

THE 'CON-ROD'

Official Newsletter

September/October 2020 No. 272





The 'CON-ROD'

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

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

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

September/October 2020 no. 272

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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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Hello members,

I sense there is a little more optimism in the community at the present time as we come to terms with living with the Covid virus. In saying that, we still need to exercise caution and abide by all restrictions that are relevant at any time. At least we now have the cold weather behind us and are beginning to enjoy some more pleasant days.

It was good to catch up with some of you at Bowman Park in August. I was pleased with the number that braved the elements for our first get-together since Covid restrictions altered our lives back in March. Likewise, it was good to see the number that supported the Kapunda Chapter Avondale Garden Day at Rhynie on September 20th.

I hope as many of you as are able will support our Burra members at the Open Garden weekend coming up on October 18th.

Details of the President's Run on November 1st are on page 9

It is felt that we can now safely hold our AGM on Sunday, 8th November at 2pm in the Blyth Town Hall. I believe that, because of the floor space at the Town Hall, we can comply with Covid restrictions much more easily than at Port Broughton Golf Club. In respect to the wishes of some of our older members and distances needed to be traversed at night, we have decided to try a Sunday afternoon time slot.

Our final event for the year, which I think is fitting, will be a luncheon at the Crystal Brook RSL Club on Sunday, December 6th. See Calendar for details.

For most of these events we will need to know the names of those attending and, in some cases, food choices.

I hope as many of you as can and who feel safe in doing so will support these upcoming events.

Keep on NARCing,

Graham

New Members

NARC welcomes new members Breyton Ward from Leigh Creek

Ben Page from Wilmington

Adrian Earle from Burra

Heather Williams from Warradale

Jenny Carter from Burra

Gerald Lally from Clare

Andrew Deer from Balaklava who has a 1950 Austin A40, 1954 BSA,
1963 MGB, 1963 Buick Wildcat and 1980 Mitsubishi L20

Jacob Noonan from Jamestown who has Holdens being 1957 FE,
1973 HQ, 1989 VN and 1992 VP.

A Plea from the Treasurer

When paying subs by EFT ensure to include your full name as the sender.

We now have 3 Grandads as members!!!!?? Still trying to identify which ones.

FRONT COVER

Neil Pavy made this model of a T Ford out of timber. More pictures and story page 8

- October 18th** Burra & Districts Open Garden Weekend
If enough attend, lunch will be provided at the St. Mary's Anglican Hall at noon. Park at Front. Gardens will be open from 10am. Tickets & programmes of open gardens available at Hallett, Farrell Flat & Roger Boehm's home at 4 Mt. Pleasant Rd, Burra. Numbers to Moranne by 12th October please.
- November 1st** **PRESIDENT'S RUN**
Meet at Lochiel Hall at 10am. See details page 9.
Numbers to Graham Correll by Monday, 26th October.
- Sunday 8th** **AGM** in Blyth Town Hall at 2pm
- 15th** The Chrysler Club is holding their AGM, and their 40th anniversary display day at Urlwin Park Agricultural Museum in Balaklava. NARC members and the public will be welcome to attend after 1 pm to look at the vehicles and museum.
Please contact Graham Goode for further information (0418 894 304)
- 22nd** We are planning an event possibly at the Sevenhill Hotel for those who would normally go to the Bendigo Swap meet and their partners. Please contact Graham Goode (0418 894 304) or Merv Robinson (0417 863 450)
- 30th** Deadline for Con-Rod submissions
- December: 6th** **Christmas Lunch** at Crystal Brook R.S.L. 31 Brandis Street.
Fish & Chips OR Seafood Basket OR Chicken Tender Loins
all served with Salad \$12.00
Beef or Chicken Schnitzel \$15.00
Apple Crumble OR Dandy Ice Cream \$ 5.00
Please advise your choice of menu to Moranne 8825 3766 or
0428 253 766 by Friday 20th November as numbers may be limited.

2021

January 14th **Blyth Film Night?**

Swap Meets

October 11th **Morgan** Old oval, Oval road (behind the caravan park) Morgan \$10.00 buyers and spectators \$5.00 open at 6.30 Camping for sellers available Saturday night Gate prizes drawn at 11am got to be there to win it. Colleen 0438 892 905

Strathalbyn Cancelled

November 29th **Regency Park** TAFE 137 Days Road, Traders 7 am. \$20.00 Buyers 8 am. \$3 under 16 Free. Please book early to Box 294, Prospect
0419 840 284 or 0418 853 020 Ken - ka44190@gmail.com

Other Events of Interest

October 11th **Gawler to Barossa V&V run** see flyer page 10. Last edition.

