



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 2017

PATRON	IAN DENTON
PRESIDENT	IAN RADFORD 8843 4385 0428 452 179 Box 93, Seven Hills 5453 iantinaradford@gmail.com
IMMEDIATE PAST PRESIDENT	IVAN VENNING Box 107 Crystal Brook 5523 0408 085 750
VICE-PRESIDENT	CRAIG THOMAS 8662 6203 0429 001 242 cpthomas@bigpond.com
SECRETARY	MORANNE COOMBS Box 302, Moonta 5558. 8825 3766 0428 253 766 coomo@bigpond.com
ASSISTANT SECRETARY	PAT FIEDLER 3 Wearn St., Kadina 5554 8821 1075
TREASURER	MERV ROBINSON 31 Gloucester Rd. Jamestown 5491 Ph./fax ah 8664 1838 0417 863 450 mervynnaileen@bigpond.com.au
EDITORS	DEAN & SUE MANDERSON 8842 3407 Box 667 Clare 5453 Email deansue2@tpg.com.au 0417 859 659
CONDITIONAL REGISTRATION	GRAHAM BURGESS 8632 4293, 31 Kingston Rd Port Pirie 5540 gramarb@internode.on.net
VEHICLE INSPECTORS	BRETT COLLIVER, GRAHAM GOODE, MERV ROBINSON, BRIAN HAINES, DAVID KENT, AL WOOD AND PETER COSTELLO
PROPERTY OFFICER	BERYL BUTTON 8635 2621
AUDITORS	IAN DENTON AND FERG MAHON
SWAP MEET CO-ORDINATORS	GRAHAM GOODE 8842 3731, ah 8842 2417, FERG MAHON 8842 2107 IAN RADFORD 8843 4385
PUBLIC OFFICER	BRETT COLLIVER 8835 1215
FEDERATION REPRESENTATIVE	CHARLES LEE, 8270 2625, clee1950@live.com
PROXY FEDERATION REP	BARRY TRELOAR
COMMITTEE	TREVOR ALM 0409 670 140 KELVIN STRINGER 8635 4218 DARYLE JOHNS 8634 2222 JOHN BIRRELL 8636 2333 IAN WARNES 8892 9697 ALAN PITCHERS 8667 2157

Whilst every care is taken, the Editors of this Magazine cannot be held responsible for any errors in written material or advertisements

CONTENTS

2. President's Report
- 3&4. Narc Calendar
5. Kapunda Chapter
- 6&7. President's Run
8. Postscript President's Run

9. 90 years apart
10. Jamestown Christmas Pageant
- 10-14. Hershey Swap Meet Tour
15. Chevrolet advert.
16. Classifieds

PRESIDENT'S REPORT

Well Christmas is approaching at the speed of light or so it seems.
So on that note I hope you all have a great festive season and New Year.

One of my long time pastoralist friends is always quick to point out that there is money to be made out of mud not dust so I hope you are enjoying the current rains and cooler weather.

To those 69 members who came to the Presidents Mystery Run

THANKYOU

For supporting another club event.

Once again I managed to bring on some weather for you all

But did not hear any real grumbles.

I hope you enjoyed the day.

Since at the last meeting donations have been given to Richardson Park

And the RFDS thru Walter and Kay Duncan.

Both of which need our support

So some thanks

The Richardson Park Committee for morning tea and some history

Tim and Pam Adams for their collectable Mercedes car and the Knapstein History.

Wines for tasting and purchase plus a staff member to look after us all.

Jodie Weckert for a spectacular picnic luncheon.

Walter and Kay Duncan who allowed us to use their garden for the afternoon.

To those members who came in their collectable cars – 23 I think.

The behind the scenes members that helped to make the day a success before and after.

One more meeting for 2017 then we will be into the movie night at Blyth.

Followed by the Shed night in Clare at Graham Goode's Workshop.

