



Est. 1974

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

RENEWAL OF MEMBERSHIP

Subscriptions due by July 31st

SURNAME

FULL MEMBERSHIP

PREFERRED FIRST NAME

ADDITIONAL FAMILY MEMBERS

NAME

PENSIONER MEMBERS

NAME

FEES

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

TOTAL \$

If you require your receipt please include a stamped addressed envelope or collect at a meeting.

Receipt does not need to be sent in with Historic Rego papers and log book

Please make cheques payable to NARC and forward to

The Treasurer, Merv Robinson 31 Gloucester Road Jamestown SA 5491

Signed Date

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

PLEASE NOTE ANY CHANGES FROM LAST YEAR BELOW

POSTAL ADDRESS

..... POSTCODE

Phone Mobile

Email address

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

N.A.R.C. REGISTER

Information on the register is available to members only

I OWN THE FOLLOWING VEHICLES

LIST COMPLETE VEHICLES ONLY

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

<u>Year</u>	<u>Make and model</u>	<u>Condition</u>
-------------	-----------------------	------------------

Only show

changes

From last year

Tractors, Engines, Steam, Memorabilia etc

If insufficient space add a separate sheet



The 'CON-ROD'

Web site <http://www.narc.org.au>

OFFICIAL NEWSLETTER OF THE NORTHERN AUTOMOTIVE RESTORATION CLUB S.A. INC.

NARC was formed in 1974 to encourage the regular use, restoration and preservation of veteran, vintage and classic motor vehicles, tractors and engines.

May/June 2011

PATRON	JOHN HUNT 8664 1590
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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 June 2011

Since my last report, we have had an entertaining look at Brian Beyer's background, even if without the illustrations (Sorry Brian). I, like most members, always look forward to the member profile night, as there are so many of our members who have led most interesting lives. So how about some more volunteers to share their experiences?

Peter Eaton just gets better with each successive movie he produces. Whippets for Wishes III is an amazing travelogue showcasing Australia's outback while also providing an extreme motoring challenge for the truly famous Whippets. We as a club are justifiably proud to be associated with Peter's selfless efforts and wish him safe and enjoyable travels in China later this year. We of course look forward to Peter's report on this venture! Watch our future program.

The June long weekend "campout" promises to be a full weekend with the cooperation of the Kapunda chapter of NARC. If past campouts are any indication, much time will be spent laughing at the antics of our regular characters and extending friendships through our common interests. (see page 14)

Invitations to the September bi-ennial NARC rally have been sent out and full details are published in this Con-rod edition. (page 7) Don't forget to book your accommodation! Thank you to the Rally Committee who have put the program together.

I'm sure we all look forward to reading the latest Con-rod, so here's a timely reminder that our club magazine is only as good as the contributions from members. Please try to submit an article about your interest(s) in historic machinery, so we can all learn from your research. While on the subject of contributing to our club, the Annual General Meeting is only a few weeks hence. Please consider adding your expertise and enthusiasm to the committee or as an office bearer. NARC is really an excellent example of teamwork, so why not join the team?

Safe Motoring
John Birrell

Editors report

All members should have received a copy of the Register by now. This will have been either in an email form (PDF) or a printed version. If you have not received a copy or If you would prefer a printed version please let me know so I can send one.

If any of the details are incorrect please advise me as soon as possible so that I will have a correct version on file ready for the next time we produce a register.

Membership is now due for renewal and your for is included at the front of this edition. Membership fees remain at \$40 for full membership, \$30 for pensioners and \$20 for associates.

Having sent in you subs you **MUST Renew your historic registration...by....**

- 1) Ensure the first page of your log book is signed.
 - 2) Send Registration Certificate and log book to Club Historic Registrar David Kent
 - 3) Please include a stamped self addressed envelope for the return of above.
- Book and certificate will be stamped and returned to you ASAP.

Dean Manderson

NARC Calendar 2011

- June** **9th** Meeting Pt. Broughton Golf Club. Identification & film night
- 11th, 12th, 13th** Camp-out Weekend - KAPUNDA details page 14
- July** **14th** Pt. Broughton Golf Club. **AGM**
- August** **1st** Con-Rod - deadline for article submission
- 11th** Meeting Pt. Broughton Golf Club. Guest Speaker
- September** **TBA** Shed Day Merv Robinson's collection
- 10 & 11th** NARC Rally Burrafull details page 7.
- 2012 October 13th & 14th** The Burra to Morgan event will be held over these two days.

Invitation Events

None advised at present.

Swap Meets

- July** **24th** 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
- August** **21st** Willunga, Sunday 7.00am-12noon at Willunga Sale Yards.
ph: Graham, 0412 578 188
- September** **18th** Gawler at showgrounds (Princes Park) sellers 6-30am \$10 ..
buyers \$5 Bob Perry 8396 1007 0418 821 944
bob@perry.net.au www.perry.net.au/gawler.htm
- October** **2nd** Balhannah Motorcycle only at the oval, 7.00 a.m., sites \$12 ,
entry \$5 contact: Peter Yates after 6.00 pm ph: 8255 8856

Other events of interest

- October** **29 & 30th** Extreme Horsepower Show, Wayville Showgrounds.

