



# 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.

## September/October 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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## President's Report

The last few months have been very hectic. Our 35<sup>th</sup> Anniversary celebration was well attended and we have received lots of positive feedback.

Over the October long weekend the 48 FJ Holden Club made Clare their base as they visited a number of places of interest. This was another busy weekend and participants expressed their gratitude to a number of Club members who gave up their time.

On October the 11<sup>th</sup>, MAPS Club planned a Sunday Run with PADARC and NARC, starting at Redhill, with the remainder of the day being spent in Brinkworth. Unfortunately I was unable to attend but Andrew Weckert said they had a good day.

This edition of the Con Rod details the President's Christmas Run, which will be held in Clare on the 6<sup>th</sup> December.

Since our last Con-Rod, we have farewelled Don Wilsdon who died on the 16<sup>th</sup> August. Members of NARC pass on their sincere condolences to the Wilsdon family.

NARC has been asked by the Wilsdon family to provide security at the sale of the Geralka Rural Farm collection, which will be held in March 2010. Open inspection will be held on the 24<sup>th</sup>, with the sale being conducted on Thursday 25<sup>th</sup> and Friday 26<sup>th</sup> March.

We will need many people to help from the start on the Wednesday morning of the open inspection and continue through to the end of Friday, as well as overnight on the Wednesday and Thursday. If you're able to help, please let Graham Goode or Craig Thomas know, so that we can prepare a roster.

Our heartfelt sympathy goes to Kip and Lynne Newbold on the loss of their younger son Ben. Many of us hadn't seen Ben for many years but we remember a cheeky kid with a great smile and he will be sadly missed.

Graham Goode

## Editors Report

Please note that I have changed my email address.

It is now [deansue2@tpg.com.au](mailto:deansue2@tpg.com.au)

Please check the envelope that you receive the Con-Rod in. At the bottom left hand corner is the status of your membership according to our records. If your membership dues are overdue this will appear in red. This will be the last issue that will be posted to you. Those who are emailed an advice that the Con-Rod has been posted on the web site will receive an email reminder if their membership is still due. If your membership is unpaid the club is obliged to notify Transport SA and any Historic Registration will be cancelled.

## *New Members.*

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

Trevor & Trudy Alm	Clare	1964 Chevrolet Bel Air
Brian Pocock	Moonta	
Ralph & Maria Esposito	Moonta Bay	1953 Wolseley, '65 Mustang, '67 Austin
Barry Stoneman	Moonta	

## CON-ROD CALENDAR 2009-2010

- November 5th** **NOTE EARLIER DATE** Meeting Pt Broughton Golf Club: 8pm .  
Rod Cunningham will speak on being bushfire ready.
- December 6<sup>th</sup>** President's Christmas Run.  
10.30 am Meet in the Picnic Grounds of the Sevenhill Winery. BYO chair and cup. Tea and coffee will be provided. At 11 am we will walk a small section of the Riesling Trail, so please bring comfortable walking shoes, hat etc. At 1 pm we will have lunch at the Sevenhill Hotel.  
To book numbers for lunch, contact Graham Goode on 8842 2417 or 8842 3731 by December 3<sup>rd</sup>.
- 30<sup>th</sup>** Con-Rod .. deadline for article submission
- December 6<sup>th</sup>** Presidents Run in the Clare Valley
- January 7<sup>th</sup>** Tea at the Clare Caravan Park with Vauxhall Car Club members
- 14<sup>th</sup>** Meeting Pt Broughton Golf Club: 8pm Guest Speaker: David Chantell
- February 2<sup>nd</sup>** Con-Rod - deadline for article submission
- 11<sup>th</sup>** Meeting at Blyth Cinema
- 14<sup>th</sup>** Shed Day: Meet at Geoff and Evon Polgreen's home,
- March 6 & 7<sup>th</sup>** Power of the Past.... Club to organise a display.
- 11<sup>th</sup>** Meeting Pt Broughton Golf Club: 8pm Guest speaker Shannon Hewett who will talk about his trip through South America.
- 14<sup>th</sup>** Run with Burra members to Booborowie
- 21<sup>st</sup>** Clare Swap Meet
- 30<sup>th</sup>** Con-Rod - deadline for article submission
- April 8<sup>th</sup>** Meeting at Goode Restorations, New Road, Clare for a demonstration of making white metal bearings
- 18<sup>th</sup>** Run to Peterborough to view Motor Bike Museum, Steamtown and Meldon's Field (miniature buildings etc.)