Looking forward to it

So keep smiling and tell them nothing

Merry Xmas

Ian

December	14th	General Meeting Port Broughton 8pm Speaker Liz Martin – Trucking Hall of Fame
<u>2018</u>		
January	11th	Blyth Cinema Night Tea provided at 6.00pm. Please advise Moranne – 8825 3766 or 0428 253 766 by January 5th if you wish to attend so numbers will be known for catering. Help would be appreciated for setting up the tables prior to the Meal.
February	1st	Deadline for Con-Rod submissions
	8th	Meeting at Goode Restoration, New Road, Clare. 8pm
March	8th	General Meeting Port Broughton Golf Club 8.00pm
March	18th	Clare Swap Meet
	25th	Booleroo Steam Rally
April	5th	Deadline for Con-Rod submissions
	7th	Laura Folk Fair street parade, Fair also Sunday but no parade.
	7/8th	Power of the Past, Mount Barker
	12th	General Meeting Kadina , Motorcycle Club rooms 8.00pm Members Profile - Peter Underwood
	15th	Shed Day
May	10th	General Meeting Port Broughton Golf Club 8.00pm
	13th	Shed Day – Port Pirie
June	7th	Deadline for Con-Rod submissions
	8-11th	Narc Camp Out
	14th	General Meeting Port Broughton Golf Club 8.00pm ⁴
July	12th	General Meeting & A.G.M., Port Broughton Golf Club 8.00pm
August	1st	Deadline for Con-Rod submissions
	9th	General Meeting Port Broughton Golf Club 8.00
	TBA	Club Rally and Presentation Lunch.
September	13th	General Meeting Port Broughton Golf Club 8.00pm

2019 Burra to Morgan run

4 Swap Meets

- January 21st HAHNDORF** at Oval. Traders: \$15 6am Buyers: \$5 8am, Children Free
Phone: 0429 959 009
- February 4th Lockleys** Primary School Oval May Terrace ,Lockleys
6.30am for Sellers & Buyers \$4.00 per person **SITES ARE FREE**
Sausage Sizzle & Drinks Brian Teakle; 8443 7181
- February 4th Victor Harbor** ,Encounter Bay Oval, Ring Road and Show N Shine
\$15 entry sellers \$5 buyers and exhibitors in the Show & Shine. 7am
Stephen oilycollector@bigpond.com
- February 18th MURRAY BRIDGE** at Showgrounds. 6a m. \$5 Buyers and Sellers
under 14 free Contact John Whimpress 0428 132 889

Other Events of Interest

- January 20th & 21st YESTERDAYS' POWER RALLY** from 10.00 a.m.
Milang Oval, All Pre 1979 cars, trucks and Motorcycles
Featured Products will be Ford and Fordson Tractors, Ford Trucks and cars
as well as Moffatt Virtue Engines and BMW Motor Cycles.
Venita , thesecretarymvmc@gmail.com Phone 8297 4715
- January 21st ALL HOLDEN DAY** 9am to 4pm Wigley Reserve Glenelg
All Holdens welcome \$15 per car entry, spectators free
Paul 0419 196 086 Roger 0419 730 177 Richard 0432 505 997
- February 4th SUPER CHEVY SUNDAY** Wigley Reserve Glenelg
Open to all Chevrolets, Authentic or Modified.
Pre entry \$10 close Jan 8th or \$15.00 on the day.
Public from 10am to 4pm. Adults \$5, under 14 free. Enq. Karen Hickman
0412 1984 56 (**after hours**) or Paul Hickman 0411 676 884 (**after hours**),
- February 4th Victor Harbor** ,Show N Shine and swap meet .see above.
- February 11th CORVETTE ROCK THE BAY** Wigley Reserve, Glenelg,
Corvettes Welcome for display www.corvetteclubofsouthaustralia.com.au.
Pre-register \$5.00 or on day \$10.00 - Public Free, live Rock 'n Roll Band.
- February 11th ALL BRITISH DAY**-Echunga Recreation Ground. Echunga Road
Public from 10.30 am Adults \$8.00 Children (5 - 16) \$4.50 and Family
(more than 2 children) \$25.00. <http://www.allbritishday.com>
David Baird 0404 186 961, Jamie Sandford-Morgan 0418 843 95
- February 18th ALL AMERICAN DAY** Tilley Reserve, Cnr Yatala and Hancock Road,
Surrey Downs FREE ENTRY to all American vehicles
Public from 10.00am, TO 3 pm Adults \$7, kids under 14 free..
Adrian Cowie 8264 9556
- February 25th SMALL FORD SHOW** National Motor Museum Birdwood
All Small Fords welcome 10 am to 3 pm Public 10am see Museum website
for Price. Enquires smallfordshow@outlook.com
- April 22nd** Mid Murray Classic car & music Festival

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

FROM THE KAPUNDA CHAPTER

Chairperson	Irene Woodcock	8566 3585, brianirene09@bigpond.com
Vice Chairman	Dale Palamountain	85811071 0419841656
Secretary	Malcolm Johncock	8566 2603 0418173299
Treasurer	Brian Woodcock	8566 3585 brianirene09@bigpond.com
Events Coordinator	Robert Stapley	0414 780 395
Sub Editors	Dale and Dianne Palamountain	85811071 0419841656
Property Officer	Malcolm Johncock	
Chapter Reps	Chairman and Secretary.	