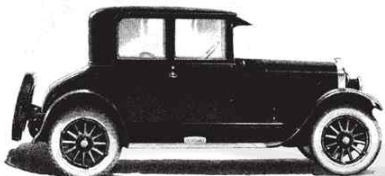
For more information on most of above... www.bevenyoung.com.au swap meets

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

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

Chapter Reps are Chairman and Secretary.

Kapunda Calendar

- June Long weekend. NARC gathering. Refer to NARC calendar for details. Please try to be a part of this event.
- 24th June Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- 26th June Progressive Lunch. Meet at Brian and Irene Woodcock's, High Street, Kapunda at 11.00 am for soup. Then main course at Eudunda, and sweets at Riverton. An easy drive for your historic motor vehicle. Attendance numbers to Dianne Palamountain, 85 811071. chit chat could include ideas for the next twelve months.
- 17th July Meet Hill Street, 10.00 am for easy drive. BYO morning tea. Pub lunch. Numbers to Dale, 85 811071.
- 22nd July Annual General Meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
- 9th August A Saturday. Meet at Paul Withers, 19 Adelaide Road, Kapunda, 9.15 am for visit to Carl Lindner's Jaguar collection and on to a pub lunch. Paul Withers organising. Contact is Dale, 85811071.
- 19th August Chapter meeting, 8.00 pm, Lutheran Church hall, South Terrace, Kapunda.
NOTE this is a week earlier than normal due to next event
- 26 – 28th Weekend away at Victor Harbour, with a two night stay at the Beach Front
- August Holiday Park. Detail sheet available from Dale Palamountain, 8511071 or Robert Stapley, 83896458 or at next meeting. Park booking number is 85521111.

Chapter News

Prior to the Museum day at Kapunda, Geoff Fahlbusch produced a very informative and helpful handout about NARC and the Kapunda chapter. This was in black and white for the day but will be produced for future use in colour, doing justice to Geoff's time and effort. Geoff is currently undergoing dialysis treatment at the moment and we wish him well. We are not sure how he managed to work on this brochure at the time. Many, many thanks Geoff.

Anzac Day 2011

By Dale Palamountain

Twenty three people gathered at the Dutton Park Memorial Gardens as usual for Anzac Day, and tested Jean Burn's anzac biscuits yet again. Those who kept dipping their fingers into the biscuit tins when they thought nobody was watching are the ones to ask if they were up to the usual standard. Thank you Jean.

A number of people who came to the gardens were not free to go onto Clare for lunch. This included Val and Dennis Weichert who have been regulars at Anzac Day runs. After lunch, some strolled the main street to shop at more exclusive premises than we have in our neck of the woods (Cheap as Chips, Target). All members made their separate way home.

Yours truly had to make it more memorable by positioning the Mark 5 Jaguar right hand passenger window in the firing line of a Toyota Land Cruiser going in the opposite direction. This may not have happened if the “*:-@#!” driver had not leant forward to her windscreen and waved furiously with her right hand while the left hand pulled the car off the bitumen.

Most other chapter members had a more ordinary journey home.

Kapunda Museum 40th Anniversary History Week Event

By Dale Palamountain

This day was supported by the chapter members bringing vehicles to display in the closed off Hill Street. This included Brian Haines' Sunbeam Talbot 90, Glen Schumacher with the Falcon Knight, David and Jules in the eye catching Escort van, and Terry Rule in a Triumph 2000. Ross Vogt somehow managed to have three vehicles there and John Miles gave his Morris 10 a brief exposure towards days end; some people have to work! He also assisted with the Thrifty Link fork unloading and loading stationary engines of the Barossa Valley Machinery Preservation Society. Duncan was kept busy hovering around these engines breathing burnt heavy oil fumes as machinery devotees do. These engines did seem to be a great attraction.

Dale came with the Jag, towing a trailer with a 1935 Austin 10, loosely described as an “in progress” rolling chassis and body. Malcolm, being chief of operations for the museum, was too busy to fire up the Oakland. (That saves Malcolm from making other excuses). Ray and Jean forfeited the Cavalcade of Cars and rolled up in the Prefect. Just don't ask Ray about motor preparations for this trip. Fred had many admirers and enquirers with his Austin A95 bonnet up. Dianne came along in the A30 Countryman that Dale washed for her. Apologies to people omitted. The Murray Mallee, MAPS and Barossa clubs were also represented.

The chapter had a display in the hall, as did most of Kapunda community groups. Yours truly gathered together borrowed panels and with the help of Brian Haines and Peter Cottam, a very creditable display evolved on the Saturday, ready for the Sunday.

Congratulations, well done Malcolm for arranging so many groups and activities, and making it work. Now its time to catch up the work in the paddocks.

Addendum to the above by Duncan

The reason Duncan was hovering around the engines of the Barossa club is that Duncan is a member of that club. One of the members had a few months previously obtained a small model of a single cylinder sleeve valve engine with the name “Feltus” on it. All that was known was that it was built in Kapunda. He brought the engine along on the day. Ross Vogt was very helpful in providing information on the engine.