<b>May</b>	<b>13<sup>th</sup></b>	Meeting Pt Broughton Golf Club: 8pm Possible tour of a windfarm
	<b>31<sup>st</sup></b>	Con-Rod - deadline for article submission
<b>June</b>	<b>10<sup>th</sup></b>	Pt Broughton Golf Club: 8pm Identification night .. Bring along mystery objects for members to identify their use, make etc.
	<b>12-14<sup>th</sup></b>	Club Camp-out Port Neil
<b>July</b>	<b>8<sup>th</sup></b>	Meeting Pt Broughton Golf Club: 8pm <b>A G M</b>
<b>August</b>	<b>3<sup>rd</sup></b>	Con-Rod - deadline for article submission
<b>August</b>	<b>12<sup>th</sup></b>	Pt Broughton Golf Club: 8pm Guest Speaker
<b>September</b>	<b>11<sup>th</sup></b>	Run to Farrell Flat, lunch at Gally's Meeting House
	<b>12<sup>th</sup></b>	Burra to Morgan Heritage Drive.

### **Invitation Events**

<b>March</b>	<b>6 &amp; 7<sup>th</sup></b>	Power of the Past Mount Barker
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### **Swap Meets**

**November 14 & 15** Bendigo Swap Meet.

<b>February</b>	<b>7<sup>th</sup></b>	Swap meet-Auto Jumble sale Lockleys Primary school oval May Terrace, Lockleys 6.30 am
<b>March</b>	<b>15<sup>th</sup></b>	Clare Swap Meet

### **Other events of interest**

<b>March</b>	<b>28<sup>th</sup></b>	Booleroo Steam Rally
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**Office Bearers 2009 -- 2010**

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

Chapter Reps are Chairman and Secretary.

**Kapunda Calendar**

- October 17<sup>th</sup> (A Saturday night) The Hillbilly BBQ has been cancelled. Instead, we will meet at Hill Street, Kapunda 5.30 pm for a run to Riverton for a hotel meal.
- October 31<sup>st</sup> Kapunda Show Display. Parade leaves Primary School 10.00 am for showgrounds. Geoff Fahlbusch organizing. 85662084
- Nov 22<sup>nd</sup> Note change of date!!! Kapunda Chapter 20<sup>th</sup> Anniversary. Meet at Darril Phitzner's home, 30 Baker street, Kapunda for run to Darril's workshop. After looking through workshop, return to Darril's home for afternoon tea. Chapter members are asked to bring a plate to share. Coffee, tea soft drinks provided. Previous members will be invited to attend. Brian Haines organizing. 85663216
- Dec 15<sup>th</sup> Chapter Xmas Dinner. 7.30pm at the Sydney Kidman Hotel, Main Street, Kapunda. Brian Woodcock organizing. 85663585
- Dec 23<sup>rd</sup> Riverton Xmas Party display. Leave Hill St 4.00pm for Riverton. Ray Edwards organizing. 88472423
- Jan 26<sup>th</sup> Australia Day. Barossa organizing. Details still coming



*The first Model A to come to Kadina, June 8th, 1928. Kevin French's father Murv (next to car on right) was a salesman here for several years selling T's, Fordson tractors, A's and early V-8's.*

## Rainberd Murder Trail Sept 19<sup>th</sup>

Members of the chapter met at Hill Street and travelled to Marrabel for lunch in the hotel. Along on the run with us were Mike Osbourne and his wife from MAPS in an MG. Mike decided the security system allied to the ignition system was a pretty useless device as it dropped its bundle on the run. For the rest of the day, Mike was forced to use a flying lead between the battery and the starter solenoid to start the engine each time we moved

A couple of copies of a book about the murders, written by Peter Liddy (Yes, that one!! ) circulated during the meal and people familiarized themselves with the murders]

The Rainberd family came out from England and in 1861 were living in a house on land near Finnis Point (in the area between Kapunda, Marrabel and Riverton). One day the husband returned home to find the wife and two children missing. They were subsequently found deceased, stuffed down a wombat hole. Six aboriginals were arrested for the murders, four of them being hung for the crime. These were the first private hangings in the state, the previous hangings being public spectacles. To add a bit of interest? spice? to the tale, later in the same year the husband cleared off to Victoria with a married woman from Tanunda.

Having finished our meal, we then travelled to the murder site where Malcolm pointed out items of interest. We then travelled to the cemetery in Hamilton alongside the

‘Cathedral’ church and viewed where the victims were buried.

Then we all went home. Thanks to Malcolm Johncock for an interesting day.

### Forgetter Be Forgotten

A little ditty that applies to some of us

My forgetter's getting better but my rememberer is broke  
To you that may seem funny but to me it is no joke

For when I'm 'here' I'm wondering if I really should be 'there'  
And when I try to think it through I haven't got a prayer

Oft times I walk into a room and say "What am I here for?"  
I rack my brain but all in vain, a zero is my score

At times I put something away where it is safe, but, gee!  
The persons it is safest from is, generally, me

When shopping I may see someone, say "Hi" and have a chat  
But when the person walks away I ask myself "Who was that?"

Yes, my forgetter's getting better but my rememberer is broke  
And it's driving me plumb crazy and that isn't any joke.

## Northern Automotive Restoration Club's 16<sup>th</sup> biennial rally.

About 60 vehicles and motorcycles, ranging from the 1920s to the 1970s, took part in the two-day rally which also marked the club's 35th birthday. It was also 20 years since the club held its first rally in Clare.

The rally started with registrations at Clare High School on Saturday morning. The cars were sent on their way to Medika Gallery at Blyth and a lunch stop and visits to both museums in Balaklava. They returned to Clare via Auburn in time for the rally dinner at Clare Golf Club on Saturday night.

At the dinner, visitors were welcomed to the Clare Valley by Mayor Allan Aughey who revealed something of his passion for fine motoring. "If the Clare Valley was a motor car, I'm sure it would be a Rolls Royce," he stated. He talked about some of the more eccentric motorists in the Clare Valley's history, including one who raced his Ford Model T all the way from Clare to Hillriver in reverse gear. "Current society could do with more eccentrics," Mr Aughey said.

NARC's foundation president Ivan Venning said the club had played an integral role in helping South Australia to introduce the best historic registration scheme in Australia. He said he hoped to further fine tune the legislation during his remaining four years and 187 days as a Member of State Parliament, and would welcome feedback from NARC members on how the scheme could be improved.

Ian Denton and Peter Eaton provided some great entertainment as they revealed the answers to Saturday's observation run questions. The questions related to various points of interest on the drive between Clare, Balaklava and Auburn, such as the number of stars on the Blyth Cinema and the nationality of the flag flying at Halbury.

Rally awards were presented to:

Vintage until 1930: 1st Rob and Dot Leaney, 2nd Kip and Lynne Newbold, 3rd Merv Smitham.

Classic 1931-1945: 1st Doug and Kath Dunstan.

Classic 1946-1960: 1st Kym Pederson and Kerry George, 2nd Don Pritchard and Gillian McKenzie.

1961-1978: 1st Malcolm & Margaret Sparks, 2nd Graham and Marlene McKay,  
3rd Grant Dunstan and Carolyn Kittel.

Commercial vehicle: Christine Kent.

Motorcycle: Graham and Marie Burgess.

People's Choice Award (donated by Goode Restorations): Rob and Dot Leaney.

Longest distance: Driven - Chris Whittall. Travelled - Graham and Iris Herde.

Hard luck award: Ivan Venning (his Chevrolet needed a little help from a Ford).

Club awards were presented to:

Most attendance: Moranne Coombes.

Editor's award: Lynne Newbold.

Vintage vehicle attending most functions: Craig Thomas.

Post Vintage vehicle attending most functions: Moranne Coombes.

Patrons Award: Pat and Darkie Fiedler.

FOUNDATION PRESIDENT IVAN VENNING  
AND PATRON JOHN HUNT CUT THE CAKE



and Leon Darley. Front: Patron John Hunt and Graham Goode (current president and rally director).