CHAPTER CALENDAR

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

DECEMBER 2017 NO MEETING

<u>January 19th Friday.</u>	Please take note of week change due to Australia Day 7.30 Lutheran Hall Kapunda
<u>JANUARY 26th Friday</u>	Australia Day run to Angaston Oval. Barossa Club organising 4 club event Leave Hill Street Kapunda 10.30 a.m. BYO everything.
<u>FEBRUARY 17th Saturday.</u>	Twilight Run. BBQ Bring a salad to share and drink. Dale Palamountain Organising. Surprise run after the BBQ Leave Hill St 5 p.m.
<u>FEBRUARY 23rd Friday</u>	Meeting 7.30 Lutheran Hall. Brian Woodcock will talk on bridge construction over the centuries.
<u>MARCH 18th. Sunday.</u>	CLARE SWAP MEET.
<u>MARCH 23RD. Friday.</u>	Meeting 7.30 Lutheran Hall. Malcolm will talk on Dutton and Anger across Australia in 1908.
<u>APRIL 25th. Wednesday</u>	Anzac Day run. Meet 11 a.m. Memorial Gardens Dutton Park for BYO Morning tea Lunch at a Hotel followed by a run.
<u>APRIL 27th. Friday</u>	Meeting 7.30. Lutheran Hall ROD ZERK to address us on chrome plating.
<u>MAY 25th Friday</u>	Meeting 7.30. Lutheran Hall.
MAY date to be organised. Run to Bungaree station. Suggestions needed for a camp out destination.	

President's Run 2017

Ian once again provided a very enjoyable outing although he seems to like blowing the cobwebs out of everyone with the wind, at least no rain this time.

We assembled in the same place as last year, namely the parking area at Madonna hall in Sevenhill.

There was a good mixture of historic and modern vehicles, two cars, parked next to each other gave a good representation of 94 years of Ford history. They were Ian Denton's 1923 T model and Merv Robinson's 2017 Mustang, it would be a toss up between them as to which one would give you the most fun, the model T certainly won in the sound system department.

Our first journey (very short) ended up at Richardson Park, the oval and playground complex for Sevenhill. If you have not been there it is well worth a visit, the playground is a real eye-opener and caters for adults as well as children and there is a shelter shed.

A morning tea was presented for us by the Richardson Park Management Committee and there was a great variety of delicious treats, it was a real credit to the relatively small group of community members. During the morning tea we were given a brief history of the development of the sporting and playground facilities.

The next phase was a "mystery" drive, we were told to drive to Penwortham and turn down Horrocks Road, Craig would be the leader and Ian Denton would round up the stragglers at the tail as he knew the destination. He managed very well except for "the one that got away". The tail enders lost sight of the crowd and eventually Ian had to take the lead to bring us to the destination, Walter Duncan's Heritage Garden.

The cars were arranged in categories of historic and modern. Ian had borrowed Tim Adams Mercedes, bearing number plates MR MICK. It is a 1973 300SEL with a 5.5 litre V8 and 105,830 miles on the clock, bought new by Mick and Gella Knappstein as their family

car. Mick died in 1998 and at some time Gella sold the car. In 2012 Peter Barry was at a wine conference in Sydney and while walking past a classic car showroom saw and recognised the car, he rang Tim Adams to let him know that it was there, Tim bought it sight unseen because of its association with the business.





After this we went into the lawned area of the garden and set up our chairs and tables, making use of the shade where possible. The NARC tent was set up for wine tastings and sales courtesy of Mr Mick and also as a servery for the picnic lunch. The various groups had a very relaxing time chatting and mingling while the lunch was being prepared for serving. Jodi Weckert was the caterer and she had an excellent spread of meats and salads available from which we could make our choice for



the main course, there was more than ample with some going back for seconds.

Sweets comprised a selection of very tasty slices and other tasty pieces.