2021

January 22-24th Australia Day weekend tour Mount Gambier flyer page 9

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

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KAPUNDA CHAPTER CALENDAR

OCTOBER 23/24/25. Weekend away at Ardrossan. A proposed plan has been sent to those members who have said they are participating. Robert and Ina Stapley have prepared an itinerary. Anyone else considering attending please contact Irene.
 As the Friday would have been our meeting night, a small meeting will be held by those attending Ardrossan.

NOVEMBER 27th? Meeting ?AGM. We are still waiting for a venue for our meeting but ideas are in mind. Numbers for our Christmas function are needed by this date for catering purposes.

DECEMBER 13th Sunday. WOLTA WOLTA. We will leave Hill Street 10.45 a.m. at the latest. Robert and Moranne are providing the Christmas lunch due to COVID restrictions.

EVENT REPORTS Kapunda Chapter

AUGUST 30th Sunday. 10 members and 1 visitor went on a run to Robert Parker's Wolta Wolta Home where Robert and Gavin Young very generously provided a delicious lunch. We were able to use Robert's function room where there is space for social distancing. Gavin had prepared a wood fire which as the cool of the day came in he kindly lit which was appreciated by all. Moranne attended also. Thank you Robert and Gavin. A small meeting was held to discuss a Christmas event. Again Robert offered his venue and we decided to accept.



SEPTEMBER 1st Old Cars "Drive it" Day at Bethany which the Gawler Car Club organises annually. Very well attended

and late comers found it hard to find a park. Good to see John Reed.

A very interesting and enjoyable day and again perfect weather.



*Raelene & Tony Leis, Richard Lang,
Irene Woodcock*

SEPTEMBER 20th. Combined activity with the Parent Club. We met at the Riverton Duck Pond for a picnic lunch. An idyllic setting. Following this we motored to **Avondale Garden** to enjoy the ambience of the garden and a delightful Afternoon Devonshire tea. Beautiful day weatherwise.

Photos and further story page 7

" PASSING LANE"

PETER SPOONER

died peacefully at the Eudunda Hospital on September 5th aged 81 years. His health was poor for quite some time.

Peter will be sadly missed by members as he and Raelene were active members of our group attending events until June of this year. Peter had 3 devoted children who had fond memories of their father and all the activities that they shared.



Peter started his love of cars with Falcons but he leaves behind a complete series collection of P6 Rovers. His daughter said he loved the way the doors were so quiet to close. His working life was varied. He worked on TV repairs, at Channel Nine News, Parkway Signals, Organ repairs, Satellite dishes, etc., etc and nothing was irreparable. Raelene, Peter's partner of 15 years was always by his side. Our condolences to you Raelene and we hope we will see you at occasional events.

GLEN SCHUMACHER

Glen passed away suddenly although he had not been enjoying the best of health for some years. He was born while the family were living at Sedan. They moved to Bethel (a few miles west of Kapunda) about 70 years ago, almost making him a local. He was educated at the Bethel school and spent his life farming on the family farm at Bethel.

In the early 1960's Poysden Motors in Kapunda traded in a 1927 Falcon Knight car on a new Holden. This car was in very good order and appearance and graced the showroom for some time. Glen eventually bought the car for 25 pounds. I remember thinking at the time, what would you want an old bomb like that for. It got Glen started on old cars. A couple more Falcon Knights came his way. He still owned his original FJ Holden at his death. Glen kept the family Hudson Pacemaker as well as a few other Holdens and other makes.

Glen was one of the original three who instigated the formation of the Kapunda chapter, I am looking over my shoulder as now I am the only one left.

We extend our sympathy to his wife Rosemary and his extended family.



Malcolm Johncock

Picnic Day Sunday August 23.

The weather at Laura that day was not very encouraging for a picnic but we packed our lunch as well as coats, beanies and gloves. Thinking that no one would be at Bowman's Park maybe we would probably be turning around and drive home.

On the way a few kilometres from Laura we met with rain so thick that the wipers couldn't cope with it, also for a short distance we couldn't see very well, we thought we were mad to go to a picnic in such weather.

As we turned off on to the Crystal Brook road we could see sunshine ahead of us. When we approached Bowman's Park we could see several cars already there and after finding an appropriate park we settled in the shelter which was already being occupied by a few people putting their chairs and picnic goods there.

There were 31 people and a great deal of chatting and catching up, some sitting out in the sunshine, others under the shelter. Some people came from the Kapunda chapter and it was great to have their company too.

Most people went in modern cars but there were a few older cars as well to look at.

A couple of short showers of rain meant some people needed to move to shelter - there was another shelter close by which was used when needed.

Altogether this was a great day even though the weather wasn't the best earlier in the day.

Eleanore with John & Fran Birrell ensuring social distance?

By all the chatting and laughing I think everyone enjoyed the occasion - now that the covid restrictions are easing we can look forward to the day at Avondale garden next month - things are starting to happen again.