Attendees at both the Northern Automotive Restoration Club's first rally in Clare in 1979, and the 2009 rally were presented with NARC coffee mugs. From left are Ivan and Kaye Venning, Lynne and Kip Newbold, Kevin and Jan French, Aileen and Merv Robinson, Val and Jeff Roberts, Audrey Hunt Ray and Norma Schopp,



On Sunday there was a breakfast in the Catford Gardens adjacent to the caravan park.



Participants then drove to Bungaree Station where Sally Hawker showed us through the church, old store and around the Homestead whilst explaining to us the history of Bungaree. This was followed by lunch in the woolshed another of the interesting historic buildings on the property.



1929 LaSalle  
Rob & Dot Leaney  
People's Choice  
Award Winner





## *Federation of Historic Motoring Clubs S. A. Incorporated*

(Founded 1971)

PO Box 703 Plympton S.A. 5038

### *Important Letter to Clubs*

It has come to the attention of the Executive Committee that members, both clubs and individuals are still writing letters direct to Department for Transport, Energy and Infrastructure (DTEI) and or the Hon Patrick Conlon MP, Minister for Transport, Infrastructure and Energy in relation to the Conditional Historic Vehicle Registration Scheme (CHVRS). While the Federation understands and respects the rights of the individual to correspond in this fashion, these actions have had far reaching consequences to the CHVRS.

As we are all aware the current Code of Practice for the CHVRS is undergoing a review, a task that has been going on for almost 2 years and are also aware that the Special Interest Vehicle Group (SIVG) is actively seeking to be granted access to the CHVRS. As we understand it, the SIVG decision is *not* the major delay in releasing the revised Code of Practice.

During recent discussions with DTEI it was clearly stated the reason the review is being delayed are the letters being received from individuals and or clubs in relation to the CHVRS. It was stated that each time a query is received, the review goes back to the bottom of the pile while the query is investigated. Along with this is the fact that the cost of investigating the query is added to the cost of the CHVRS to DTEI

Again we wish to remind you that this scheme was set up to be "cost neutral" with the then Transport SA (now DTEI) dealing only with the actual registration and the Federation of Historic Motoring Clubs (FHMC) administering the scheme on behalf of DTEI. As a result a flat fee has been applied to vehicles registered under the conditions of the CHVRS. This fee is currently a fixed CTP premium (\$111.00), GST on that premium (\$9.09), the Emergency Services levy (\$6.00) and registration administration fee (\$6.00), regardless of vehicle type or engine size,

While the FHMC does not have a "crystal ball" on what is likely to be contained in the review, it is very clear that DTEI are looking at how they can recover the costs that are occurring because of a few well meaning but misdirected individuals and or clubs.

*Again, the FHMC wish to remind clubs and individuals that in order to maintain the CHVRS as a cost neutral scheme, direct all enquiries, "good, bad or ugly" through the FHMC and all queries will be answered. The*

reasoning is that the FHMC may already have the answer, there may be others who have the same query and we will go direct to the person responsible, thereby minimising the time DTEI personnel are required to be employed actively pursuing the matter.

Another point that has emerged in recent discussions with DTEI is a perception by DTEI of "poor performance" and clubs need to "lift their game" and ensure that *they and their members are doing the right thing*. A reminder that the FHMC is always available for advice and clubs must take advantage of this. The risk is that there could be severe changes to the scheme that will not benefit anybody!

The Executive Committee

September 09

*The Northern Automotive Restoration Club SA Inc.*  
*(Burra Group)*  
*Invites you to a Weekend of Motoring Nostalgia and Adventure*  
*September 11-12, 2010.*

### **Preliminary Notice of Events**

This premier event will, of course, be the Burra to Morgan Heritage Drive on Sunday 12 September. Following the success of the 2006 centenary re-enactment of the Burra Motor Club's foundation drive to Morgan and the subsequent re-enactment in 2008, we are planning to celebrate this part of South Australia's motoring heritage again in 2010.

We call upon all Gentlemen, Ladies, their chauffeurs and mechanics to join us in attempting to traverse the 87km of the 'Saltbush Plain', beyond Goyder's Line, to the historic River Port of Morgan. It is hoped that the record set in 1906 of four arduous days of motoring for the round trip can be broken! Many delights await our intrepid expeditioners at Morgan. The River has cool breezes abound, bountiful green banks and shady River Red Gums. Excellent picnic spots for the most discerning Gentlemen and their Fair Lady companions. The company present will satisfy the most fastidious and ensure a delightful social intercourse.