We were told it would be a gourmet picnic lunch and it truly lived up to the name, thank you and congratulations Jodi. After lunch Walter and Kay Duncan came out and as we gathered under the shade of the walnut tree Walter outlined the history of the property including the building of the house, shifted from Adelaide virtually stone by stone to be reincarnated as a beautiful home. Walter then took who ever wanted to accompany him on a tour of the garden while the rest of us were free to roam where we liked.

Walter and Kay were asked to select a car from the historic section to receive a prize, it was not necessarily the best, but one that had some appeal to them. They were having trouble deciding between two cars until Duncan spied some roses lying on the seat of one. That car won, perhaps Roger Boehm, the owner knew something.

The afternoon was spent at a leisurely pace and eventually things were packed up and we made our way home.

Thank you Ian and Tina for another great outing, you have set the bar high for future Presidents.

Brian Beyer



8 Post script President's Run

At the November meeting following the President's Run it was resolved to make donations to Richardson Park Playspace and to the Royal Flying Doctor (Walter Duncan's charity of choice) and also to present a Certificate of Appreciation and some wine to Kay and Walter Duncan for hosting NARC on the Run. These photos show Ian presenting these and the certificate.



excerpt from Richardson Park Newsletter



The Northern Automotive Restoration Club SA Inc held their Presidents Mystery Run on October 29th, stopping off at the Richardson Park Playspace for morning tea.

Plenty of restored vehicles were on display as members enjoyed a cuppa and a bite to eat, supplied by the Richardson Park Committee members.



90 YEARS APART

The photo was taken at the recent President's Run at Sevenhill. Ninety years between models. No, not the drivers, but the vehicles. Aileen Robinson with a 2017 Ford Mustang and Ian Denton with a 1927 Ford Model T.

To give you an idea on how vehicles have developed over this period, I will give you the following specifications,



Ford Model T.

Motor, 4 cylinder, 20 horse power.

Transmission, Special Ford Spur Planetary type two speed, combining ease of operation and smooth, silent running qualities.

Brakes, Dual system on all Ford Model T cars. Service brake operates on the transmission and is controlled by the foot pedal. Expanding brake in rear wheel drums serves as emergency brake. It is controlled by hand lever on driver's side of car.

Steering, By Ford reduction gear system. Steering knuckles and spindles are forged from special heat-treated Vanadium steel and are placed behind front axle.

Wheels and Tyres, Wooden wheels of the artillery type with extra heavy hubs. Only tyres of the highest grade are used on Ford cars.

30 x 3-5 inch tyres rear and 30 x 3 inch front.

Equipment, All Ford Model T,s are sold completely equipped – no Ford cars will be sold unequipped. Standard equipment includes Top, Windshield, electric lights, horn and Kit of Tools.

Ford Mustang GT.

Motor, 8 cylinder, 303 kw. (406 hp)

Transmission, Six speed automatic.

Brakes, Four wheel power disc brakes with four sensors, four channel anti-lock braking system and Advance Trac electronic stability control.

Front 380 x 34 mm vented discs. Brembo six piston 36 mm aluminium callipers.

Rear 330 x 25 mm vented discs. Single 45 mm floating iron callipers integral park brake.

Steering. Electric power- assisted steering with rack and pinion gear.

Wheels and Tyres, Rear 19 x 9-5 inch Ebony Black Painted alloy wheels R- 275/40 R19.

Front 19 x 9 inch Ebony Black Painted alloy wheels F- 255/40 R19.

Equipment, Remote Keyless Entry, Mirrors heated, Satellite Navigation, Driver and Passenger Climate Controlled Leather Seats- Heated and Cooled, 8 inch Colour Touch Screen, Bluetooth mobile phone integration, Advance Trac with Electronic Stability Control, Driver and Passenger front and side airbags.

In those ninety years there has been a lot of development in motor vehicles. What would Henry think if he was still around.

Merv Robinson

Jamestown Pageant

NARC members participated in the Jamestown Christmas pageant on Sunday 3rd December. Those members were Barry Treloar and Judy O'Shaughnessy, Datsun Patrol 4wd, Peter and Rosemary Lehmann- 1927 International truck, Leonie and Chris Thomas- 1958 Morris ute, Brian Beyer- riding Shank's Pony and Merv Robinson-1935 Auburn Cabriolet.