Eleanore Beyer.



Alan Pitchers with his 1937 Vauxhall coupe



Patron Ivan Venning showing his 1981 Rolls Royce to Graham Correll



PADARC life member Kym Greenfield, Alex Ryan (behind) & Jacki Victory (Kapunda)



Don Pritchard & Gillian McKenzie with their 1951 Jaguar MK 7

Graham Correll & his 1968 Daimler with Michael Victory



Judith O'Shaughnessy in suitable attire with Gillian Kaehne behind

Avondale Picnic Day 20/9/20

We gathered at The Duck Pond, Riverton for a picnic lunch - this area is just out of the town and a pleasant place to get together. The weather was looking great for a day out, warm with a bit of breeze. My recollection is that there were 23 people there enjoying a good chat. Some went for a walk along the water's edge but didn't see any ducks. Some of us did see one duck flying away but others may have been hiding in dry reeds at the edge of the water



At the Duck Pond

At the right time we gathered our goods then set off to drive to Rhynie then to Avondale garden. Driving up to the house there were a lot of bulbs flowering at the side of the track and many more still to flower. Reaching the parking area we set out to look around the garden - thousands of bulbs in flower, flowering bushes, ferns, trees a fish pond, creek and many birds to hear but difficult to see up in the trees. A pleasant relaxing place to be.



Queuing to buy plants

A table was set out with several pots of plants, Rosemary acquired a beautiful orchid plant, with stems arched over covered with delicate small mauve flowers, Graham was allowed to carry it to the car. Several pots of varying plants were sold all at reasonable prices, all going to a new home.



*Moranne Coombs, Dale Palamountain
Ross Vogt, Irene Woodcock,
Richard Lang, Dianne Palamountain*

Tables and chairs were set out in different areas, in shade, under cover or in the sun where we could sit to enjoy the generous Devonshire tea. As always there was much chatting, some teasing, some news passed along and people enjoying each other's company. Later when we all had sufficient afternoon tea one of the ladies helping, came along asking if anyone wanted scones to take home, apparently there were plenty of scones left, not spread with jam and cream. There were about 10 people where we were and all but one were happy to buy some to take home - that one was ribbed quite a bit for not taking any- wasn't he Allan. It seemed there were enough leftovers for us to take what we wanted, the money given for the scones would have added to the total raised for the charity being supported.



*Norman Lee, Irene & Brian Woodcock
Malcolm Johncock*

We set off in our own time for the trip home after a great relaxing day.

Eleanore Beyer.

*Richard Lang's
1923 Dodge*



Front Cover model of T Ford

I make the models out of timber. Many hours are spent working out the dimensions as close to scale as possible. The timber for the top of the cars is put through the planer and reduced down to some 1-2mm thick. The timber has to be as fine grained as possible or the timber will break up going through the plane.

Small parts are made out of Satin Sycamore from Queensland and other parts are mostly Pine or Red Cheddar. The wheels are turned on the lathe and the spokes are cut out on the scroll saw. All pieces are glued together, some with super glue and others with wood glue and the only screws are used to hold the wheels on. Many hours are taken fitting together and then sanding. Some parts are painted and others are coated with a clear gloss.

Being an OLD trucker I like making trucks but have been banned from making any more by my Wife as they take up too

much room. I have sold many to people in S.A ,Vic and N.S.W.

I also love oil painting and Indian ink drawing.

Neil Pavy

*F1 car made for
grandson's 21st*



*Sirius – first steam paddle wheeler
mail run England to America*



Renault town car



Above – 3 T model Fords



Kenworth



*Western Star and details
when under construction.*



PRESIDENT'S RUN**1st November**

Please meet at Lochiel Hall at 10am for morning tea. Lochiel is renowned for its pink salt lake, Lake Bumbunga, at certain times of the year. It was once the site of a thriving industry with salt being scraped from its surface. This still happens to some extent today with the salt being trucked to Price for processing. Our club has a link with the old salt works in the two big Ruston Hornsby engines that used to power the processing plant. NARC member, Craig Thomas has one engine (see photo) and the other is at Matta House Farm Museum at Kadina. In his younger days, Jeff Roberts (member) used to delight in getting this engine going.

John Nicholls, a Lochiel local, will give us a history of the area with photo displays, etc. set up in the hall.

Following on from here, we will travel up Highway 1 through Snowtown and Redhill until we come to Ingham's Gap Road on your left. This will take us through the hills to Mundoorra and has recently been bituminised. Mundoorra is approximately 40 minutes from Lochiel. Here we will have lunch at The Club and afterwards, a look around and learn of the town's history.



I will need numbers attending and menu choices by Sunday, October 25th.

| | | |
|--------------|-----------------------------|------|
| Main Course: | Beef or Chicken Schnitzel | \$15 |
| Sweets: | Quandong Pie or Fruit Salad | \$5 |

Will try to accommodate any special dietary needs.