The weekend will begin on Saturday 11 September with a short and leisurely 'shake-down' excursion to the small township of Farrell Flat. A light but delicious lunch can be procured at Gally's Meeting House and Café at the township. This motoring experience will afford the owners of Veteran, Vintage and Classic automobiles the opportunity of fettling their machines in preparation for the Grand Expedition the following day.

Place this *not* to be missed social event in your 2010 Motoring Diary.

Further information will be forthcoming early in the New Year from Roger T. Cross Esq., [rcjmc@bigpond.com](mailto:rcjmc@bigpond.com).

## Clearing Sale CRYSTAL BROOK 18th Sep 09

The lifetime collection of old stationary engines and old tractors went under the hammer on Friday September 18th to wind up the Estate of Mr ME Talbot of Crystal Brook.

A Slice of History\_ A Blackstone single cylinder 17 horsepower stationary engine was the top sale item. Incredibly, the huge engine was knocked down for \$24,200 to a young enthusiast from Geelong, Victoria. Following the sale, the purchaser admitted he probably paid more than the current value and more than he expected he would have to, but, over time it will appreciate in value and he has the pleasure of owning a slice of history. Something only a true collector could appreciate, as was shown by the round of applause given by the envious crowd. There were 17 tractors in original condition and over 60 engines, some quite rare, mainly used in agriculture by the early pioneers, beautifully restored and presented, such that many visitors travelled and previewed the engines the day before the sale.

Amongst items sold were antique farm gates up to \$280, brass engine plates to \$350 and a Blackstone blowtorch for \$240. A collection of over 35 bottlejacks sold from \$20 to \$40 with the exception of a couple, at \$100 and \$180.

### SOME PRICES

Inter M 3hp unrestored complete 750,  
 Buzzacott 6hp hopper cooled 400  
 New Way unrestored Incomplete 300,  
 Inter M 3hp unrestored complete 1200  
 Clutterbuck 3100,  
 Buzzacott 3hp tank cooled 300,  
 Lister D 2hp 500, Petter junior 2400  
 Buzzacott 4hp no 5 hopper cooled 300  
 Douglas SV63 50 Imperial diesel unres, 3961,  
 Sun 2 stroke 7hp unrestored 1750  
 Inter M 3hp 500  
 Fuller & Johnson 2½ hp unrestored 1000  
 Inter Mogul 4hp 2000  
 Inter Mogul 6hp 200  
 McDonald Imperial Super diesel 500  
 Buzzacott 2hp 600  
 Lister w double shearing plants 450  
 Blackstone 14hp 9500  
 Clutterbuck 6½hp oil engine 1033 5800  
 Lister CS diesel 3½hp 1100  
 Clutterbuck 6½hp oil engine 4100  
 Lister 3hp AK with 32V gen & sw/board 1700  
 Ruston Hornsby & son 5hp on transporter 5000  
 Kelly & Lewis 2½hp vert 800  
 Buzzacott Farm Pumper 550  
 Sunshine Type O horiz 6hp 2200  
 Fuller & Johnson Farm Pumper 700  
 Lister A 3hp 1000  
 Rosebery 2hp horiz 1700  
 Moffat Virtue diesel & generator 6½hp 1500  
 Lister 8P 6hp 4000  
 Sunshine 2 stroke 5hp 1500  
 Ronaldson Tippet 3hp 250  
 Southern Cross 3hp 350  
 Anglo oil engine on transporter 5hp 7500  
 Sundial 2hp 900  
 Fuller & Johnson 5hp on transporter 2600  
 Frost King horiz 1½hp 2500  
 Buzzacott 4hp hopper cooled vert 600  
 Fairbanks Morse 3hp (parts missing) 900

