

THE 'CON-ROD'

Official Newsletter

May/June 2020 No. 270





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

RENEWAL OF MEMBERSHIP

Subscriptions due by June 30th

NOTE Conditional registration requires you to be a Full or Pensioner financial member (joint owners both need to be financial) by June 30th. After this date it is not legal to drive your vehicle until subs paid

SURNAME

FULL MEMBERSHIP

PREFERRED FIRST NAME

PENSIONER MEMBERS

FIRST NAME

ASSOCIATE (FAMILY) MEMBERS

NAME

FEES

FULL MEMBER	at \$40.00 each	\$
Or PENSIONER rate	at \$30.00 each	\$
Associate (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 log book.

Bank details ... Northern Automotive Restoration Club, ANZ, BSB 015-552. Account, 4142-39425.

PLEASE RETURN THIS FORM TO TREASURER IF USING EFT

Please make cheques payable to NARC and forward to

The Treasurer, Merv Robinson 31 Gloucester Road Jamestown SA 5491

I agree to abide by all the rules in the Constitution and any by-laws passed by NARC

Signed

Date

PLEASE NOTE ANY CHANGES FROM LAST YEAR BELOW

POSTAL ADDRESS

Postcode

Phone Mobile

Email address

Please note **any changes** to vehicles etc (ie bought or sold) since last year's renewal on the rear of this form.

Information on the register is available to members only

LIST COMPLETE VEHICLES ONLY

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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 2020 no. 270

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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

Hello everyone,

There's not really a lot to report from two months ago. Our lives are still controlled by the pandemic but, thankfully, restrictions are gradually being eased in some areas. We can now go camping (brrrr), go out for a meal, have a drink and will soon be able to watch the footy on the TV. Oh, and importantly, we can now buy toilet paper!!

In consultation with the main organizers of the Burra to Morgan Run next month, it has been decided to cancel the whole event and try again in twelve months time. There would be too many restrictions that we would have to abide by and if we get it wrong, we as a club would be liable.

Next month's AGM will also be postponed until further notice. Consumer and Business Services will take no action where AGMs are postponed for up to 6 months. Currently, we can't have an indoor gathering of more than 20 people. I think this would need to go out to 50 before we can hold a meeting. This may be a couple of months away if things go along okay.

On a positive note, if you want to take your vehicle for a drive and meet up with some friends, you can do so as long as you conform with social distancing guidelines. Stay safe, stay well and stay sane. I know it's a bit of a "NARC", but keep on NARCing.

Graham

HISTORIC REGISTRATION

Members are reminded to send your log books to Graham Burgess to be stamped to prove you are a member of NARC after paying your subs. This must be done to be legally driven on the road.

If a vehicle is driven / ridden after 1st July without it's log book having been endorsed by Graham, it is not deemed to be registered, and the driver / rider is liable for any consequences that may arise. Names of owners of vehicles conditionally registered through NARC who have not renewed their membership by 31st August will be forwarded to the Registrar of Motor Vehicles as required by the Code. In that event, the next step is that the registration of those vehicles will be cancelled by the Registrar.

FRONT COVER

Trevor Naismith's Renault Gordini see story **page 8**

EDITORS NOTE

I don't have any more photos for the front cover on hand. Send me a pic of your vehicle, bike, tractor, engine etc and a few words to go with it, and you can have a front page exclusive!!!

NARC Calendar 2020

Please note that all meetings and events are cancelled until further notice.

- | | | |
|------------------|------------------------|--|
| July | 9th | General Meeting & A.G.M., Port Broughton Golf Club 8.00pm |
| August | 3rd | Deadline for Con-Rod submissions |
| | 13th | General Meeting Port Broughton Golf Club 8.00pm. |
| September | 3rd | Deadline for Con-Rod submissions |
| | 10th | General Meeting at 8.00pm |
| | 27th | Bay to Birdwood
See details in Other events below. |

Swap Meets

- | | | |
|------------------|------------------------|---|
| September | 20th | Gawler at the Gawler Showgrounds. Entry \$5. Primary School Children Free. Outdoor sites \$20.. admits vehicle plus driver. Includes a Show and Shine display and judging. Yvonne Eales ... 0402905978 |
| October | 4th | Motorcycle Only Balhannah Oval, Onkaparinga Road at 6.30am
Site fee \$15. Buyers \$5. Children under 12 are free.
Strictly motorcycle related items only, no bric-a-brac.
Peter Yates on 0414 134 583 orl secretary@vmccsa.org.au |
| October | 11th | Morgan Old oval, Oval road (near the caravan park) Morgan
sites are \$10.00 buyers and spectators \$5.00 open at 6.30
Colleen Anderson-Peters 0438 892 905 |
| | TBA | Strathalbyn at Harness racing club 28 Milne Road
Sellers 5.30 am \$15, Buyers 6.30 am \$5, children free
Malcolm 0488 528 331 Deidre 0422 078 127 Dean 85521042 |

Other Events of Interest

- | | | |
|------------------|------------------------|---|
| September | 27th | Bay to Birdwood To acknowledge the 40 anniversary milestone, this will be a celebration of all decades of motoring history
ie any vehicle can enter, however post 1950 entries are now full.
http://baytobirdwood.com.au/ |
| October | TBA | Road Rats Strathalbyn Show n Shine at Oval, Coronation Road
Open to hot rods, customs and chrome bumper vehicles , gates open to entrants 9am, \$2.00 including driver, public from 9.30am, to 3.30 \$2 per adult, kids free, Trade stands and catering, music, wheelbarrow raffle and giveaways, activities for the kids,
Daryle 0413 443 043 I dodge_1929@hotmail.com. |

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

FROM THE KAPUNDA CHAPTER

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KAPUNDA CHAPTER

The Lutheran Church Hall is opening its doors again after a 3 month closure. There will be a few changes. We have been asked to sign in to the register provided, use hand cleaner (we are all used to that now) and we need to wipe down surfaces with the spray provided before we leave. We have a new contact person and the \$15 we pay is considered a donation and will not change. There will be a contract form for the Committee to sign. WELCOME BACK.