2017 Hershey swap meet

A visit to the Hershey swap meet was mooted at the 2016 Oakland rally, A number of members considered the trip (some were told that they would not be going) but in the end the Victorians one Queenslander and myself went.

We flew by Dreamliner to Indianapolis and hired a car and headed off. Our first stop was John Armstrong in Ohio who came to the Australian rally one year, with his wife. John has constructed a replica 1930 V8 Oakland Indianapolis racer. This averaged around 100 mph in a demonstration run at the Indianapolis centenary event. He took us to see the collection of his friend who has restored 35 vintage vehicles with his wife. Sadly the collection will soon be broken up as he is no longer able to care for it. The gentleman's late wife was a keen restorer and worked alongside him and did the work with his supervision when he was no longer able. She holds the distinction of judging at every major vintage car show in America in one year.

While we were there everyone was taken for a ride down a quiet road in the Oakland racer. The car had followed us there in an enclosed trailer. We didn't know why we were pulling this trailer around. The Oakland racer is road registered, Ohio being one of a couple of American states you can get away with it.



John lived on a nice property. He bought what we call a scrub block of several acres with a swamp on it. He cleared sufficient land to build a 2 storey house and a very nice workshop. The swamp was converted into a lake. The trees that were removed were milled into lumber to build the house and workshop with the remainder stored in the workshop to use in car restoration. He has extensive woodworking machinery. The timber is Spruce and Birch. As a welcoming gesture John had the Australian flag flying from the flagpole in front of his house when we arrived

In Detroit we visited the Henry Ford museum, the Rouge and Dearborn truck plant where they were making F150s. The plant is automated with robots and a few people around were keeping up materials to the robots and driving the finished product off the production line. Very few people were working on the production line itself. The Rouge where Henry Ford first started has been completely redeveloped for the 21st century. Ford obviously does not intend going out of business. The Henry Ford museum was overwhelming with cars, trains, stagecoaches, planes, farm machinery, beam engines etc. JFK's (John Kennedy) car was on display he After his assassination they put a bullet proof roof on the open car and it was used until the Reagan era. We thought this was brilliant. But we were in for bigger surprises as we went along.

The next day we motored across Canada to the Niagara Falls. I don't know how the Americans allowed the Canadians to have the better part of the falls. We did the touristy stuff.

Travelling down into New York State we visited an Oakland enthusiast who comes to Australian rallies. Mike was unable to show us his Oakland as it was down at the Amish having the upholstery done. They are noted for the quality of their work. Mike took us around to his factory where he kept a 1901 Columbia electric car.

The motor was away being rewound, the rest will be done when this returns. The batteries are over 100 years old and still take and hold a charge. So much for the latest technology!! He took us to visit one of his mates where his Sears motor buggy is housed. His friend's wife had a large collection of horse drawn vehicles that she said she sent down to the Amish to be restored. Her husband had a collection of motor vehicles ranging from a motor buggy through to post war civilian jeeps. He said he sent his vintage wheels down to the Amish to be re-spoked and suggested that if we were down that way to call into the Amish buggy wheel factory (we did). They had an impressive private museum.

Mike showed us one contract he had with Harley-Davidson to supply 450,000 centenary badges over an 18 month period for their centenary several years ago. All very impressive. He had some very nice vintage cars in his garage.

Moving on we checked out Wayne who promotes himself as the world's only full time Oakland mechanic (that speaks for itself about the quality of the cars). He had a number of vehicles in his workshop ranging from a 1916 Oakland V8, the only one remaining in the world and still owned by the family of the original owner, various models through the twenties to the



*Getting hands on instruction
restoring a T Ford*



1901 Columbia electric car

second generation of V8s in 1930/31. This was complemented by a yard full of spares. One of our group had an "Ikea flat pack" Cabriolet roadster body there awaiting shipment, that he was importing for a project .

I learnt about "Kevlar" linings for cone clutches for my 1923 model, make them engage smoothly. I also saw some 1923 model 6-44s intact for the first time. We stayed in Beverley at the Beverley Hotel that was built in 1842. It had 4 million dollars spent restoring it several years ago. Just a small country town.