Buzzacott 3hp tank cooled vert 400  
 Fairbanks Morse 6hp 1700  
 Inter M 6hp horiz 2000  
 Cooper 3hp vert shearing plant 700  
 Cooper 2hp horiz twin shearing plant 1300  
 Olds 6hp Type A 2600  
 Fairbanks Morse 2hp horiz 1700  
 Cooper 4hp horiz 1000  
 Inter M 1½hp 1600  
 Fairbanks Morse 3hp horiz 1400  
 Lausen 1½hp 1550  
 2 cyl Ruston diesel 700  
 Cooper or Petter double shearing plant 1050  
 Lister D 2hp 750  
 Kelly & Lewis 4hp 900  
 Moffat Virtue 2½hp 550  
 Lister Model B 3½hp 1600  
 Sundial 4hp 2200  
 Sundial B 2hp post WW2 1800  
 Rosebery 2hp horiz 1400  
 Blackstone 17hp on transporter 24200  
 Chev Fleetmaster car 6200  
 Landrover diesel 500  
 Field Marshall tractor 8000  
 McCormick Deering W30 300  
 Field Marshall Fowler mark VF 4000  
 Case LA 2500  
 John Deere model D 7000  
 Oliver 90 3000  
 Caterpillar Holt 2 ton track 8500  
 Caterpillar Holt 2 ton track 3000  
 Massey Harris 600  
 Case model C 4250  
 Fordson Major 2500  
 Caterpillar 22 4500  
 Case L 2000  
 English Fordson (steel wheels) 700  
 MM Twin City 2250  
 Inter Farmall 2250  
 Case L 500

## THE "ROCKET" OR WHERE DID ALL THOSE OLD FORD V8S GO?

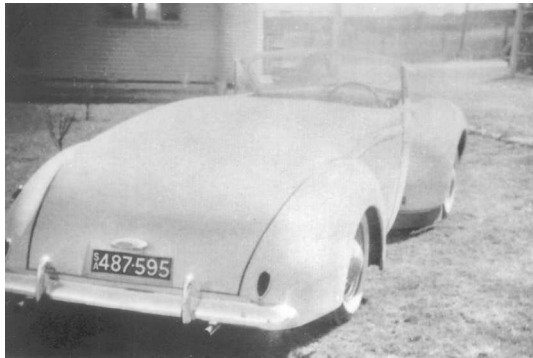
I purchased the original 1940 Ford sedan in 1953 from the local Ford dealer. The car was in reasonable mechanical condition. The body was fairly rough but not rusty. This was my first car and I drove it until the registration expired. During this time I checked out the possibility of converting it to a roadster and mentally had every move worked out by the time it was taken off the road.

I completely dismantled the car to the bare chassis. This is commonplace today, however in 1953 in a conservative country town it was a radical thing to do to a reasonably good car only thirteen years old. You can see in one of the photos this was done in an old shed with a dirt floor as was most of the panel work.

The chassis and running gear was rebuilt using many new parts, modifications being slotting of the holes in the steering box bracket to lower the column, fitting lower front bump stops, flattening both front and rear springs, fitting a higher geared diff centre from a '35 roadster and higher compression aluminium heads. Later the top was cut from the rear cross-member and a new top formed to lower the chassis around the spring. The '35 roadster had originally belonged to the local Ford dealer and he had told me some time earlier that he had fitted a rare 'high speed diff' as he called it to this car. I purchased the '35 car for about ten pounds, removed the diff, cut the car up (much to my present family's disgust) and dumped most of it in the local dump.