One of Mr Feltus' hobbies was building these engines from scratch in his workshop. This included casting all the parts necessary, and turning them up on his peddle lathe. Each engine he built was a one off and was finished to a high degree of workmanship and fine detail. It is a pleasure to see such craftsmanship. The Kapunda Museum has another engine built by Mr Feltus, a small six cylinder rotary engine fitted with a propeller. It shows the same degree of craftsmanship.

Ross was able to inform the new owner of the sleeve valve engine that it was made circa 1942 as he had been a friend of Mr Feltus when he was alive and had personal memories of the engine. Another member of the Barossa club, who lives in Kapunda, is related by marriage to Mr Feltus and has memories of seeing this engine running as a lad.

As an engine collector himself, he had been wondering where the engine had got to.

Eudunda Historic Market Day, Friday 20th May

Despite the chapter being busy, some made it to the history week activity organised by the Eudunda Family Heritage Gallery.

Fred fronted up to give the A95 another run; cant keep him out off such a class car. Brian and Deanna brought the Sunbeam out in the sunshine. Dale displayed the Jag and Dianne the distinctive A30 wagon. Ray and Jean presented the perfect Prefect in full working order, including the clutch. Terry “Triumphed” but how is the Mk 2 progressing?

On the day I learnt that basketball historically had a basket on a pole. Shops had displays and there were assorted stalls on the streets and displays in the hall. Food stalls included mutton stew and dumplings, and damper. Tony and Raelene came for a look at activities and a chat. Many of the town folk wore period dress. School children came class by class throughout the day and entered into the spirit of the day.

It was a fine day. It rained the next day. That’s luck!!

Ford T Club visits Kapunda

The Ford T Club passed through Kapunda on a weekend rally to Burra. They arrived at Kapunda for morning tea at the picturesque lake on Davidson’s Reserve. Ten Ford T’s arrived with one on a trailer due to “minor technical problem”, it was going again at Burra.

I wangled my way into showing the group through Dales “Playpen”, otherwise known as Palamountains Classic Garage. Dale and Dianne were away in Canberra at the time. Incidentally they arrived home the night before but I still went with a group of friends.

We first went to DJ’s Restoration off the Kapunda- Eudunda road. Here we inspected the work in progress, restored engines, tractors etc, all immaculate. This was followed by an enjoyable lunch served in the Eudunda town hall by a local community group.

Following lunch the group visited Palamountains Classic Garage with the cars being lined up for a photo session in front. Fortunately none of the Ford T’s rebelled at having their photo taken in front of a Morris agency.

Following this they left for Burra via Robertstown and World’s End.

We left the group here, but Ray Edwards and Jean continued as entrants in their 1926 Ford T roadster.



Jean reports they had an excellent evening meal at the Burra Hotel. The next morning they headed for Tarlee and lunch at the Sir James Ferguson Hotel. They travelled via Farrell Flat, Mintaro and Rhynie with time for a quick look around Mintaro.

We had a very interesting day among some proper cars. (that coming from a General Motors owner)

Malcolm Johncock

PROGRAM HIGHLIGHTS

Saturday, 10th September

From 9.00 a.m.: Registration and Rally Packs at Paxton Square Cottages

10.00 a.m.: Depart on tour to Eudunda via Robertstown

12.00 noon: Lunch at Eudunda Family Heritage Gallery

**1.00 p.m.: Visit to Saddleworth and District Historical Museum
(\$5/head – pay when you get there)**

And/or Visit to “Rusty Park” to view Peter Faint’s collection

7.00 p.m.: Dinner at Burra Community and Sports Club

Sunday, 11th September

9.00 a.m.: BBQ breakfast at Paxton Square Cottages

Morning: Free choice of Burra attractions

12.00 noon: Lunch at Burra Hotel

**1.30 p.m.: Close of rally program
Farewell and safe trip home!**

ACCOMMODATION: Accommodation arrangements will be the responsibility of entrants. It is suggested that bookings be made soon, as Burra is a popular Spring weekend destination.

Paxton Square Cottages are being held for rally participants and it is recommended that you contact them directly on (08) 8892 2622 to make a booking. A \$40 deposit will be required when booking.

There are many other options for accommodation – please refer to the guide attached later in this package. All bookings for those listed are through the Burra Visitor Centre (08) 8892 2154

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

17TH BIENNIAL RALLY

BURRA, S.A.

10TH & 11TH SEPTEMBER, 2011

CHECK LIST TO ENTER RALLY

There are 3 pages you need to complete.

