

THE 'CON-ROD'

Official Newsletter

January/February 2021 No. 274





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.

January/February 2021 no. 274

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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

Hi Everyone,

I hope you have all come through the Christmas/New Year period unscathed and are able to look forward to another year with, hopefully, some confidence despite the environment that we still find ourselves in.

I feel that the Blyth Film Night with its matinee, tea and evening showing was a winner and something we need to consider again in the future.

As most of you would be aware by now, there will be no Swap Meet at Clare this year. Like many such events around the country, COVID restrictions and the necessary compliance have made things too difficult. As was explained over tea at Blyth, the Committee felt that we could still confidently run a Show & Shine and this had the unanimous support of all present. This will be on the main Clare oval on Sunday, March 21st. Entry forms are in this Con-Rod issue (page 7) and I urge you all to keep this day free and come and display your vehicles. I thank the Committee for time spent over the last month in getting this off the ground and especially Trevor Naismith for volunteering for the role of co-ordinator with help from Don Pritchard.

Also on pages 9 - 12 you will find printed our proposed new Constitution. I thank Graham Burgess and Dean Manderson for the many hours spent in the upgrade and ask that you all peruse it and if you have any queries, direct them to either Graham or Dean.

As required by the Act, all members are required to have the opportunity to view the amended constitution and be given 21 days notice before voting to accept it. I envisage that we can do this at our April general meeting.

As you can see, a lot has been happening behind the scenes and I feel privileged to be able to preside over such an enthusiastic group of people.

Keep on NARCIing,
Graham

New Members

NARC would like to welcome new members;
Rohan Enever from Port Pirie who has a 1925 Dodge roadster.
Adam Linckers from Clare who has a 1970 Valiant VG hardtop.
Gerd Ruesseler from Burra who has a 1968 Volkswagon.
Ric Ghion from Burra who has a 1926 Fiat 503 and a 1990 Alfasud 1.7lt.

FRONT COVER

Gillian McKenzie and Don Pritchard's 1957 Mk 7 Jaguar story page13

- February 11th** **Workshop Night** Goode Restorations, 34 New Road Clare 8pm.
Please bring a chair.
- March 11th** **General Meeting** Jamestown Aerodrome 8pm
Paul Wilson will talk about the 2019 Chevrolet Rally at Renmark
- 21st** **NARC Show and Shine.** At Clare Oval. Details and entry form page 7
- 31st** Con-Rod Deadline for submissions.
- April 8th** **General Meeting** 8pm Port Broughton.
- 18th** **Shed Day** at Craig Thomas's.
- May 13th** **General Meeting**, Port Broughton 8pm. Talk by Ian Denton
- 23rd** **Cavalcade of cars** Kerneweck Lowender
- 31st** Con-Rod Deadline for submissions
- June 10th** **General Meeting**, Port Broughton 8pm Talk by Jerry Nicholson
- July 8th** **AGM** Port Broughton 8pm
- 31st** Con-Rod Deadline for submissions.

Swap Meets

- February 21st** **Murray Bridge** at Showgrounds. Gates open 6am.
\$5 Entry per person Buyers and Sellers Children under 14 free
Contact John Whimpress 0428 132 889
- March 7th** **Rod and Custom** (Formerly Campbelltown) Kilburn Oval - Lionel Ave.
Blair Athol. Buyers 7am Adults \$5.00 Children Free Sellers \$20 including driver
Inquires Scott McLay 0412 555 723
- 14th** **Woodside** at Oval Onkaparinga Valley Road Sellers 6.30am Buyers 7.00am
Sellers \$10 Buyers \$5
Chris 0408 850 315 woodsidecommerceassoc@gmail.com

Other Events of Interest

- February 28th** Mid North Cruise see page 15
- April 11th** Gawler Veteran & Vintage Run see page 14
- May 23rd** Cavalcade of Cars, Kernewek Lowender

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

FROM THE KAPUNDA CHAPTER

AGM of the Kapunda Chapter of NARC was held 27th November 2020 in 38 degree heat at the Duck Pond Kapunda with 13 attendees.

Chairperson	Irene Woodcock.	8566 3585. 0400 294 521
Vice Chairperson	Richard Lang	0423 524 481
Secretary	Malcolm Johncock	0490 672 237
Treasurer.	Brian Woodcock	8566 3585
Property Officer	Trish Evans	
Auditor	Dianne Palamountain	

KAPUNDA CHAPTER CALENDAR

- February 20th Saturday. Twilight run to Owen Hotel for dinner. Leave Hill Street 5.45 p.m. Irene organising. Numbers please by 13/2/21. 040 0294 521
- February 26th Friday. Meeting. 7.30 p.m. Bring your own cup for tea and coffee.
- February 26th - 28th. Historic Caravan Club Vintage and Classic will be staying in the Kapunda Caravan Park. It could be worth a visit.
- March 17th Wednesday. Angaston Machinery Shed. Leave Hill Street 10.30 a.m. for Menglers Hill. BYO Morning tea. We will arrive at the shed just before 12 m/d. \$5 entry fee. Dick Lang is organising 0423 524 481. Hotel lunch following (Probably Angaston) Numbers by 6th March to Dick please.
- March 26th Friday Meeting
- April 14th Wednesday. A DAY IN THE VALLEY. Leave Hill Street 9.30 a.m. "A step back in time at Bethany Church". Recreation of a Pioneer Farm Yard with animals and implements and demonstrations of early skills. Light lunch at Bethany Hall ?\$8. Our visit may coincide with a recital on the Pipe Organ. Leave for the "Woodcarvers Haven" near Eden Valley via a scenic drive up Menglers Hill and the Barossa Ranges. Carving and Woodturning demonstrations, displays, wine tasting (grown on the property). Devonshire afternoon tea in a beautiful setting amongst the big gums. Afternoon Tea \$8. Please bring a chair in case there are insufficient. ALL SEALED ROADS. Malcolm organising.
See page 6 for more details
- April 23rd Friday Meeting.
- April 25th. Sunday Anzac Day. Usual morning tea at Dutton Park at 10.30 a.m. Lunch not yet organised.