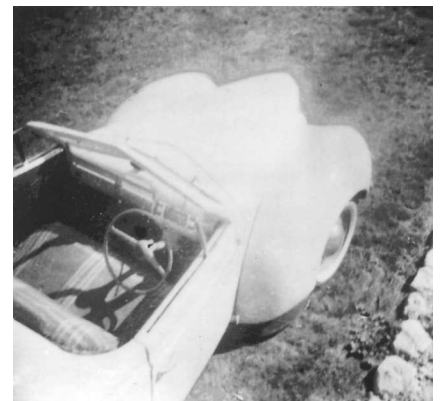
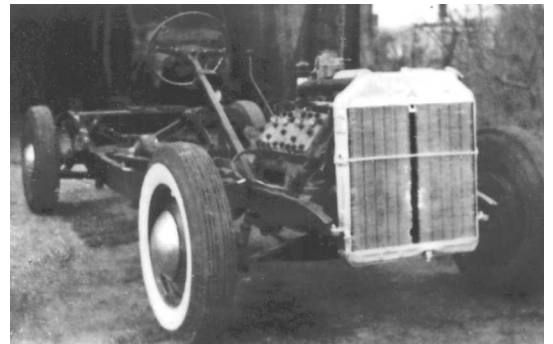
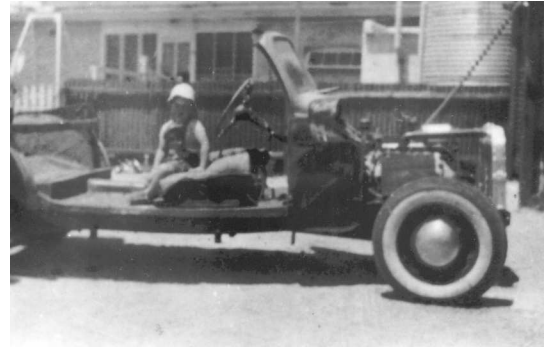
The heads were planed to increase compression, however the pistons hit the dome in the head so I ground this area deeper with a home-made grinder. The motor used to miss occasionally when a valve threw a bit high and closed the plug gap so I fitted shorter reach J8 plugs from a K5 International truck and had no further trouble.

Glen Murphy, a local panel beater who had married my cousin, became interested and we began the body work. Glen did all the panel work on the car and it should be remembered that no plastic filler was used in those days. All the altered panels were hammered and shrunk to a fine finish and lead used only where necessary. Only the most rudimentary tools were used, the oxy set being borrowed from the local builder who used it to cut foundation rods.



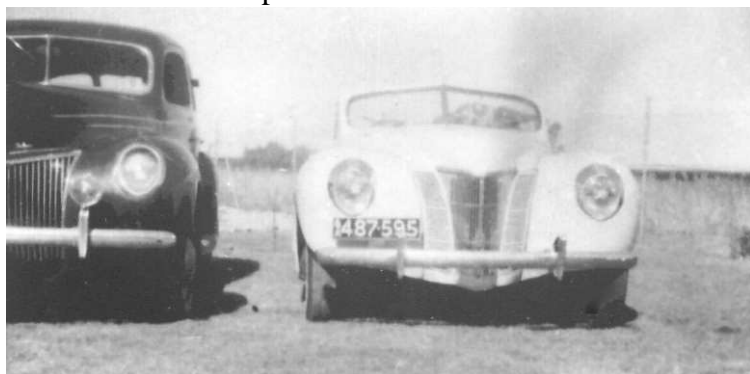
The basic work included :-  
cutting turret across windscreen top and above rear guards and completely removing. Sectioning of scuttle by five inches, cutting the rear wheel arches from the floor pan and welding on lower down to drop rear guards. Cutting windscreen frame at the scuttle to lay it back and sectioning it two

inches. Rework the pillars to slim them down. Section the bonnet five inches by removing the portion between the two grooves in the 40's bonnet. Weld the seam in the centre and smooth the eliminated centre strip and ornament. Fit the front guards in original position and form new bottom where the running board was removed. Reposition the centre door pillar, weld rear door skin, reinforce rear of cockpit with a roll bar and fit the turret to form the rear deck. This fitted as though it was made for the job, in fact we thought this would probably be the most difficult part, but it turned out to be perhaps the easiest. The rear number plate was fitted into the space originally occupied by the rear window. A new FJ Holden bumper and stone guard narrowed





an inch behind each overrider was fitted. New door hinges lowered the doors an additional two inches in relation to the scuttle. New tops formed on the doors to lower the door line. Vent window frames were formed up from strip steel in a vice and chromed. All new glass fitted. A burglar alarm was fitted by having a switch inside the drivers side ash tray to connect the horn to the distributor points so that if the motor was turned over it would not start but blow the horn each time the points closed. Most of the trim strips were removed from the car giving a clean look and the final coats of Arctic White lacquer applied by the local car painters 'Ward & Son'. They said at the time they intended to have a picture and article on the car in a Dulux magazine circulated in the trade, but I never did find out if this was done. The original front seat was lowered and panels made to cover the area between the floor and bottom of the door line.