PROGRAMME

Thursday. 18th. June.	At a small meeting of the Committee, it was decided we will picnic at Bethany Oval (where there is shelter). Bring your own picnic and comfy chair. We will leave Hill Street at 11 a.m..
Friday 26th June.	Meeting as usual 7.30 p.m.
Tuesday 14th July.	The Club will provide a Burger BBQ probably in Coulthard Park. BYO Chairs and drinks. Leave Hill Street 11 a.m..
Friday 24th July.	A.G.M. meeting. 7.30 p.m. Supper will be provided.
Sunday 23rd August	(subject to change by the Venue.). Barossa Machinery Club. This is being organised by Malcolm. More Info later.
Friday 28th August.	Meeting 7.30 p.m.

An outing for September is being considered and a Weekend in October in Ardrossan. Robert Stapley is moving there soon.

As you are aware, changes could happen at any time so if you want confirmation about any of the above, please contact Irene 85663585 or 0400294521.

EULOGY FOR FERGUS GARTH MAHON 25/8/1932 -10/3/2020

Fergus Garth Mahon was known by many names - Ferg, Fergy or Fergus to most, Mr Mahon to two generations of students on the Mintaro school bus run, Uncle Ferg, Grampa, Great Grampa, Dad.

Dad was born on the 25th August 1932 at 3 Harriet St Clare to William and Annie Mahon (the Midwife's name was nurse Buzacott). He was the youngest of 4 children. He died peacefully on March 10th 2020 in the Clare Hospital.

Dad was educated at St Joseph's Convent and Clare High School. During his school years he was a member of the Clare Band where he played the cornet. His childhood was spent, like many others of his generation, roaming the countryside, shooting rabbits and generally getting up to mischief. He spent a lot of his childhood at his uncle's farm on the Condowie Plain. He left school after completing his intermediate certificate and on the 29th of January 1949, at 16 years of age, signed a 5 year indenture to begin a mechanical apprenticeship with Max Bryant Engineering Proprietary Limited.

In the years after he completed his apprenticeship he ventured into business with his friend and mentor, Les Glassenbury. They set up shop in a garage in Blanche Street. During that time they did a lot of work for AH Bowley and Son who, as well as owning the timber mill, were the local funeral directors. They also had contracts with the Clare Council and the Education Department, and they maintained the vehicles of many locals. There were many stories about the Blanche Street business, but one in particular comes to mind - one day there was a funeral mass at St Michael's Church and the driver of the hearse came to the workshop to report that the hearse had broken down as it was about to leave the church for the Sevenhill Cemetery. Dad got the hearse started and then followed the cortege at a respectable distance to Sevenhill just, in case! Dad was also quite a handy welder and welded industrial frames for Bowley's sheds. All the offcuts were thrown in a pile and, later, many were welded together to use as framework for his own workshop at home.

Dad seemed to have an affinity with speed - he received his driver's license on June 5th 1950 and his first vehicle was an Ariel Square 4 - the registration number was 3060. To hear Dad tell it there was only one speed; flat out! The ton was regularly mentioned in the stories he would recount over a glass or 3 of red wine. As well as riding road bikes very fast he was also a member of the Clare Motorcycle Club where he tackled more challenging conditions - a Northern Argus headline following a reliability trial exclaimed, "Fergy Mahon Rides Brilliantly". He went on to win the 60 mile trial with no loss of points. His love of high speed wasn't without its consequences - there is one story of him waking up in the Clare Hospital in time to hear a discussion, between Dr Wein-Smith and Matron Pattullo, as to whether or not he was Catholic and if so should the priest be called. Dad assured them both that the priest wouldn't be needed. He stopped riding when one day in the early 60's he looked at the ground and realised it was going past way too fast and he now had a responsibility to his family.

In 1952 he met a young hairdresser by the name of Vyv who was boarding next door. He courted her for some time on his motorbike and, on the 8th November 1958, they married at St Lawrence's Church in North Adelaide. In August 1960 Dad and Mum moved to the property that was to remain home for the rest of his life.

In 1960 their first daughter, Janet, was born, followed in 1962 by Kathleen and then Josephine in 1965. Dad often commented about being severely outnumbered by females. In the mid-1980s grandchildren started to arrive and, much to his joy, there were boys! Eventually 5 of them in fact! Matthew, Michael, Sean, Ben and Sam, and two girls, Katie and Emily- Then there were great grandchildren - Charlotte, Riley, Asha and Liam.

Dad always worked hard - spending the working week at his mechanical job and weekends working in the vineyard or on renovations to the house. In 1977 he took on the added job of permanently driving the school bus on the Mintaro run. He was to keep that bus run for the next 20 years. In those days a lot of the roads were dirt and became very slippery when wet. One day whilst driving children home he hit a slippery patch, the bus slid and he ended up facing back the way he had just come. As he turned around to check that all his passengers were ok, a voice from the back yelled out, "Do it again Mr Mahon". Apparently all was well!