Christmas lunch at Wolta Wolta 13th December

Around 20 members journeyed to Clare for this event. Driving through the meticulous garden of the stately historic "Wolta Wolta" homestead we were greeted by a delicious seasonal spread in the reception hall, plenty of room for social distancing.

Robert Parker and Moranne Coombs had prepared an appetising lunch for us. The club president Graham Correll accompanied by his wife Dianne wished everyone a Merry Christmas on behalf of the club. Both Robert and Moranne were each presented with a Christmas basket by the chapter chairperson Irene Woodcock in appreciation of their effort at a top event. Malcolm Johncock



Graham Correll wishing everyone a Merry Xmas



Malcolm Johncock and Trevor Altus

Australia Day

We were invited by the Barossa club to join them at the Australia Day breakfast at the Ebenezer community centre.

Ebenezer is a few miles east of Kapunda at the top end of the Barossa Valley. With a choice of several functions in the area we were only represented by 10 members and about 3 cars. Some members had obligations to other venues. A good crowd attended and the Barossa club was well represented. The community centre staged a very good event, with the crowd spilling out into marquees in the grounds. Following breakfast we travelled with the Barossa club to the Bethany reserve for a picnic lunch. A great day. Malcolm Johncock



Breakfast at Ebenezer Hall

21 Ford T & 26 Chev Superior – Barossa Club cars

Hahndorf swap meet, All Holden Day Glenelg

Arrived Hahndorf 6.45am in Drizzly rain. Some stallholders stayed overnight but they were still coming in at 8am The oval was full of stalls-something for everyone. A few pot plant and what have you stalls.

Tim got a new old stock door skin for a Kingswood at a bargain price compared to the internet. The event was well organised, but there were no bargains left, we got them all! When we left about 8.30am there was about 100 people lined up waiting to get in.

We moved on to the all Holden Day at Wrigley Reserve at Glenelg. This was a fantastic event, but it has outgrown its venue. They were turning would be entrants away because they had no room left. The event was overall very well organised.

Trish and Tim Evans

Kapunda chapter coming event

A day in the valley, Wednesday April 14, 2021

Meet at Hill Street 9.30am, travel to Nuriootpa, go towards Tanunda, at the 3rd roundabout between Nuri and Tanunda take the Menge Road outlet. Cross 2 intersections on this road and proceed to the T junction, turn left and the Bethany Church will shortly be on your right.

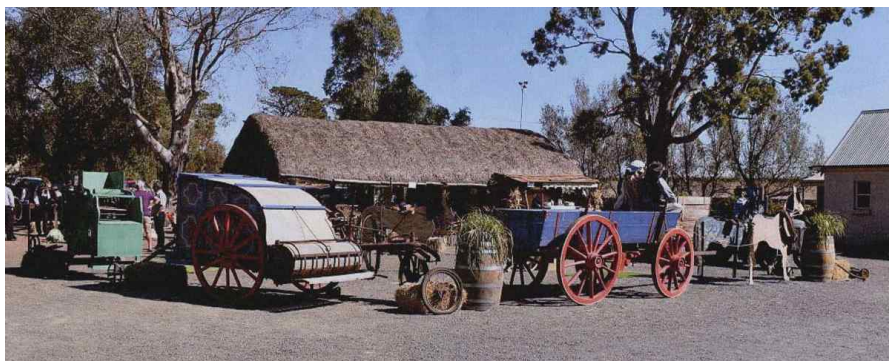
Bethany Church presents "A Step Back In Time" Recreation

of a pioneer farmyard with animals, implements and demonstrations of pioneer skills and chores. At 11.45am a light lunch will be served, choice of sandwich fillings etc, Covid guidelines apply.

At 1.00pm there will be a recital on the pipe organ in the church. The cost will be \$15 a head with donation boxes scattered around if you feel a display is exceptional. Immediately following the organ recital at 1.30pm we will leave for the Woodcarvers haven at Eden valley via Menglers Hill and the Barossa Ranges(sealed roads) Showroom displays of hand carved rocking horses and other items. Wine tasting of boutique wines grown on the property (award winning)Cellar door sales. A Devonshire afternoon tea will be served. The cost will be \$8 to \$9 a head

Please bring a chair just in case

To assist catering please advise Irene 0400 294 521 or Malcolm 0490 672 237 your numbers and you will be asked your choice of sandwich fillings. Lunch must be served according to Covid regulations, advise before Sunday April 11. Lunch is included at Bethany for \$15. There is no charge for the displays at either venue. The Barossa club will be joining us, Bethany was the first settlement in the Barossa Valley





Show 'n' Shine

7

Sunday, 21st March 2021



Clare Oval

Main North Road, Clare

Gates open 7.30am for Vehicle Entries

(to be in place for judging by 9.30am)

Public entry at 10am

Presentations at 2pm

Entry Fees: \$20 per vehicle, including driver only

Public Admission: Adults \$5

Children under 14 Free

Categories to suit everyone from Veteran to Modern Day Vehicles
Including Military and Commercial Vehicles up to 4.5 tonne, Hot
Rod/Street Machines & