dealer's price.	1
1	I will pay \$4.25 C. O. D.—\$4.25 in 30 days if satisfactory. If not satisfactory, I will return, and	1
1	you will refund original payment.	1
1	-----	1



A Gray Motor Corp, share certificate.

Letter to the Editor

Hello Dean,

When I read the Con Rod today, I saw that my Alvis was actually a picture of a Torana and Standard, so I have asked Mike to send some Alvis pictures to all my NARC fans.

Best regards,

Molly Osborne

This is definitely Molly's Alvis because....



as you can see here is Molly driving it.



My apologies Molly. I have seen your Alvis many times and should have realised the caption supplied was incorrect. Ed.

Con-Red Classifieds

- For Sale** **CHIC CAR PARTS.** Enough to assemble three complete rolling chassis. Using Meadows engines in running order, one is rare six cylinder. Chic Cars built in Adelaide in mid 1920s. Interesting projects. Also large number of steel artillery **(SANKEY) AND DISC WHEELS**, 21" and beaded edge. Five and six stud, various hub patterns. Peter 8528 6073, 0417 876 138, lyn@rbe.net.au near Balaklava
- For sale** **1925 Chic Car.** Part restored. Running order using quality 4 Cylinder Henry Meadows engine/gearbox. Much work done. Complete with all body panels, mechanical components, instruments, lights and jewellery etc. Many spares including radiator and Meadows engine/gearbox in running order. Very rare luxury car. Built in Adelaide in mid 1920's using quality English components. Easy and worthwhile project with authentic parts. Offers considered. Peter ph 8528 6073 mob 0417 876 138 lyn@rbe.net.au near Balaklava
- For Sale** **Oldsmobile V8 motor**, 215 cubic inch (3.5 litre if you use metric). **M.G. gearbox**, 4 speed..... **Chev Base-T 50 5 speed gearbox.** Contact Brian O'Loughlin 8566 3030 Kapunda
- For Sale** **Touring tent** circa 1950s Centre pole, large. Four arms from centre pole, umbrella style support, green canvas top, white sides, quick to erect. \$50 Dale Palamountain. 8581 1071, or 0419 841 656 Kapunda
- Wanted** **Beresford Fire Pump parts**, particularly sheet metal, gauges and body mounting brackets. This type of pump was on the Eudunda CFS truck in the fifties. The truck is now owned by the Eudunda Community Management. Dale Palamountain. 8581 1071, or 0419 841 656 Kapunda
- Wanted** A light vintage chassis, something like a Ford T but with reasonably curved front dumb irons. Rear not important. Brett Colliver ph 0408 855 389
- Wanted** **Bean 14 parts**
Singer junior parts
Allan Pitchers 0428 672 157
- For sale** **Ford V8 cars master repair manuals** 1947 to 1956 offers over \$300
Brass horn possibly off T Ford \$150
Ted 0431 342 061 or 8633 2652
- For sale** **Battery charger Ctek** xs25000ag 25 amp 7 stage. Like new. \$150.
Phone Vic Barnes 8849 2140 Auburn
- Give away** Complete set of the wooden door surrounds for an **Alvis TA21** saloon, all in good condition, plus a set of good **radial tyres** for the same car - 185 x 15, an excellent set of 4 **Falkenberg** 175/80 R16, and one near new **Avon Turbo Speed** 600 x 16 Transport to be arranged by the lucky recipients.
Mike Osborne. 8837 3158 Ardrossan