Please contact Graham on email kulburri@bigpond.com, mobile 0408 273 204 or 8827 3213.



Mount Gambier Veteran & Vintage Car Club Inc.

Clubrooms: 15 Shelton Street, Mount Gambier SA

2021 AUSTRALIA DAY Weekend Tour "Backroads To Recovery"

Friday 22nd ~ SUNDAY 24th January 2021

The Mount Gambier Veteran & Vintage Car Club Committee and Members invite you to our 2021 Australia Day Tour, "BACKROADS TO RECOVERY". Entrants may collect their Tour Packs (Early Bird registrations) Friday 22nd January at the Club Rooms between 2pm and 6pm. Free Tea, Coffee and biscuits available. Entrants are welcome to stay and chat. After 6pm, BYO snacks or evening meal. Saturday 23rd January 8.00 am to 9.00 am

Clubrooms; Entrants' registration - free tea, coffee and biscuits available. 9.00 am

Leave clubrooms on the organised route to A Coonawarra Vineyard TBA Please enjoy the tasting and hospitality the Estate has to offer. A tour, talk and morning tea has been arranged Cost \$7.00 pp

12.00 am Lunch at the Coonawarra Memorial Park next to Memorial Hall \$ 12.00pp

2.00 pm After lunch explore the Coonawarra and Penola region at your leisure welcome pack in your tour bag.

4.00 pm Return to Mount Gambier at your leisure. 6.00pm for 6.30pm

Clubrooms 15 Shelton St. 2 Course Roast and sweets meal Catering by Allison \$28.00 pp

Sunday 24th January

8.30 am Entrants Vehicle Display at Lady Nelson, please use your voting slips. Coffee Van will be in attendance.

10.00 am Cars will leave on an organised tour of the district to the Mt Gambier Aerodrome for a display tour and talk at the Mt Gambier Aero club Hanger.

12.30 pm On return to the club rooms a BBQ and salad lunch will be served. \$ 10.00pp

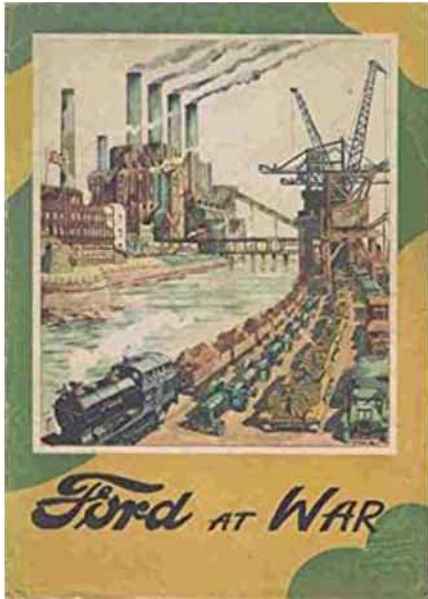
Presentation of prizes during meal

Conclusion and closing of the tour should end no later than 2.30 to 3.00pm

Peter Roulstone Secretary: 0410424990 Margrett English President: 0417416637

Email proulstone@hotmail.com Email grett75@gmail.com

FORD at WAR



This story tells of how the Fordson Tractor developed during the War years in the U.K.

On the 10th November 1943, Austin Jones, a worker in the Tractor Assembly Department, climbed aboard a Fordson tractor as it came off the end of the assembly line, and was about to let in the clutch and drive it away when a young man put his hand on his arm and asked him pleasantly if he would yield his seat for a moment. Looking around, Austin Jones perceived the Chairman of the Company and a number of directors standing with a crowd of his mates a few paces behind him. He did as he was asked, the young man took his place and the tractor which had just been started up rolled slowly away. The machine was the hundred thousandth tractor built at Dagenham since the outbreak of war, and the man who drove it was the Duke of Norfolk, Parliamentary Secretary to the Ministry of Agriculture. From its seat he said a few words to

the workers, thanking them for this remarkable achievement and how they had to provide the farmers with the power necessary to transform millions of acres from grazing into plough, so that crops could be planted.

The tractor as used in farming first made its appearance in numbers towards the end of the first German War. By 1918 about 5,000 were in use, and what they accomplished clearly showed great possibilities. There followed a period of peace, when farming in Britain became more and more unprofitable and neglected, but to the lasting credit of the Ford Company they did not put aside the task of building the tractor. A factory to build them was established in Cork in 1920, and in 1933 transferred to Dagenham, and it was there that the Fordson tractors were produced. The year before the second German war broke out, the average number leaving the assembly lines each month was 500. The farmers made a strong effort to keep abreast of the times and used a large part of their meagre capital to acquire tractors. About 35,000 Fordsons were owned and worked by farmers in 1939.