In the early 70's Dad decided it would be a very good idea to restore an old motorbike. He got hold of a 1929 twin cylinder water cooled Scott Sport Squirrel. Many evenings were spent cleaning parts for the Scott and getting the frame ready for the rest of the bike. He used to threaten to put the frame of the Scott on display in the lounge - on the top of Mum's piano. Mum was not impressed; we girls however, thought it was an excellent use for the piano. When Dad finally had the Scott running he was unsure how it should sound. One day he had it running in the Blanche Street workshop, when an English gentleman who happened to be passing poked his head in the door and said, "Have you got a Scott in here?" Dad concluded that he had the sound about right! There began an almost 50 year passion that was to see him restore several vehicles and become heavily involved with the Northern Automotive Restoration Club, where he held various roles including committee member, vice-president, president, auditor and swap meet coordinator. In October last year he was presented with an award for 40 years of membership.

In 1952 Dad joined the local fire service, then known as the EFS. He became a driving force in the Clare unit, becoming Officer in Charge in 1964 and remaining in that position for many years. In the early days the trucks that were used had to be built for firefighting. This was all done in Dad's workshop - first in Blanche Street then later in his workshop at home -this continued until the mid-1990s when all trucks were then purchased fit for purpose. The Clare fire service, under Dad's leadership, had a reputation for playing hard but also for being an extremely efficient and cohesive team. A lasting memory we have from our childhood is the smell of bushfire smoke when Dad came home from fighting a fire somewhere, or him rushing off to a fire and not returning for what seemed like days. So dedicated was Dad to the Clare fire service that he liked to personally wish the other members Merry Christmas - on Christmas Day! Mum said that if he wanted to spend Christmas with them it would have to be at our place, so for many years Christmas was a BBQ and keg at home for the crew and their families - a compromise that Dad was more than happy with. He remained actively fighting fires until the mid-1980s and continued as the Fire Control Officer until, with the advancement of technology, CFS headquarters took over. He was awarded life membership in 1973 and in 2009 Dad was awarded the CFS SERVICE medal for meritorious service.

Dad also became quite famous when, in 1993, due to a desperate grape shortage, Dad sold his Grenache grapes to local winemaker, Tim Adams, and Tim named the resultant wine 'The Fergus'.

Dad amazed us all when after Mum's death, in 2003, he looked after himself so well. He was rarely allowed in her kitchen when she was alive but he became a good cook and pretty harsh food critic. It was quite an honour when he asked for one of our recipes. Vegetarian recipes were never requested though!

In 2013 Dad was diagnosed with prostate cancer and travelled to Adelaide, each week day for 8 weeks, for treatment. He remained positive and cheerful and never complained, even though he must have been exhausted.

Dad was always very independent and, right up until the last month of his life, he remained at home looking after himself. Although Dad had increasing difficulty with speech he managed to go about his day to day business by passing notes to businesses, such as his hairdresser, On the Rise Bakery and the Caltex service station. Even in hospital he maintained his wit and sense of humour - writing notes that often caused laughter and some consternation from all of us - particularly the note that said, "Golden North Honey Ice Cream". Dad couldn't swallow by this stage but was very definite about what he wanted. Where there's a will there's a way and he was able to have a taste of honey ice cream. His smile said it all.

A few weeks ago Josie was talking to a friend of Dad's and he said to her, "He's a great man, great supporter of the community. If he couldn't do you a good turn he certainly wouldn't do you a bad turn".

That sums up Dad pretty well!

The photos and captions below were supplied by Audrey Hunt



This photo could be called the "Late photo." Ferg as club president was announcing prize winners at club invitation rally "supervising" Patron John Hunt presenting trophies, this one to Jeff Roberts. All now deceased.



"We talked about this photo at the funeral but of course the girls didn't know anything about it. At a swap meet an announcement went out for Ferg Mahon to report to the secretary's office asap. This photo is the result of the urgent call. "Lion Peter presenting Vice President Ferg with a St Patricks Day drink in swap meet holder suitably decorated in green ribbon.

The Gordini Story by Trev Naismith (all photos are of Trevor's car..ed)

My first recollection of a Renault R8 Gordini was in 1970. I was in my final year of High School and I met my cousin Ken in Adelaide and we went to the start of a car rally in the John Martins car park on North Terrace. It may have been the BP 1000 Hills Rally or the SAS 10 Christmas Rally.

The Gordini is the only rally car that I have any recollection of from that day, maybe because it was so distinctly different and I'd never seen one previously. It was painted in Renault Australia Works livery- Daffodil Yellow with a black bonnet.

Looking back, it was almost certainly RKS-368, the works Gordini allocated to South Australia and driven by Adrian Callery. (Coincidentally, this car is about to emerge in it's original colours thanks to current owner and lifelong Renault devotee Dave Hicks)

I can't claim it as an epiphany moment as it was beyond my wildest dreams to ever own such an exotic car with a competition pedigree. But maybe there was a seed sown....?

The Renault R8 Gordini 1300 has its origins in 1962, when Renault introduced the 956cc Renault R8 sedan. It was a boxy little 4 door family car with 'take it or leave it' looks, but extraordinarily well engineered and equipped with four wheel disc brakes, rack and pinion steering, independent suspension all round (double wishbones up front), four on the floor, Michelin X radial tyres as standard, a durable 5 main bearing engine, a sealed cooling system and all capped off with superbly comfortable front buckets seats. They were years ahead of their time. The R8 was released in Australia in April of 1963 and in December '63 was the winner of the inaugural Wheels Magazine Car of the Year Award.

Renault France recognized that this car had motorsport potential and commissioned a French- Italian tuner named Amedee Gordini to develop a competition derivative. In addition to developing and building his own range of successful sports racing cars, Gordini had also worked with French manufacturer Simca. Gordini then worked with Renault to develop the 850cc Dauphine Gordini, a modified version of the standard Renault Dauphine. (incidentally, a Dauphine Gordini was my first car). BMC did the same thing with John Cooper who developed the Mini Cooper and then the Cooper 'S'. Ditto Fiat who engaged Carlo Abarth to work over their range of small sedans.

In July 1965, the R8 Gordini 1100 was introduced and won the Tour de Corse (Corsica) Rally on its first outing. The Gordini was available in a single colour only- Blue 418 was the paint code but it was Bleu de France (French Racing Blue when British racing cars were invariably painted British Racing Green and Italian racing cars were red)

The 1100 Gordini was further refined and in April 1967, the Renault R8 Gordini 1300 was released in Australia. The 1300 Gordini varied considerably from the standard Renault R8, which was about to be superseded by the Renault 10. This included, body panels being stamped from a lighter gauge of sheet metal as a weight saving measure although inner guards were plated and strengthened to increase rigidity. A different front panel was installed to allow for larger 200mm headlights (basically Cibie Super Oscars) together with an inbuilt pair of Cibie Oscar driving lights. The lower section of the front panel was vented to deliver air to the front disc brakes. A quicker steering rack was installed with less turns lock to lock along with a brake booster to improve stopping power. Marginally wider rims were fitted which went from 4 inch to 4.5 inches- not much but an improvement nonetheless!



A set of air horns were a standard feature to supplement the French Klaxon electric horn. An extra 26 litre fuel tank (sourced from the utilitarian Renault R4) was fitted in the front boot in addition to the 38 litre tank towards the rear of the car.

A laminated windscreen was installed given the intended competition use. Inside, a whole new dashboard was fitted which featured a range of white on black Jaeger instruments, together with a plug in connection for a map reading light and a 'hallelujah handle' for the navigator to hang onto!

The rear cross member was modified to accommodate twin rear shockers and springs and shockers were improved.

Engine capacity was increased from 1100cc to 1300cc and fitted with a cross flow head, twin 40mm DCOE (side draught) Weber carburettors with an extractor exhaust system and an oil cooler. This 103bhp engine doubled the horsepower of the standard car and it was mated to a five speed close ration gearbox which was a real rarity in 1967.

One of the more noticeable features of the Gordini is the two white speed stripes the run over the front bonnet, the roof and the rear boot. The cars were originally delivered with two rolls of white tape along with specific instructions about placement and it was left to the discretion of the new owner if they wanted the stripes or not. It's apparent that some owners opted not to draw additional attention to their cars, particularly from the constabulary! The only other 'bling' on the car is a stylish 'Gordini' badge on the rear panel, a subtle indication that this car is something out of the ordinary.

If you wanted to buy a new Gordini in Australia at the time, you needed to hold a CAMS Competition Licence which reinforced the intended use of these pocket rockets.

As intended, the Gordini's enjoyed considerable success in motorsport, both in Europe and Australia. A single model race series in France quickly became an apprenticeship scheme for wannabe professional drivers many of whom went onto international recognition.

Locally, Renault Australia operated a multi car team headed by Bob Watson who won the 1970 Australian Rally Championship ahead of Colin Bond in a 350 Monaro GTS, developed by Harry Firth. (funnily enough, Firth had recently left Ford where he built the GT 500 Cortina's and then prepared Renault 16TS rally cars for use in the Ampol Round Australia Trial before commencing with Holdens and the famed Holden Dealer Team)

Third place in 1970 ARC went to Mal McPherson in another Gordini (which has recently surfaced in Melbourne after being in a shed for 40 years) A third Works car was campaigned briefly by gentlemen racer and *bon vivant*, Captain Peter Janson, who later, had some podium finishes at Bathurst, co driving with the great Larry Perkins in Toranas and Commodores.

In NSW, Renault specialist Bruce Collier campaigned a Gordini in their State Championship and selected rounds of the ARC.

Closer to home, two Gordini's contested the SA Rally Championship in the early 1970's. The Renault Australia Works car was driven by Adrian Callery who had previously won two SA Championships driving an R8 and later, a second car driven by Chuck Mora, a Canadian who was living in Australia at the time.



Rallycross was another sport that the Gordini's excelled at. The aforementioned Bob Watson had many epic battles at Calder Rallycross with Peter Brock, driving for the Holden Dealer Team in a mid-engined supercharged Torana known as "the Beast". (interestingly, Bob Watson, now in his eighties, is still rallying in a Renault 16TS. I spoke to Bob a few weeks ago and he is intending to compete in the Burra based Rally of the Heartland in May)

My car, RMT-590, was a 1967 model and was often referred to as "the Whyalla car" in Renault club circles as the first owner was Don McLean of Whyalla. It was one of the first batch of Gordini's assembled at Renault's West Heidelberg factory in suburban Melbourne. Allegedly, the Gordinis were built on weekends so as not to disrupt the production of the standard Renault offering of the time.