- 1. Fill in all details below on Page 1.**
- 2. Enter cost adjacent to the meals you require and add up the total amount including the Rally Entry Fee. (Page 2) The Total amount must be paid in full and sent along with the entry forms.
CHEQUES PAYABLE TO:- THE N.A.R.C.(S.A.)INC.**
- 3. PLEASE read and sign CONDITIONS OF ENTRY and the INDEMNITY DECLARATION on Page 3.**
- 4. SPECIAL DIETARY requirements – contact Rally Co-ordinator.**

Please complete the following details and return this form to:-

Rally Co-ordinator, John Birrell, RSD 95, Crystal Brook. SA 5523

Phone: 8636 2333. Email jbirrell@activ8.net.au

Name: _____

Address: _____

Phone: _____ Your Club: _____

Vehicle Make: _____ Year: _____ Body Style: _____

Registration No.: _____

My Party will consist of _____ Adults _____ Children

PLEASE NOTE:- To enter this rally it is important to return these three forms with payment A.S.A.P.

*** * * * Closing date for entry is Friday 12th August 2011. * * * ***

Accommodation should also be booked A.S.A. P. and is your responsibility.

Names of all attending:

.....

.....

.....

.....

	<u>Meals</u>	Number required	Fee / each	Sub Total
Saturday, 10 th September	Morning Tea – BYO or purchase locally			
Saturday Lunch @ the Eudunda Family Heritage Gallery	Platters of cold meats 5 varieties of salads Buttered French stick Sweets: Fruit salad / trifle / jellied fruit / rice puddings etc. Tea & coffee		\$12.50	
Saturday night Dinner @ the Burra Community & Sports Club	No ordering – alternate drop plates Soup: Pea & Ham / Pumpkin Main: Chicken Maryland / Roast Beef With roasted vegetables Dessert: Apricot Crumble / Bread & Butter Pudding Buy your own drinks at the club bar		\$32	
Sunday, 11 th September Breakfast @ Paxton Square Cottages	BBQ breakfast Tea & coffee Fruit juice		\$10	
Sunday lunch @ Burra Hotel	Order from the menu and pay on the day (We still need numbers for this please)			
Rally Entry Fee	Price per vehicle			\$30

TOTAL AMOUNT: \$

NOTE: TOTAL AMOUNT MUST BE SENT WITH ENTRY FORM
: Special Dietary requirements: Contact John Birrell: 8636 2333

Accommodation guide

The Burra Visitor Centre act as agents for all these properties.
Please contact us on 8892 2154 or email burravisitorcentre@bigpond.com for assistance



	Address	Self Cont	Hosted Linen	B/Fast	TV	A/C	Pool	Spa	Lndry	Kids	Pets	Fire	BBQ	\$ double	Sleeps	Wheel Chair Access
Bed & Breakfast	Ayers Cottage	Y		Y	Y	Y			Y	Y	Y	Y	135	4	NO	
	Baker's Cottage	Y		Y	NO						Y	Y	90	2	NO	
	Birch Cottage	Y		Y	OPT	Y	Y		Y		Y	Y	135	6	NO	
	Blyth Cottage	Y		Y	NO	Y	Y		Y	Y		Y	100	6	NO	
	Brummit House			Y	OPT	Y	N					Y	N	2	NO	
	Burra Bakehouse	Y		Y	NO	NO	Y		Y	10yrt	Y	Y	120	8	NO	
	Burra Burra House	Y		Y	Y	Y	Y		Y	Y		Y	135	6	YES	
	Burra Heritage Cottages 8	Y		Y	Y	Y	Y		Y	Y		Y	165	4	NO	
	Burra Heritage Cottages 10	Y		Y	Y	Y	Y		Y	Y		Y	165	4	1 cottage	
	The Fruiters Farrell Flat	Y		Y	Y	Y	Y				Y	Y	110	4	NO	
	Griffiths Cottage	Y		Y	Y	Y	Y			Y	Y	Y	120	4	NO	
	Hillside Cottage	Y		Y	Y	Y	Y		Y	Y		Y	110	7	NO	
	Ivy Cottage	Y		Y	Y	Y	Y		Y	Y		Y	95	4	NO	
	Koornga Cottage	Y		Y	Y	Y	Y			Y		Y	120	6	NO	
	Lavender Cottage	Y		Y	OPT	Y	Y			Y	Y	Y	110	4	NO	
	Lillybet Cottage 12	Y		Y	Y	Y	Y		Y	Y		Y	165	4	NO	
	Morse Cottage	Y		Y	Y	Y	Y		Y	Y		Y	120	6	NO	
	Olive Grove Retreat (Shared Accom)			Y	OPT	Y	Y		Y	Y		Y	49pp	5	NO	
	Stonemason's Cottage 16	Y		Y	Y	Y	Y			Y		Y	135	4	NO	
	The Peppers	Y		Y	OPT	Y	Y		Y	Y		Y	100	8	NO	
	Penglawdd St															

The above prices are subject to change. Please visit our website or contact our office for up to date information.

* Current available accommodation - Bookings subject to owners approval.