When, in May 1939, the Ford Motor Company began that close co-operation with the Ministry of Agriculture by suggesting the creation of a tractor bank, and by July 1939, the first contract for 3,000 tractors had been placed. As soon as they were finished, the units were stored all over the country by Ford Dealers, who kept them in good order. Other contracts followed, but in the meantime a Mr. H.S. Cooper approached the Ministry of Agriculture and told them bluntly that to urge farmers to plough up grassland was to ask them to incur a loss of money during the period between sowing and harvesting crops. Cooper urged that they be paid a bonus of thirty shillings an acre. The Ministry agreed to tell the workers at Dagenham that the Fordson tractor was the keystone of the Governments campaign for food production and raised the bonus to 2 pounds.

The wisdom of the decision was unquestionable. Not only was the farmer encouraged to put his land under ploughing, but he was enabled to buy the instrument ideally suited for the purpose. By then, production at the factory at Dagenham had greatly increased, yet it proved unnecessary for the Government to finance the purchase of a single tractor. The farmers bought them for themselves, paying for them largely out of the bonus and obtaining them from Ford Dealers on a short-term credit system which varied according to individual circumstances. So successful was this method of providing the farmer with his own tractor, that the price of the tractor never rose above ten per cent of what it had been at the beginning of 1939.

Spring and Autumn are the seasons when tractors are especially needed, and at those times the response to an appeal to raise the rate of production still higher was immediate. In the early days production rose steadily but not sharply. Even so, between July 1930 and the end of March 1941, 34,867 Fordson tractors were produced. On that date a campaign to increase the acreage under cultivation on a scale far larger than that which had already been achieved was launched. In the next thirty-two months and ten days, 65,133 were manufactured and passed through the dealers to waiting farmers. Between September 1939 and the end of the war with Germany a total of 137,483 had been reached.

As the war progressed, the County War Agricultural Executive Committees became responsible for the local allocation of tractors. It was they, who knew the conditions in their area. When an applicant made known his need to them, and having assessed it they passed it on to the local Ford Dealer and the tractor was produced. Early in 1941 the Ministry of Agriculture and the Ford Motor Company put into operation a plan by which all Fordson tractors used exclusively by any of the Ministry's committees and requiring an extensive overhaul, were taken back by the Company, thoroughly reconditioned by their dealers and then sold to farmers at prices below the controlled maximum laid down by Order in Council. This plan enabled the poorer farmer to obtain the use of a thoroughly serviceable tractor at a cost below that paid by his richer neighbour.

To keep this new and very valuable form of iron horse in proper repair was itself a great problem, for a tractor lying idle in a ditch or beneath a hedgerow for lack of a spare part or someone who knew how to fit it, was a blemish in the scheme which could not be tolerated. Once again the Ford Dealer was called in to help, together with skilled technicians sent from Dagenham. Throughout the country they taught the farmer and his labourers not only how to drive but also how to service the tractor, and they supplied and fitted spare parts. So that there would be no delay, a special telegraph service was instituted whereby, on receipt of a telegram Dagenham sent by the next train any part asked for anywhere in the country. This system was found to work well, and to prevent the necessity of keeping and maintaining large stocks of spare parts to be stored. It was also found possible to transfer surplus spare parts held by one dealer who did not immediately need them, to another who did.

Thus, the number of tractors out of action reduced to a minimum, with never more than fifty idle through mechanical defects. To help to maintain this very low figure booklets were issued and films shown to farmers demonstrating how to keep a tractor in proper working order, and how best to fulfil the advice of the poster stuck by the Company in each tractor, depicting a merchant vessel on the high sea, with the slogan "Tractor Fuel. We won't waste it, sailor".