RMT-590 was road test car for Motor Manual magazine in August 1968 with journalist Barry Catford penning the article. While the article is headlined "Great Gordini", the test didn't actually go that well. Apparently, the weather was atrocious and the car struggled to get warm and the tuning of the car was off song. Sightings of "the Whyalla car" car were infrequent although it was occasionally seen in the car park of the Westlands Shopping Centre. When I finally got serious about ownership of a Gordini, I tracked the car to Port Lincoln in the 1980's. It took a couple of years before the second owner decided it was time for the Gordini to go. It was in poor condition with extensive rust, only running on three cylinders and the 5 speed gearbox had been 'lunched' and replaced with a 4 speed. I don't know if the car had been used in local motorsport events at Whyalla but it was badly knocked about.

I have owned RMT-590 for over 30 years but until recently, never had the time or the money to complete the restoration. I have moved house 6 times since owning the car and I'm amazed how few parts were lost or misplaced during those many moves.

I worked on exchange in the UK in 1995 and sourced a 5-speed gearbox from a Renault 16TX (a model never sold in Australia) which gave me the gear sets I needed for a rebuild of the Gordini 'box. The TX 'box was shipped back to Australia and I had that work completed three or four years back by Rob Sealey in Melbourne. A

number of years ago, I hand stripped the body and the body repair work was entrusted to Eric 'Gus' Lange at Tanunda who did an excellent job. The car was painted in Blue 418/ Bleu de France at Woodside. The motor needed a full rebuild including a piston and liner kit and new valves. Availability of parts is really straightforward as the French are very sentimental about the R8 Gordini. They have a huge following in Europe with any amount of after market suppliers of parts, many with online websites in English and very quick supply times, generally about a week after ordering.

More recently, I enlisted the help of Clare local Simon Robinson to finally finish the build. Simon has a terrific range of skills and has done a great job. I can highly recommend Simon to anyone looking for an extra hand.

The resto is now pretty much finished apart from the usual teething troubles that show up once a car is being used. The Gordini is one of five genuine cars that are in South Australia. There is a replica/ tribute car around as well and one Gordini has gone from SA to Japan where, strangely enough, they have a strong following.

That's about the end of the story so far. The success of this restoration won't be measured by winning a trophy at a show. It's a car that is meant to be driven and driven quickly. So, it'll be about kilometres covered and having some insects splattered on the front panel and windscreen!



See you on the road!
Trev Naismith

Official Opening; Transport Museum *Sunday 15th March 2020.*

Being one of many new members in "Stories From The Road" Face Book Group, we all had an invite to the opening of the Transport Museum, Port Pirie's newest tourist attraction. By the official starting time of 2.00 pm had come around a very large and interested crowd (many old truckies) from all over Australia had gathered.

Liz Martin gave her opening speech then Geoff Brock MP and Mayor Leon Stephens, with other trucking identities all gave their speeches thanking Liz for her great work and dedication to the trucking industry. Geoff Brock then declared the Museum open. A very proud moment for Liz indeed. Three sheds are open now with more to come within the next few months.

Work is already underway on the first of the new larger display buildings measuring some 48x24 metres, great progress in such a short period of time. Inside the three sheds there is a Road Museum - Garage Museum plus a Collectable and Curio Museum. Outside there are many old road signs in a covered patio area with a feature garden. Trucks and buses from our past are parked around the side in an open fenced in area with still plenty of room for expansion. Every square inch of space inside has displays to cover almost everyone's interests. There is an extensive collection of old number plates and to my surprise was one (Private Hire) car plate PH 009. I bought this licence in 1981 for government contracts and later in 1985 switching to Private Hire Tours around Alice Springs using the first VIP six seater 4WD vehicle allowed in the NT with PH plates fitted. I am in the process of making up a permanent display of the history of PH 009. So when it reopens I will be going back many times for a closer look and to meet up with old mates from the past. It will be worth you visiting the Museum more than once, love it!



The Museums is located at 196 Warnertown Road, Port Pirie SA.

Steve Hyde.

MY LIFE IN VEHICLES SO FAR -Terry Rule-Pinnaroo (following pleas from your own "Mr Ed"!)

Having been involved in producing many magazines I understand the problems of your hard-working Editor so I encourage others to help him and you'll get to know just a little more about others in the Club.

The photos reproduced here under may bring back many memories for the oh-so-helpful and kind Dale Palamountain I feel (& fear)- not always good ones but we got there. Many thanks old friend.

I should begin by mentioning I had been driving (intermittently of course) for around 4-5 years before becoming the first candidate (at 16 years and 2 weeks) in Mt Barker to undergo an actual practical test there (the older "youngsters" among us would remember that before that time-early in 1962-one simply answered a few questions and went off ,in some cases, to learn to drive – bizarre, was it not?!). This test I went through was in our 1951 Ford – the heavy English "Pilot" version which was not the easiest vehicle to park, let me assure you!



Sally with one of their first historic cars – Fiat 124

First car – yes, the old FX Holden (if only I'd known!) This was late 1962 – it was 1953.

An employment shift to National Bank Whyalla in late 1963 (girlfriend at home) and needing something cheaper to run for obvious reasons – 1962 Mini (no, she didn't wear them yet, but loved the car!). It was cream with red roof & a top speed around 74mph (118k for the "moderns" out there) which it did very, very often once a fortnight, until the biggest kangaroo in the northern areas ended up on said red roof after altering the front somewhat (thankfully it was still driveable home due to the "East-West" motor suffering no radiator damage).

Next, following a marriage (different girl) came the chance to acquire one boyhood dream before it was too late – a 1958 red MGA. I surmised rightly that there was no room to conceive a child in it, let alone travel with one, so I'd better take the opportunity before the inevitable happened. Well it was fun for 18 months until "it" happened and we found ourselves in a 1960 Vauxhall Victor (this was 1968 now).