** Some prices are reduced for two or more night stays.

Budget Accommodation

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^ (Book direct on 08 88922442)
Paxton Square Cottages

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unpowered sites		
Y	Y	2 to 6
		1 cottage

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Clare Country Club
Burra Hotel
Commercial Hotel
Royal Exchange Hotel

	sleeps	beds
	20 units	1 room
	44 suites	YES
	55	7 rooms
	70	7 rooms
	60	6 rooms
		NO

THE SAGA OF THE GRAY PARTS - John Birrell

Fran and I recently drove to Canberra to collect “a few” Gray parts. Last year Harvey Gray (Yes, the name has some meaning!) responded to my ad in Restored Cars seeking a differential, also saying that he had “a few” parts that might interest me. He apologized for having sent much of his parts collection to the scrappie some 5 years ago, as nobody had shown any interest in them for the previous 11 years. Harvey unfortunately passed away earlier this year before I had the chance to visit him, so here is the story of these parts, reproduced with his family’s permission, from an article Harvey wrote in 1999 for his Canberra club’s magazine.

CAR OF THE MONTH – THE GRAY BY HARVEY GRAY

My Gray story begins with a set of wheels. A colleague mentioned that a set of wood spoke wheels were under the house at the Araluen Post Office. Arriving at the Post Office I was told that some chap had taken the wheels and the remains of an old car that was in a paddock.

Quite some time later, my brother-in-law mentioned that there were the remains of a ‘Gray’ car behind the auto electrician’s shop in Batemans Bay.

I went to Batemans Bay to find the shop closed and no bits of the car. I did learn that the shop owner was Jack Donaldson from Canberra and he had returned home – knowing Jack, I contacted him to find that the remains of the car were in his yard and for sale. When I remarked that the best things that remained were the wheels, he told me that he had retrieved them from under the house at the Araluen Post Office. They are the wheels on my car today. The previous owner had turned the car – being a model ‘O’ Gray, upside down then removed the wheels and stored them under the house. Hoping to find more parts, I attended local swap meets and fifteen Bendigo meets and eventually gained enough leads which took me to Queensland, New South Wales and Victoria.

Wynnum, Queensland: The bits belonged to an auto electrician who had them stored in his office ceiling, some at his mother’s place and some down the side of his workshop which he said was inaccessible as they were behind numerous 44 gallon drums full of old batteries. As I was 800 km from home and they were part of the deal, I decided to retrieve the remains of 3 motors. The owner offered no assistance so I set about dismantling and eventually had the lot loaded on the trailer. In regard to the trailer – before leaving home I rang a trailer hire firm and checked that I could hire an 8’ X 6’ trailer one way Brisbane to Canberra to be told ‘Yes’. On arrival in Brisbane, I was told ‘No’. The only trailer available was a ‘U-Haul’ 16’ X 8’ with steel sides and extended mesh cage.

With the delay in loading, I dragged my trailer load of rubbish through Brisbane peak-hour traffic. The plan was to stop in Warwick for the night but first – Cunninghams Gap. It was dark and part way up I caught up to a loaded semi-trailer so we both crawled up at zero speed – up and up and up. I still wish to see it in the daylight!

Orange, NSW: Offered as parts – motor used on saw bench – bonnet and scuttle given thick coat of tar – top of bonnet and scuttle salvaged.

Sutton Forest, NSW: Has a general store with mechanical bits on a block opposite which I was checking when the son of the store owner asked what I was looking for – to which I jokingly replied ‘Gray bits’ – to be told that there was the remains of a Gray in the blackberries in the next paddock. My first thought ‘idiot’. On inspection, I found the remains of a chassis and motor, wheels with spokes about 75 mm long but still intact, the four Gray hub caps. I returned with a trailer and bought the bits.

Dareton, NSW: I met Robert Rigby at a Bendigo swap meet when he offered to sell some Gray parts. He had already sold a lot to a chap from Perth. Robert intended to build a Gray but got smart and decided not to – he was building a Chev. roadster.

Cowra, NSW: Swap meet – Gray car parts.

Penrith, NSW: Private sale – Gray bits.

Drouin, Vic: I met Jim Formby when he was at a Canberra rally. He came with his brother in a 1912 Cadillac. Jim mentioned he had parts of a 'Gray' – not for sale. Later, I received a letter from his son to say that Jim had passed away and was I interested in the Gray bits – being mechanical parts only. When I asked about the condition of the chassis, I was told it only had surface rust. When it was pulled up out of the dirt it revealed that the bulk of the rails had rusted away.

Warrnambool, Vic: Having negotiated to buy a complete Gray car, I was traveling to Warrnambool when about 15 km from the town I encountered the heaviest hail storm ever – dents on my vehicle to confirm this – the noise in the vehicle was deafening. On arriving at a motel in Warrnambool (where the sun was shining) I made reference to the severe hail storm – to be asked 'What hail storm?' Now for the inspection of a complete Gray car with clean chassis. The 'car' was standing in a big shed and had been painted with flat black paint as camouflage – the chassis had been repaired with lumps of angle iron – the remains of a radiator and front guards was model 'O' – the scuttle was model 'N' – no bonnet – headlights shells only – wheels incomplete – no rims or tyres – front wheels – not Gray as no outer bearing could be fitted – one front door remaining – the windscreen fell off coming home. I bought this rubbish for parts.