Our next stop was the Hershey swap meet, mind boggling. It ran for 3 days, the car show was an extra day and there were 4,200 sites. Every car part imaginable was there somewhere,



1911 Oakland in the marquee

you only had to find it. It really ought to be called the Ford A swap meet because I reckon you could find every part you need to restore one within 100 metres of any given point. There were new and reconditioned bodies, reconditioned chassis, recon motors on trolleys you could pull away and all the little bits. I am a little bit impaired getting around so I based myself at the Oakland Owners International marquee and radiated out from there. The others kept on the move all the time but still didn't get round it all but gained some blisters in trying. We also did the Hershey chocolate factory tour one morning. We were invited to the Pontiac Oakland Club International for lunch one day. We made enquiries about vintage tyres from a couple of suppliers and we may get a bulk order for the Oakland register at a considerable saving. One supplier told us he had just done an order for 100 tyres for a club in Australia and told us what to look out for and all the importing lurks.

After an enjoyable time in Harrisburg going to the swap meet we moved onto Washington. Just a matter of interest we were talking to a Canadian at breakfast who was a windmill collector and has 35 restored windmills set up on his farm.

Making enquiries we were advised not to stop in Washington unless we were prepared to pay an arm and a leg, but to stop at the end of the rail network and commute in. This sounded a bit sus but we stayed at Rockville and caught the underground into Union station. Here we got straight on the hop on hop off open top tour bus around Washington. We wanted amongst other things to visit the Smithsonian Institute. Being outback hillbilly boys we did not realise they had 19 museums scattered throughout Washington. Each museum appeared much larger than the Australian war memorial and they are free. The 19th one was opened early this year and covers an early aspect of American history. You have to book online to visit this one as in the first 2 months of opening they had 2 million visitors. Being so overwhelmed they had to do something.

On our first pass of the Air and Space Museum we looked at lines about a kilometre long either side of the entrance and kept going. We had a comprehensive tour of Washington seeing the Congress, White House, Dept. of Agriculture where 20,000 people work, Arlington Cemetery, the Pentagon, Fifth Avenue and all the important government buildings. A beautiful and well planned city. On our second pass there were only about 100 people waiting to get into the Air and Space museum so we joined the queue. This museum covered everything from the Wright brothers to the Space age all in between, planes, rockets, satellites were all displayed, awe inspiring. I was looking at the display on the international space station and a couple asked



1916 Oakland V8



me where I came from, I told them and they said is that Doug over there (one of our group). Turned out they were friends of his adult children. Small world.

The Americans are proud of their history and Gettysburg is no exception. The civil war battlefields around Gettysburg are brilliantly presented with hundreds of cannons in place. The cannons have the original barrels and ironwork but the wood has been replaced. Low stone walls where the soldiers sheltered and obstacle fences to prevent the horses jumping them around. We went on a bus tour of the sites and went past President Eisenhower's farm where he lived when not elsewhere. The visitor centre is impressive with a museum and cyclorama. The only thing about the museum was the cavalry soldier on his horse. I think we have a better light horseman displayed at the Kapunda museum. Perhaps they had funny horses in America at that time. The cyclorama was breathtaking, a 360degree view of the battlefield as it was happening.

We went to a diner for dinner and there was a photo behind the receptionist of a covered bridge. We asked where it was located and she produced a map showing where we were, where we were staying and where it was. Next morning we visited it. Both the Union and Confederate armies crossed it in 1862 and it still has 90% of the original timber in it despite being washed down stream and towed back again and put back in place. One of a few covered bridges left in America.



We visited the Amish buggy wheel factory in New Holland in Lancaster County and we were given the red carpet treatment. We were shown everything with explanations. Did you know that the best Hickory wood grows above the snowline because the tree shuts down completely during winter; they use Hickory to make their wheels. The prices were considerably less than what we pay over here. Our group got an attractive price even when you pay the freight both ways for 1929 Oakland wheels to be re-spoked. They do vintage car wheels for Australians. They do not make complete horse drawn vehicles but supply all the parts and plans. We each came away with a catalogue.

There is probably one Amish buggy to 100 motor vehicles driving around New Holland but I did see people in Amish attire alighting from Motor vehicles. Leaving New Holland we were in Amish farming country but in spite of their horses the farms were modern. We got stuck behind one farmer shifting paddocks with a very recent New Holland side delivery rake on steel wheels drawn by a team of horses. Machinery requiring a power take off drive is operated by an engine power pack and the whole lot is pulled by horses.

They had electric powered machines in the buggy wheel factory.

We next visited the Pennsylvania Railroad Museum where there were dozens of locomotives used in America. We went on a steam train through the Amish farmland. A very impressive railway museum.