A typical Kapunda Chapter day out

That was fine for a time until the same problem reared its head again and we moved up to a 1963 manual Falcon station wagon (blue with a white top and a pearl white steering wheel to die for!). This in Pythonesque terms was "bloody looxury indeed!".

After some family "re-arrangements" I was "gifted" a Morris Marina, closely followed (1980 now) by a magnificent 1959 Mk1X Jaguar and my love/hate relationship with the "Leaping Cat" was sealed. A big, wonderful machine but somewhat heavy on the "juice" for everyday use so it was back (temporarily) to a more mundane '76 Morris 1100 before falling again into the "Cat's" clutches with a '66 420 Compact and then a 1965 "S" type of much charm, but eventually problems forced us apart (sounds like an affair does it not?!).

Off to the NT for 6 years (Jabiru mainly) in a '74 Torana where the need of vehicular transport for myself was largely reduced eventually and I became a cyclist with a considerable increase in fitness.

Returning from that northern sauna I worked my way through a Cortina, 3 Sigmas, 2 Corollas, a Honda Civic, a Nissan Pulsar, a Peugeot 405, a wondrous Gemini Diesel (which apparently were just "too good") and, eventually, to the Hills Restorers' Car Club based at Mt Barker (sort of a welcome home "old" driver) where I was now able to have an actual "Historic" vehicle – 1974 PI Triumph and a Fiat 124 (red, of course). A move to the mid-north produced the opportunity to purchase the pinnacle of most Jaguar-lovers' desire- a Mk2 manual 3.8 that I had lusted after since I was too young to shave!



Terry with his current historic cars

Much fun was had with it in the "NARC" Kapunda Chapter, until a major rebuild was required (after moving to Pinnaroo), eventually successfully achieved and sent reluctantly on its way after 11 years, complete with authentic tool kit (thanks again to Stan Bielby from Kapunda, my regards)-'tho' the car hasn't gone far & I think visitation rights are possible!

I now enjoy the reliability of a 1989 Mercedes (380,000 kms) which, whilst not nearly as visually exciting has its own, well-known, qualities which I hope to experience for some time to come. May your memories be as vivid as mine – please relay same to your Editor, with all this spare time we have no excuses any more. Good health and luck to you all – I have forgotten none of you and your enjoyable camaraderie on many Club outings.

Regards Terry & Sally Rule

THE CORONA VIRUS (from its point of view)

I started in a market-place dirty and unclean
 Just about the saddest place I had ever seen
 They ate bats, rats, cats and other things obscene
 No wonder I escaped and with me took my team
 For what was happening there was more than I could bear.
 We travelled o'er the world our infection keen to share
 By plane and boat by car and bike we spread out everywhere.
 Scared people in Burnie, Sydney and from Rome to Delaware
 THE CORONA VIRUS (from" THEIR" point of view!).
 Throughout the world people feared our dreaded call.
 Why not even Trumpie could stop us with his wall
 We changed lives by thousands everywhere we went
 With toilet paper scarce and a solution still unsent
 The birth rate set to soar and divorces over rent
 Seven dwarfs now six when" Sneezy" had to blow
 Only wary gazes - no "Ho,ho and off to work we go!"
 But spare me a thought as you loudly vent your spleen
 Because may God forgive me, I was only nineteen!

Cheers & Ooroo from Pinnaroo - hope u & yours r aok etc.-TJ(RR) & Sal

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Blue Prince

Can anyone recognise this bike or put me in touch with the owner? I believe it is located in South Australia somewhere. I have no interest in buying the bike and all information I receive would be treated in strict confidence including the name of the owner. In return I could supply a heap of information about the bike and possibly help with locating parts if a restoration is contemplated.



I am Chas Lipscombe from Victoria, the author of the book *New Imperial Motorcycles* and several other booklets about these bikes. I am the New Imperial Owners Association (NIOA) official historian and the VMCC (UK) marque specialist on New Imperials (and I make bits that are advertised in this magazine!).

The reason for my request is that it is a New Imperial Blue Prince model and I am trying to write a definitive booklet on the Blue Prince model for the New Imperial Owners Association. These bikes were made from 1930 to 1935 and because they were depression era bikes little was ever published about them (spares lists, details of changes etc). The bike in the picture is potentially a great source of information about the small details of these bikes.

Obviously I would be interested to hear from anyone else who has a Blue Prince or parts thereof!

I can be contacted on (03) 5726 1308 or by email at chas@iprimus.com.au

Best wishes, Chas Lipscombe

More photos from National Automobile Museum Tasmania from Trevor Naismith

Right .. Maico Mobil

Some of you may know that I have an interest in motor scooters. This quirky beast in the Maico Mobil, manufactured in Germany from 1950-58. My knowledge of Maico was limited to a range of tough scramblers and motocross bikes from the 1970's. Maico also made the Maicoletta, a motor scooter that was significantly more powerful than the Vespa's and Lambretta's of the time.



The Maico Mobil featured a tubular frame and aluminum body work. Although they were given the nickname of *The Dustbin* during their day, I reckon the design was more influenced by a Dodg'em Car!



Left .. This 1961 Brabham BT1 Formula Junior FJ1 was built by Jack Brabham and Ron Taurenac for Tasmanian racing driver, Gavin Youll. It is powered by a Ford 4 cylinder OHV 1098cc mated to a VW transaxle.

This car was the genesis of the Brabham/ Taurenac racing cars that culminated in the V8 engined Repco Brabham which took Jack Brabham to the F1 World Championship in 1966.