Mittagong, NSW: Beware of false information. I met a Telecom chap who gave me directions to the remains of an old car (make unknown) in a creek on a property on the road to the Wombeyan Caves. I followed the directions i.e. brown gate at top of rise, found the creek which had the remains of an old water tank plus rubbish but nothing mechanical. Arriving back at the gate I was confronted by a very irate gentleman holding a shotgun, and asked why I should not be shot for trespassing. When allowed to explain that a Telecom idiot gave me accurate directions and that as the owners lived in Sydney, it would be OK to go in, the gun-toting landlord relaxed to some degree.

Arriving back in Mittagong I was very pleased to locate the Telecom van at a service station. The fellow seemed quite surprised to see me again and after explaining what had happened in fairly coarse language, he was very subdued.

With 6 trailer loads of rubbish on hand I found that I had more parts for a model 'N' than the model 'O'. The main difference being the 'O' has swage lines in the guards and valances – petrol tank at rear – radiator 2 inches higher also shape in surround – longer bonnet – wheelbase 4 inches longer – different steering wheel.

Having a photocopy of a sales brochure for a model 'N' coupe, I decided to build one. The 'Gray' was offered in 4 body styles in America, but only the tourers and roadsters appeared in Australia. Apparently, some had an Australian body fitted.

After an assessment of the condition of my Gray parts, I decided that a crash course in panel beating and spray painting would be very desirable, with the result that new valances were made, damaged sections of guards replaced, roof and doors made.

Retiring after 50 years in the electrical industry, I attempted to build my Gray. If my name had not been Gray this car would not have been built. It is little wonder that not many Gray cars survived.

PS. I did not mention that my wife, Florence, accompanied me on my travels – she pleads NOT GUILTY.

THE GRAY

Made by the Gray Motor Corporation of Detroit

Started 1922 – Closed 1926

1st model 'N' from 1922 to early 1924. Number made: 23,000

2nd model 'O' from 1924 to 1925

3rd model 'S' early 1926 – sedan only few made

Number of 'O' plus 'S': 14,000

Gray trucks – number made: 2,500

Total number of vehicles: 39,500

Note: The Model 'S' was the Model 'O' with the following:

- 1 One piece windscreen
- 2 4 wheel brakes
- 3 Full elliptic springs
- 4 Autolite electrics.

GRAY SPECIFICATIONS

Engine – Own – L Head – Poppet Valve

Bore: 3 5/8" Stroke: 4

Number of cylinders: 4

S.A.E. Horsepower: 21.03

1st engine no.: 1000 Engine serial no. is only identification used.

Electrics: Westinghouse

Wheel base: Model 'N' – 100 inches

Model 'O' – 104 inches

Engine oil lubricates clutch and gear box.

The “few” parts I collected were basically the remaining left-over mechanical parts from Harvey’s roundup, approximately 1½ tonnes worth and including a chassis in excellent condition. The family indicated that Harvey’s Gray will be sold in due course, so keep a look-out for an ad.

Here’s a photo of his excellent coupe, built literally from a photocopy of an American sales brochure, still pinned up on the wall in his workshop.



Kapunda Camp-out weekend 11th – 13th June

The annual “camp-out” caters for all tastes, in that we have booked all the cabins at the Kapunda Tourist Park from Friday night to Sunday night. There is ample provision for true campers as well.

The suggested programme includes

An informal pub meal for the Friday night starters

Saturday morning shopping and visitor info centre

Museum visit Saturday pm

Dinner at Wheatsheaf Inn, Allendale North

Sunday morning free time

Sunday pm local attractions (galleries, heritage trail, members collections, etc)

Dinner at North Kapunda hotel with Chapter members

Monday am Visit to Aviation museum at Greenock, lunch and depart.

At this time you will need to organise your own accommodation.

Please advise John Birrell if you are attending.

These weekends have been a lot of fun in the past, so please join us in June



J. O. DENTON & SONS history of motorcycles

In 1923, Joe Denton, whilst working in his father's General Store at Farrell Flat, lost interest in riding horses and developed a strong interest in anything electrical and mechanical. He applied for and was granted an Agency for Douglas Motorcycles, which he promoted and sold throughout a wide area which included the towns of Burra and Clare etc.

In those days, it was seen to be up market to have a 2-Speed Belt Drive Motorcycle, with rather elaborate accessories such as headlight (non-electric), horn (hand operated) and footboards for extra comfort! Some of the owners were contacted by myself in the 70's to verify their purchases and the names of customers include people such as Allan McAskill of Clare, Bill Borlace of Clare, Ted Lloyde of Clare, H.W. Webb of Booborowie, J.E. Morris of Burra & R.A. Carpenter of Aberdeen.

To Messrs Denton & Lurch
Please supply to me one
Douglas 2 1/4 H.P. 2 Speed
Motor cycle complete with
Lamp Generator Pump Tools etc
Footboards for £70-0-0

E. J. Lloyde.

To E. Denton & Lurch
Please deliver to J. E. Morris
Blyth one 2 1/4 H.P. Douglas
Motor cycle 2 Speed with
Footboards at £81.
Subject to satisfactory
Trial terms
To be 27th October.
J. E. Morris

To Denton & Lurch
Please deliver to me
a Douglas 2 Speed Motor
cycle at £73-10-0
with footboards etc
complete.
R. A. Carpenter
Aberdeen

Please deliver to me
in about a month's time
18/4/22 a 2 1/4 2 Speed
Model Douglas Motor cycle
with Footboards complete
at £80 terms
H. W. Webb

Years went by and Sales and Service turned to Cars, Tractors and Machinery, which continued until 2000. In the meantime, Ian joined the business in 1954, followed by Trevor in 1961.