Moving on to Dayton in Ohio we visited the US air force museum. This eclipsed everything we had seen. The fourth pavilion was opened early this year and the statistics are mind boggling, 14,000 tons of steel, 8,000 gallons of paint, 34 miles of 16 inch roof sheeting and doors opening 176 feet. All this was built without government money, but by their foundation and sponsors Boeing, Caterpillar, Rolls Royce etc.

Entry was free and I was supplied with a gopher to get around on. After we walked around all day some of the others were looking for a gopher too.



There were hundreds of planes on display in the 4 pavilions, everything from the very earliest to the space shuttle. There was even a flying saucer. Now we all know that we were told that they don't exist but this was there large as life. It was not from outer space but built by the USA but it said research had stopped but who do you believe?

All the Air Force Ones were on display. I walked through President Truman's propeller driven Air Force One as you could walk through the others but time did not permit, there was so much to see. The current Air Force One has reached its use by date and provision has been made for it to join its predecessors.

There were supersonic planes that would not fly also displayed along with Stealth bombers from the 1960s. We never heard about them in those days.

The B29 Superfortress "Bockscar" that dropped the atomic bomb on Nagasaki to end World War 2 was displayed along with a replica of the "Fat Boy" atomic bomb. Just acres and acres of undercover displays.

Various space rockets and satellites and a space shuttle were displayed. I went up into the cargo hold of the space shuttle and looked down into the cockpit. There are 2000 switches and gauges in the cockpit and they were changed for each mission as every mission was different. So the astronauts had to retrain every time from the start

After spending a full day there we dragged ourselves away and headed off to Indianapolis the next day.



Now you really have seen one!!



Shuttle used for training



Here we visited the Indianapolis raceway and their museum. My 352nd or thereabouts cousin won the Indianapolis 500 in 1973 and 1982. Gordon Johncock was the last person to win the Indianapolis 500 in an American built car. Both his cars are on display, the 1973 one is powered by an Offenhauser engine and 1982 model has a Cosworth engine.

Talking to some attendants at the Indianapolis museum it was suggested we go up the road and around the corner to the Dallara factory where the race

Gordon Johncock's winning car 1982 Indy

cars are built nowadays. We went on a factory tour. The chassis is welded up there and the carbon fibre body and all the fittings are brought out from Italy (Dallara is an Italian company). You can buy one for \$US238,000 minus the engine and wheels. You cannot buy an engine, You have the choice of leasing a Chev or Honda. I assume the wheels and tyres are also controlled by the manufacturers. There were two seater race cars powered by Goldwing Honda motors that you could hire for a lap round the track with a top driver (if you had enough money no doubt). More to our budget were simulators at both Indianapolis and Dallara where you could pretend to drive yourself around the track. I found you could not blink or you lost it around 150 mph but the advantage was that when you hit the fence you just backed away and started again, no damage. Some of the others were achieving up to 200 mph but they hit the fence too.

A fantastic trip in great company all with similar interests (we did not have to visit any quilting shops) The Amish cater for the quilting crowd also, but we gave it a miss. I have been asked whether we got sick of museums. No, they are all different and brilliantly done, money is no object. The Americans are friendly and helpful with no exception. We did not see any of the ugly side portrayed in American films and TV.

Malcolm Johncock

1 Archer Place, Clare SA 5453
Tel: 08 8842 1171 Fax: 08 8842 3499

July 25, 1923.

THE SOUTH AUSTRALIAN MOTOR.

3



A GENERAL MOTORS PRODUCT

There is a feeling of unusual satisfaction due to your knowledge that you own and drive the world's standard of light car value when you sit behind the wheel of a Superior Chevrolet.

From radiator to tail lamp your car has been planned and built for economical, dependable performance. Developed gradually through service in the hands of hundreds of thousands of owners, the Superior Chevrolet to-day represents the very maximum of small car worth, obtainable at a low price and with a consistently low cost of operation.