The Vanguard Engine

This engine was originally developed for the Ferguson tractor by the Standard motor Company when they took over manufacturing the Ferguson tractor (in 1946) from the Ford Company when the handshake agreement between Henry Ford and Harry Ferguson dissolved.

The engine developed a reputation as a tough, durable and reliable unit. It was adapted for use in everything from tractors to sports cars successfully.

A four cylinder wet sleeve overhead valve motor of 2088 cc (in the Vanguard car) was adapted for everything from tractors cars industrial engines and performance sports cars. It was a radical departure from the British norm of design in the late 1940's being just under square configuration with wet sleeves.

The wet cylinder sleeves were centrifugally spun in nickel chrome iron, a process that spread the coarser particles to the outside of the sleeve, keeping the finer harder wearing particles on the inside of the bore. The upper faces of the cylinder sleeves were flanged, with 2 pairs of flats at 90 degrees enabling the sleeves to be rotated 90 degrees to address wear on the thrust face. I have never heard of this being done as the engine would have to be completely dismantled so it would have been cheaper in the long run to fit new sleeves.

These engines developed a reputation for leaking water into the sump. This was caused by mechanics failing to clamp the sleeves down immediately the head was removed. Without this the seal on the bottom of the sleeve was broken when the crankshaft was turned.

The engine was used in the Ferguson tractor in petrol and power kerosene configurations, Vanguard passenger cars, the Vanguard Sportsman saloon, Triumph Renown, Morgan plus 4, Swallow Doretti, Peerless, and Triumph TR2, 3,4 sports cars. Locally the engine was used in the Lawton forklift and Lawton built a Vanguard powered 4X4 prototype that never went into production.



MF 135, 1964-75 used Vanguard engines



Vanguard Sportsman



Lawton Forklift

Industrial power packs also powered machines. One example was Massey Ferguson 701 hay baler before live power take offs became available on tractors.

*A MF 58 (1958) with a 701 baler
Both Vanguard powered*



The Peerless was a classic “built in a shed” sports car. Built around Triumph mechanicals the Peerless was entered in the 1958 Le Mans race. The builders were astounded when it won its class and finished 16th overall competing against the big names in motor racing. Orders flowed in from people wanting this new successful sports car. The company folded from internal intrigue, building only 329 cars.

Morgan is a well known hand built sports car that has built cars over the years using different proprietary engines. The Swallow Doretti had a production life of 10 months before it was killed off by Jaguar giving Swallows suppliers an ultimatum that they would go elsewhere for their components if they didn't stop supplying a competitor to their XK120. Swallow Doretti made only 275 examples.



Peerless sports car



Swallow Doretti

Triumph TR3

The Triumph TR series was successfully aimed at the American market and had a slightly smaller bore than the Vanguard enabling it to compete in the under 2000cc class in Europe.

The Vanguard was built for the export market to help England's balance of payments after the second World War. In England they were considered too big and too hard to buy. In Australia they were readily available.

The Australian market preferred 6 cylinder cars and the Vanguard had to compete with the Holden and Zephyr. In 1960 Vanguard introduced a 6 cylinder engine in their phase 3 body. It was too late as the Falcon was launched on the market and it became a race between Falcon and Holden. Zephyr disappeared and the Vanguard 6 was replaced by the Superb Triumph 2000 using the same engine with twin carbies and priced out of the market.

The Standard Motor Company developed a diesel engine for the Ferguson tractor. This found its way into the Vanguard car, being the first British production diesel car. With a claimed 50 miles to the gallon when fitted with overdrive it was very economical. Something is wrong because 60 to 70 years later I need turbo charging, intercooler, common rail injection and overdrive to achieve that result from a similar size engine.

I know of one owner of a Vanguard petrol utility who claimed 36 mpg with a Holden carby and overdrive. The Solex carby was not one of the Vanguard's strong points.

Malcolm Johncock



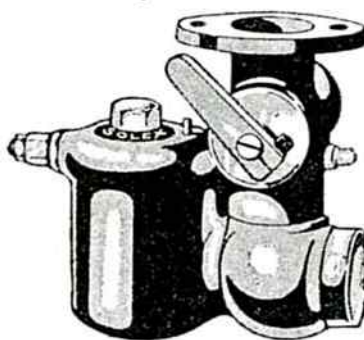
Was this before Vanguard started using them Malcolm??

September 18, 1923.

The Motor 41



Solex scores again!!



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The Hungry Mouse

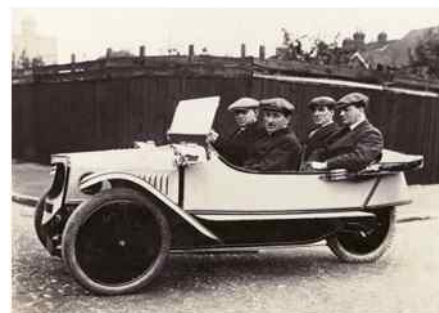
"from our overseas correspondent, Dr Brian Morley"

...A mouse had been at some unsorted photos in the library, so in helping Ann go through ones from the Boyles, we found one or two of interest. Ann's father in law came from Sunderland, but he moved south and worked at Vickers at Brooklands for many years.

The 1923 Morgan Runabout, taken about 1930 with Harry's mother and father sitting in it probably had a Brough engine. The front wings are not standard and a hole has been cut in the bonnet, so it may have been used in competition. The four self conscious gents are sitting in the standard rig. Disk wheels very fetching...