It took about three years and 2000 hours of work to get the car to this stage and I think you would agree from the photos that it was a classic custom car. Registration was no problem except that I had to get the weight certified by the local police sergeant as the registrar thought it was understated. I cannot remember the weight but I think it was about twenty one hundredweight. The car stood fifty-one inches high to the top of the windscreen and was nicknamed by the locals 'The Rocket'. This was

a fair description as it handled (with some ballast in a special rack in the back) beautifully, had exceptionally good flexibility and excellent acceleration. The only problem really was a tendency for the doors to rattle as the frame flexed. I have owned many old side valve Fords but I think this was by far the best I ever had. It just seemed 'right'. It was never photographed alongside another 40 sedan but the comparison with the 39 shows the basic contrast.

You will notice the floor gear change, 39 type tail lights and standard type dash. These were all fitted when I purchased the car but it carried Deluxe badge-work. It had been an Army vehicle when new, later a taxi and lastly owned by a local shearer. The distinctive grille was also fitted when I bought the car. When preparing it for re-chroming I found that it was made from solid brass strips fitted to a brass frame. This gave every indication of being factory made. I have never seen another like it and wonder if you have?

I think the thing I most regret about my experiences with cars, restored cars, rods and specials over the years is that I sold this one. The challenge seemed to be in the building and I sold it only about a year after finishing it. I think my feeling for the car was summed up one beautiful sunny Autumn afternoon while out in my dazzling white two-seater when I was asked by a car collector if it was a Lincoln roadster. People still ask me what happened to it. It was in fact written off in a bad accident not long after I sold it.

I am also enclosing a photo of the first Model A to come to Kadina, June 8th, 1928. My father was a salesman for the dealer for several years selling T's, Fordson tractors, A's and early V-8's. This is the first time I have actually sat down and correlated all the information about 'The Rocket'. I think all people interested in cars have some favourite car or car experience. This is mine.

KEVIN FRENCH

The red Ford roadster referred to in this story as the donor of the crown and pinion once belonged to a much younger NARC member, Darkie Fiedler. After the body was demolished, the chassis was shortened, lowered and modified. The car was then fitted with the 1940 motor, hydraulic brakes and running gear. Note: the tall 1935 radiator was laid on its side as a cross-flow. This worked well. Talk about a miss-spent youth! You may have noticed the passengers. They are, however, my sister and her friend.





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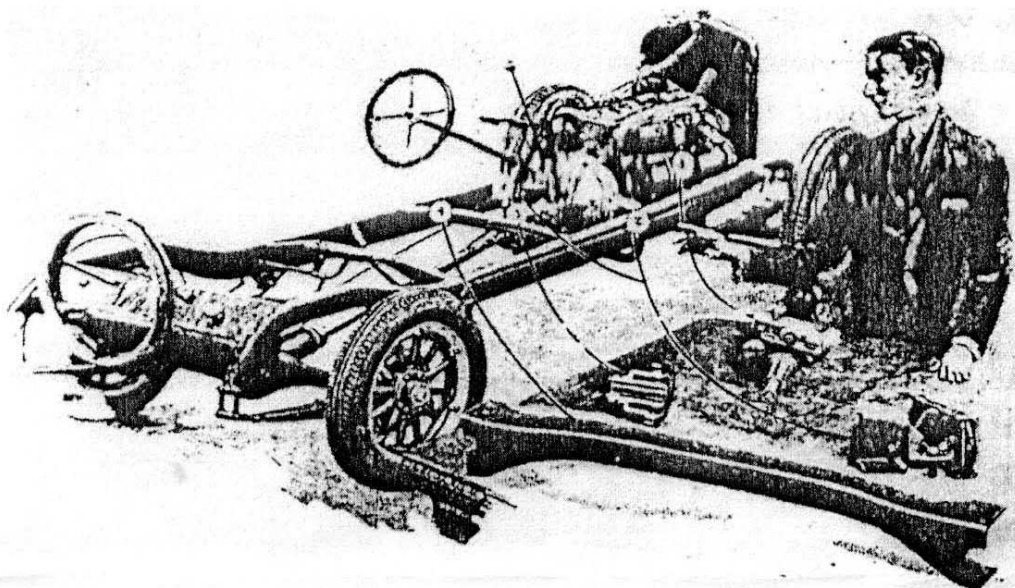
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