The motorcycle business returned in the late 1960's, because of a series of events, as follows.....

Ian and Trevor decided to make a Go-Kart (if you could call it such), firstly constructing a frame made out of 3 x 2 Oregon timber, 400 x 8 wheelbarrow wheels and a Villiers Mk 10 engine robbed from Dad's cement mixer!! Then the Go-Kart craze took off and everyone was on a level playing field, most building a tubular steel frame and converting the engine from their father's Pope rotary mower. A lot of fun for everyone until the competitive spirit stepped in. Trevor heard of the new performance "West Bend" engine, specially built for Karts and one was purchased and fitted to the present frame. This performed very well and Trevor got into competitive racing at Bolivar!

The next high performing Go-Kart engine, from the states, was a McCulloch and because of this Trevor approached Morton Industries, the Adelaide distributors for McCulloch Chainsaws to purchase one. In discussions with the manager, Don Morton, Trevor was persuaded to take on the McCulloch chainsaw franchise and hundreds were eventually sold. Then, on one visit to Adelaide, Don Morton introduced Trevor to a range of Japanese Motorcycles that they were importing and selling. These were the "Bridgestone" brand of motorcycles and Trevor was talked into putting a couple on our showroom floor, leading to the sale of two or three.

Then one day, Colin Fisher from Black Springs came in (also a Go-Kart racing enthusiast) and told Trevor that he wanted to buy a motorbike, but not a Bridgestone. He had heard of another Japanese Motorcycle called a YAARMAHAHA, or some name like that and had heard very good reports of them.....could Trevor look into the possibility of getting one for him.

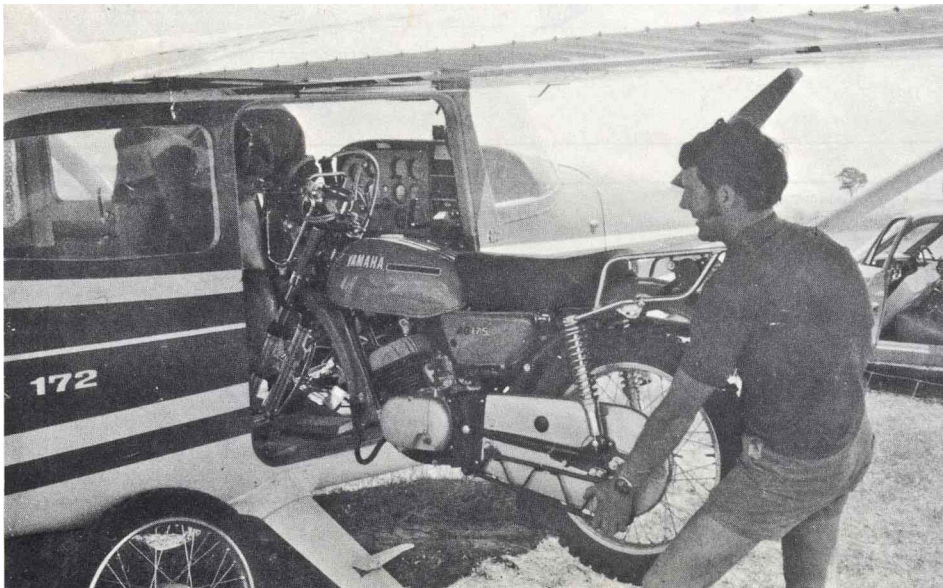
Trevor contacted Pitmans Motorcycles (then at Prospect) and they were a bit sceptical of this dealer trying to make a buck out of a "once-off" sale! I seem to remember that they stated that we had to put 3 bikes into stock to qualify as a dealer....which we did. This was the start of many years of selling and servicing Yamahas at Farrell Flat.



As sales accelerated, we often had to collect big shipments of crated motorcycles direct from Outer harbour as soon as they were cleared through Customs, using a F350 Ford truck & tandem trailer.



When the AG 175 Yamaha was released, to promote it to station owners along the Broken Hill track and other northern areas, we fitted one, partly dismantled, into our shared Cessna 172, by removing the R.H. front



seat & the complete rear seat & mounted it along the R.H. side of the aircraft...which Trevor flew & Ian sat on a hard toolbox behind the pilot! The only thing we didn't count on was petrol fumes at higher altitudes ! As such the majority of the flight was conducted with both windows open!

We arranged with station owners to arrange for others to come to their station for the demo and then we flew on to another station. This

paid off well and the story and photos made the Japanese Yamaha monthly magazine. Often after that, we would point out the particular AG 175 and say to them.....

That's a great bike.....It FLIES !!