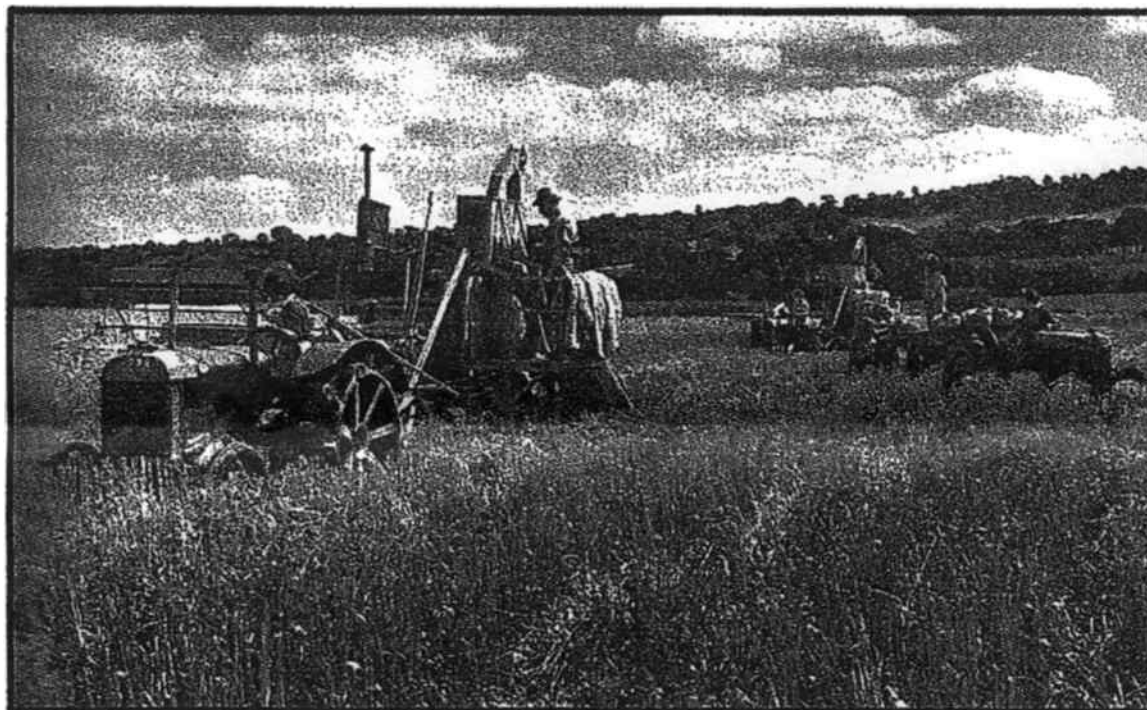
There were about 55,000 tractors in use on the farms in Great Britain in 1939, as compared to 5,000 in 1918. Of this number, about three-quarters were Fordsons. By D-Day, 1944, there were some 140,000 tractors at work in Britain, eighty-five per cent were Fordsons. Tractor production had leapt from 500 a month in January 1938 to 2,000 a month in December 1939 and 2,500 a month in 1943, or one every 17.6 minutes.



The effects of this mechanisation of agriculture were striking and everywhere apparent. In 1940 the Minister of Agriculture called for two million more acres to be put under the plough and made another appeal in 1941. The response to both was striking, and by the end of 1944 a further two million three hundred and sixty-nine thousand has felt the passage of the tractor. The Ford Company, not content with supplying the vast majority of tractors, also cultivated 170 acres of land near the works at Dagenham. This was in addition to the farming and standard allotment plots rented to employees at a nominal fee of Seven shillings Six pence a year and which were already being cultivated to an extent of eight-and-a-half acres. The produce from the Company's farm found an immediate market in the canteen and workshops. The Henry Ford Institute of Agricultural Engineering had been training young men in mechanical farming for some years, Boys of sixteen-and-a-half were sent there for instruction and passed out competent farmers. Many thousands of members of the Women's Land Army were also taught there.

Valuable as they were, these farming activities were no more than a side issue, which caused the name Ford to become a household word. The main emphasis was always on tractors. Before the war was over, a new design known as the Fordson Major was put into production at the request of the Ministry of Agriculture. They had called for a machine with a lower fuel consumption, capable of three-furrow ploughing of any kind of land, able to develop greater horsepower and containing no phosphor-bronze in the axle. The Company hastened to comply, by the 19th March 1945, the new tractor was in full production, resplendent in its coat of vivid blue and orange -favourite colours of Ford - were rolling in ever increasing numbers from the production lines.

And so, this brief story has told of the part played by the Ford Motor Company in its campaign to increase the production of food and the manufacture of Fordson tractors during the years of the Second World War.



'Ford at War' When the War was over, Hilary St. George Saunders was called upon to write a book on the Ford Motor Company Limited. It not only covered the story of the Fordson Tractors, but the vehicles of war, and work inside the Ford factories at Manchester and Dagenham. The information for this article has been taken from the chapter 'Tractor fights U-Boat'.

Supplied by Ian Denton

I can recall quite clearly the first occasion on which I ever saw a motor-car. It must have been in 1905, because my mother had taken me to Adelaide to buy material for my Confirmation dress. Just last month, at a veteran car rally, I saw an identical motor-car – or perhaps it was even the same one – so I now know that it was an Argyll, a 14 horsepower three-cylinder model. My mother thought it was an awful, noisy thing and called it the work of the devil, but I thought it was wonderful. I found the sight, sound and smell of the motor-car quite exciting and I wished that I could go for a ride in one, or even drive it. Of course, I didn't dare say that to my mother, who brooked no contradiction from her children and would have punished me if I had openly disagreed with her.