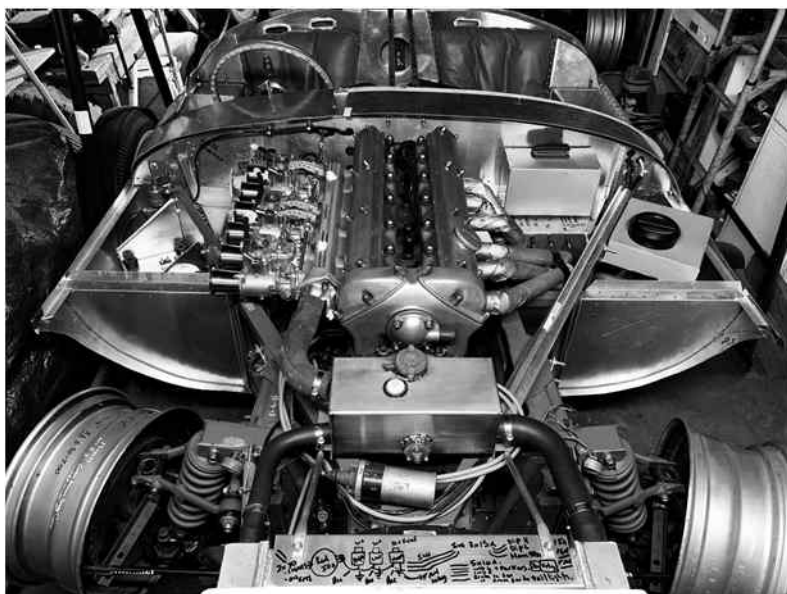
The monoposto MG features Dudley Froy, a Brooklands boy who drove Invicta, Delarge and Bentley. According to Beaulieu, who I contacted, the owner of the car was George Harvey-Noble, a highly modified Q type which in the owner's hands achieved 122 mph at Brooklands...the 746cc engine had a Zoller supercharger giving 200 bhp in sprint versions. The car won its race on March 12 1938, again driven by Harvey-Noble. The road looks like the Brooklands track material.



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Project car in Clare

This replica D type Jaguar is being built by Simon Robinson. All built from scratch by Simon in a shed the size of a dog kennel. No plans- all scaled off photos. The Weber's are the biggest single investment by far. Photo captions are Simon's comments. ...Trevor Naismith. (I hope Simon will give us a longer story about the build when I contact him ... ed.)



Webers fitted. Just as well I installed them, needed to move the engine forwards an inch and up an inch, otherwise clears all brake and clutch reservoirs. Front springs and new wishbones will receive treatment, need to fabricate the exhaust headers now.



The Cockpit



The Maxwell Mystery

While cleaning up stray bits of wire in a paddock recently, Ann came across an old vehicle ID plate (see attached photo) My interest is mostly cars of the classic era, and I wasn't familiar with the Maxwell Motor Corporation of Detroit. The find prompted some research!

Maxwell originally entered the market in 1904 as the 'Maxwell- Briscoe' and the men behind the brand were Jonathon Dixon Maxwell and Benjamin Briscoe. Cars were built in Tarrytown, New York until 1907 when a fire destroyed the factory.

A new factory was built in New Castle, Delaware, which at the time, was the biggest car manufacturing factory in the world. (The factory continued as a Chrysler plant and until it's demolition in 2004.) I was surprised to learn that by 1909, Maxwell- Briscoe were one of the three top manufacturers in the U.S. along with GM and Ford.

Co-founder Ben Briscoe formed a consortium known as the United States Motor Company which also included the Brush Motor Co, and other now obscure makes such as Stoddard-Dayton, Courier, Columbia and Alden Sampson. (there were hundreds of small manufacturers in the US at this time) The consortium collapsed in 1913 and subsequently, the Maxwell Motor Co Inc, emerged with factories in Highland Park, Michigan and Dayton, Ohio. 60,000 Maxwells were produced by 1914 but with the post WW1 recession, declining sales and quality control issues, Maxwell ended up in dire financial circumstances, compounded by an attempted merger with the troubled Chalmers Automobile Company.

Maxwell dabbled in motorsport briefly and in 1913, Ray Harroum was engaged to build racing cars for Maxwell to contest Indianapolis. As is the case today with Australian Supercar Racing, the racing Maxwells had little similarity to the production cars! The first racing Maxwell emerged after three months and featured a 445 cubic inch four cylinder producing 140 horsepower at 2,400 rpm. The lead Maxwell finished 9th, beating Mercedes and Duesenbergs. (the first four places were filled by French cars- two Delages and two Peugeots!)

In 1921, Walter P Chrysler took a controlling interest in Maxwell Motor Co and reincorporated the firm in West Virginia. By 1925, Chrysler incorporated Maxwell into his newly established Chrysler Corporation. But the Maxwell design for 1925 formed the basis of the Chrysler 4 cylinder model for 1926. The Maxwell was again reincarnated in 1928 when it emerged as the first Plymouth.

Maxwell was one of the first manufacturers to specifically market to women and at one stage, were working towards equal numbers of male and female sales personnel.

In Australia, Maxwell was one of the many makes which were built by Holden Motor Body Builders between 1920-25. There were sufficient numbers in at least one state to support a Maxwell Owners Club. A club run on 26 October 1924 from Perth attracted an impressive 66 Maxwells.

It's highly likely that the vehicle ID plate that Ann found was from the 1920- 25 era when the cars were badged Maxwell Motor Co and built by Holdens. Whatever happened to serial no 491999 that ended up in the mid north of South Australia will likely remain a mystery.

Trevor Naismith

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