FIVE
Passenger

£325

THREE
Passenger

£315

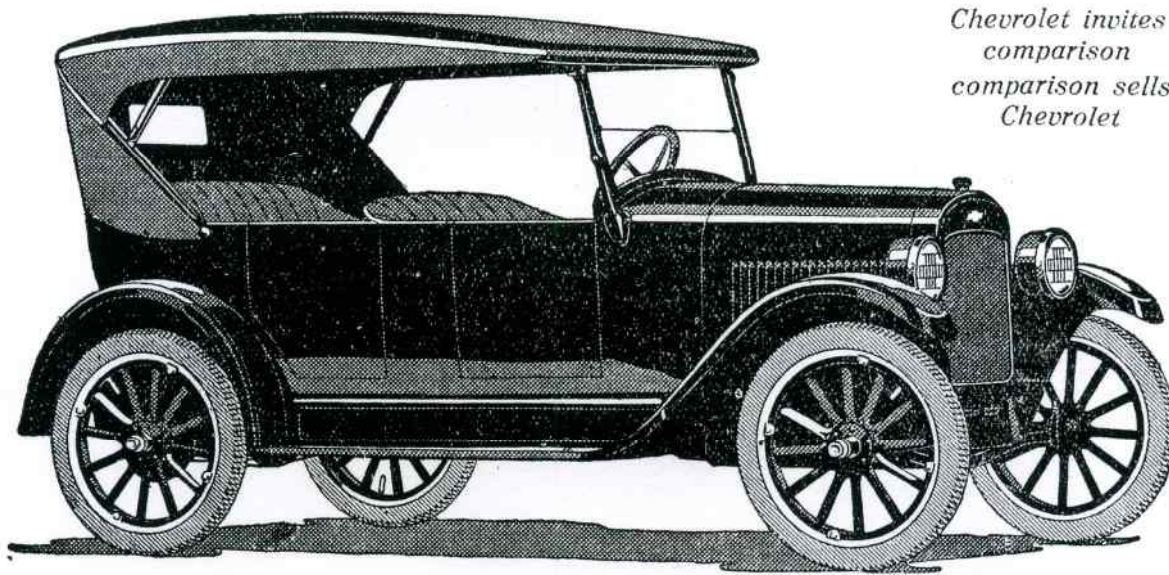
MANN'S MOTORS LIMITED

Note New Address:

86-88 WAYMOUTH STREET, ADELAIDE

(Late Cox & Witherick)

'Phones—Central 6730, 5246 and 1939



*Chevrolet invites
comparison
comparison sells
Chevrolet*

Kindly mention "The South Australian Motor" when communicating with advertisers.

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

- For Sale** Gear box for **Austin Lancer/ Morris Major**. stored for last 45 years. Haynes manual for Cortina Mk III four cylinder, also manual for Australian 6 cylinder Cortina. Peter Spooner 0409 031 984. Peterborough
- Wanted** 1925 **Buick Standard** radiator surround, hopefully sound, needed to finish off the car. Ivan Venning- 0408 085 750
- Wanted** **VW country buggy**, driveable or in need of restoration, willing to pay a reasonable price depending on the amount of work required to get it on the road. Bob Kay 8265 0442 lrkay@adam.com.au
- For sale** 1970 **J3 Bedford** Tray Top Truck , 214c.in motor , runs but needs work, reas. con. shedded at Clare most of its life , Not registered in recent years, Good restoration project , C/N CDJ3BCO666105, \$1500 negotiable. Greg 0418 806 578
- For Sale** **EH Holden Ute** Dismantled ready to be sand blasted, very good bolt on panels and doors. Some rust in shell. Graham Goode 0418 894 304. Clare
- For Sale** **AR130 International** truck circa 1954. Complete. Motor turns over. Good restoration project \$1,000 ONO
Col 0417 512 444 Jamestown.
- For Sale** **1974 Land Cruiser** Tray top Needs work ... offers Glen 0409 140 592 Kapunda
- For Sale** **J5 Bedford** tipper Best offer around \$1,500
Glen 0409 140 592 Kapunda.
- Wanted** as a restoration project going or not. **FX or FJ Holden** 1949 - 1956
Ron Voss 8566 3224 or Ross Vogt. 8566 2021
- For sale** Pair **700x20 Tyres** (10 ply) Suit truck or large vintage car
All offers Tony 8566 3115 Kapunda
- For Sale** 1958 **Fargo 3 ton truck** good motor, no tray no rust, 4 New (NOS) 825x20 tyres \$1,500 Alex 0415 459 756 Clare
- For Sale** 1958 **Dodge 3 ton truck** motor runs, no tray
\$1,000 Alex 0415 459 756 Clare
- Wanted** **4 Cylinder magneto SEV**
or similar mid 1920s
Gary Blucher 0458 896 888

BMW R32 1923