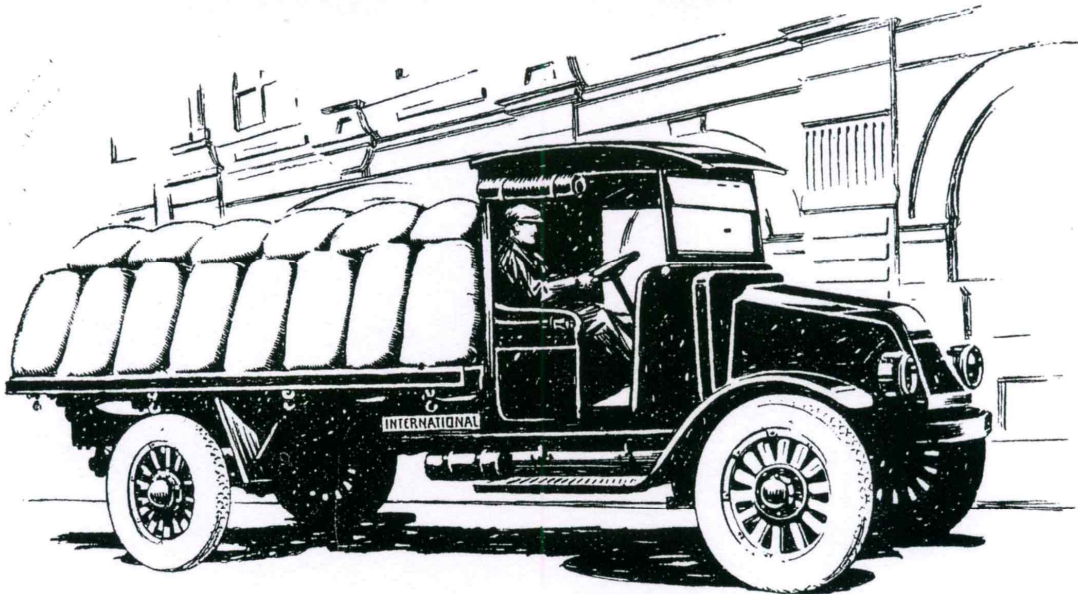
We have never totalled the number of motorcycles sold, but in the years 1973 / 1974 /1975 we averaged one new bike sale for every day of the year!365 new sales per year.



Ian Denton.



INTERNATIONAL MOTOR TRUCKS



ANY Motor Truck will run for a time without "Service." But no commercial motor vehicle, irrespective of price or country of origin, will successfully continue for long to stand up to its hard, daily task without the solid backing of a really efficient Service Organisation.

There is a string of centrally-located International Service Stations where Parts may always be obtained. International Motor Trucks are regularly inspected, free of charge, and a written report sent to the owner.

I.H.C. Service is one of the reasons of International popularity, and—there are others.

Let us explain to you the inherent good qualities of the International and submit for your consideration—in itself a remarkable testimony to satisfaction—our long list of 'repeat-orders' received.

Consider the People who own them.

LIBERAL TERMS OF PAYMENT.

International Harvester Company of Australia Pty., Ltd.,

113-114 North Terrace, Adelaide.

Telephones, Central 1270, 1271.

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** **Morris Commercials** 1 - LC5 with 20" disc wheels and
1 - LC3 with dual wheels on rear Both tray tops
\$100 each ONO Peter Malycha 8651 2356 evenings. Peterborough.
- For sale** **Oldsmobile V8 motor**, 215 cubic inch (3.5 litre if you use metric). Contact Brian O'Loughlin 8566 3030 Kapunda
- For Sale** **1946 Hillman Minx** sedan. VJC 666 Restored in the 1980s. Engine rebuilt, upholstered, repainted Royal Mercedes Navy Blue (was black). Has been rallied often on Historic registration. Garaged since 1998. Dismantled 1946 engine available for parts. Contact Geoff, 0438 662 084 or grfbusch@bigpond.com Kapunda
- 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

INJECTOR NOZZLES FOR SALE

2	NEW	PERKINS / FORDSON P6 / MASSEY 744		\$ 45.00	each
2	RECOND.	PERKINS / FORDSON P6 / MASSEY 744	(Southcotts)	\$ 25.00	each
4	NEW	INTER. A554		\$ 25.00	each
2	RECOND.	INTER. A554		\$ 15.00	each
3	RECOND.	PERKINS L4	(Southcotts)	\$ 20.00	each
6	S/Hand	PERKINS / FORDSON P6 / MASSEY 744		\$ 5.00	each
5	RECOND.	FORD 271 2E/ 271 5E--D Series Truck	(Southcotts)	\$ 15.00	each
		15 Different types of NEW FORD TRACTOR Injector Nozzles		\$ 5 to 10	each
		(From 1960's to 1990's.)			
2		ENGINE OIL FILTERS D & K series Ford trucks		\$ 5.00	each
1		Engine Oil Filter Ford Canri 3 Litre		\$ 4.00	
		S/Hand Cardboard Parts Boxes		\$ 1.00	each

lan Denton

Ph. 8842 2747 Clare.