It was five years later that my wish came true and I had my first ride in a motor-car. My father was working for a man who owned a big station, and this man had just bought a new 14 horsepower Humber. He was only too happy to take my sister and me for a ride in it, and I shall never forget the sound and smell of that wonderful vehicle as it moved along, as if by magic, nor can I forget the sight of the shining brass and nickel. It was at about this time that I accepted a man's proposal for marriage. My father was a self-centred man given to evil humours, and who treated my mother as if

she were a lowly servant. I never wanted to marry a man like him, but Cuthbert was just the opposite to my father. However, I soon gained an insight that he was also soft, a weak-willed man of childish disposition. When I terminated the engagement, he threatened to sue me for Breach of Contract, but I told him that that wouldn't change my feelings towards him and that I had no money to pay him any compensation. He gave up the idea and I never saw him again. My mother was appalled and said that I would be left on the shelf. I thought that that would be a better fate than being in a marriage like hers, but of course I did not deem to say it.

I had long been a tireless worker for the church and I was eventually offered a position as congregation secretary for a small stipend. In the ensuing years I had many opportunities to ride in motor-cars, as ever more members of the congregation acquired one. Finally, in 1926, the Church bought a car as well, a second-hand 1910 Jowett. The minister used it to drive to the three churches he preached in and also to visit members of the congregations. As the car was only used on a few days every week, I suggested that I learn to drive it so that I could better care for the old and sick people in our church, which suggestion was readily accepted. I soon became quite adept at driving it and I also learnt to do all the regular chores with it, checking water, oil, tyre pressures and I also learnt to change its wheels and to lubricate everything that needed oiling. I also kept it meticulously clean, inside and out.

1939 was a big year in my life. My parents had passed on and my share of the inheritance was enough to enable me to buy the little cottage that I now live in. After having spent so many years having only a bed, sometimes a room, in some else's establishment, it was indeed a liberating feeling to be able to do what I wanted, whenever I wanted to, without worrying about other people's approval or disapproval. In this same year the Church also bought a new car, an Morris 8/40. At first they offered to sell me the old Jowett, but then they decided it wasn't worth anything and gave it to me outright. It would continue to serve me well right through the war as I continued my visiting, ministering and Sunday school teaching.





I also taught Religious Instruction in several schools, which I still do today, although I am now officially retired.

In March of 1951 I was doing my shopping in Mr. Butler's Four Square store when I noticed a magazine about motor-cars with a picture of a most delightful car on the front cover. It looked like a little limousine with wonderfully elegant lines, but it also was a small car that would be easy to handle and not cost a lot to run. I bought the magazine and learned that the car was the Triumph Mayflower. There was a report on the car that confirmed that it was just what I wanted, and also an advertisement that said, "Even at first glance you will realise that here, indeed, is a car styled essentially for you," and also "Right on the target of Today's greatest demand." That summed up my

feelings about the car exactly. I had been boarding young teachers to supplement my small stipend from the church and had built up a little nest-egg, and I had also received a small bequest from an old lady whom I had nursed in her last years, but it still wasn't enough to buy a Mayflower. However, as so often before, the good Lord took my affairs in hand and a vintage car enthusiast made contact and asked me if I would be willing to sell the old Jowett. I named a price that would make up enough to buy the Mayflower, but he said that that was too much. A second vintage car man got wind of it and said he would pay my price, whereupon the first man upped his bid. The second man said that he would match this offer, and I sold it to him because he had been willing to pay my price from the start. I watched the old car go with a feeling of sadness, but I was also happy that it was going to a good home. I now had more than enough money to buy the Mayflower, so the next day I made a telephone call to Mr. Schmidt in the town of L—, who was the nearest Standard-Triumph dealer, and asked him if he would be willing to bring a Mayflower to show me. He made a time for the coming Thursday and rang my doorbell at precisely that time. The Mayflower was a lovely silver-blue colour and it looked even better than I had imagined it. Mr. Schmidt showed me the gear pattern of the car and I took it for a little drive; I think he was impressed with how quickly I mastered it, but of course I had already been driving for a full quarter of a century. Back at the cottage, I wrote a cheque for the car and then drove it back to L— with Mr. Schmidt in the passenger seat, where he arranged the registration and other paperwork and filled it with petrol for me. He said that he had never made a sale so quickly!



After some years it became evident that the Mayflower wasn't performing as well as it used to, so I took it to the garage where I buy petrol and let the proprietor, Mr. Graeber, look at it. He quickly said that it needed an oil-change, de-coke and valve-grind, and added that it would be wise to put new oil in the gearbox and rear axle as well. I readily agreed and left the car with him. The next afternoon I dropped in and was fascinated to see the insides of the motor with the cylinder-head removed. Little Betty Graeber was helping her father and she turned the motor over with the crank-handle to show me how the pistons moved up and down and the valves opened and closed. Everything was now clean, but they showed me all the carbon they had removed, which was in a small bucket. Mr. Graeber said that it wasn't good for the car to do so much short running, and suggested that I take occasional daytrips. I accordingly bought an Ampol map from Mr. Graeber so as to plan a trip of a hundred miles or so.

The Triumph ran splendidly after Mr. Graeber's work! I would have liked to take my friend Hermione with me, but she was spending a week with her sister in Adelaide, so I packed a picnic hamper and set off by myself. How beautiful the countryside looked! In several places I stopped just to take in how lovely it all was, deeply grateful to Mr. Graeber for having advised me to take this journey. In one little town I stopped for a Devonshire tea just because the tea-rooms looked so pretty, even though I had my own Thermos with me. I enjoyed my picnic in the park of another town, near a little creek. It was with a feeling of mild regret that I realised that I had completed most of the journey and was homeward bound, but I made a resolve that I would soon take a longer trip and perhaps even stay overnight at a guest-house. One thing was clear – the Mayflower was running ever more sweetly the greater the distance we covered.

I had almost reached K-, the last town before home, when the Mayflower began to lurch and I realised that I had a puncture. I pulled off on to the verge, which fortunately was quite wide, and removed the spare tyre and jack. Another car pulled up just in front of me; I saw that it was a Triumph 1800. The man who got out was in his sixties and made a very good impression; he said that he would change the wheel for me. I am quite capable of changing a wheel, but I could hardly refuse this kind offer. He chatted very amiably as he worked, asking how far I had to go and saying which garage in the town of K-, where he lived, he would recommend to get the puncture fixed so that I could drive home with an intact spare. I wondered if I should pay him for his help, but he said, "Please! There are all too few opportunities for a man to be of service to such a charming lady!" I felt a little pang of regret as he drove off, and found myself thinking of this man repeatedly in the coming days.



It was therefore a very pleasant surprise for me when I received a note from my town's apothecary, Mr. Norman Phizackerley, asking for my permission to give my name and address to his brother-in-law, Mr. Hugh Yeomans, who had helped a lady with a silver-blue Triumph Mayflower and was wishing to extend the acquaintance. Mr. Yeomans was, the note assured me, a church-going man of excellent character. I immediately wrote out my name and address and, as I live close to the main street, walked it around to Mr. Phizackerley's shop.

I soon received an invitation to accompany Mr. Yeomans to a musical recital in the town of K-, noting that I could travel there with the Phizackeleys, who were also attending the recital. Of course I accepted, and received a note from Mr. Phizackerley that they would pick me up at 2 p.m., have afternoon tea at their house and then drive to K- for the concert, which was scheduled for 3.30 p.m. They did indeed come at 2 p.m., but Mr. Yeomans was with them and they were in his Triumph 1800! Mrs. Phizackerley and I sat in the very comfortable back seat and we drove to their house, which was stylish in the Old English manner. As I assisted her preparing the tea, Mrs. Phizackerley explained that her brother had been jilted when he was young and as a result had never married, but now that he had retired from his stockbroking firm in the city and was living in a boarding house in K-, he was feeling very lonely. She went on to say that she believed that, at last, he was considering marriage, adding that he was a reliable, faithful, honest and considerate man who would make an ideal husband. It was clear that she saw me as the lady who should receive this honour, and I realised that this was the secret hope that had been taking shape in my own heart. The recital was delightful, but I found my thoughts were continually drifting to Mr. Yeomans. I even wished that I could hold his hand, but of course I didn't dare do anything so unseemly.

Soon I was receiving regular invitations from Mr. Yeomans to accompany him and the Phizackerleys on various outings or to concerts, either in his Triumph 1800 or in Mr.

Phizackerley's 2.5 litre Riley. Soon Hugh asked me to marry him, warning me that, by changing my name from Binkley to Yeomans, I would be moving from second place in the alphabet to second-last place. If I had had any doubts, this little example of his humour dispelled them; I knew that I would be very happy with this man. Our wedding, in which his Triumph and the Riley were wedding cars, was quite an event in the town. Hugh and I took his Triumph to the South East on our honeymoon; we saw the Blue Lake, the Leg of Mutton Lake, the Princess Margaret Rose caves and other attractions. My poor little Mayflower had been neglected all this time, so when my friend Hermione, who had now learnt to drive, offered to buy it, I readily acceded. Hugh moved into my cottage and we are very happy. How glad I am that Mr. Graeber recommended that trip, which has led to my older years being the happiest of my life!



Footnote: *Hugh and Agatha Yeomans would enjoy twenty happy years together, so that many young people in the town would be unaware that they had married late in life. In the early 1960s they traded the Triumph 1800 on a Ford Cortina. Ron Rawson, the Ford dealer, had always admired the trade-in and parked it at the back of this shed and never re-sold it. It has thus survived to the present day and is safe in the hands of a collector.*

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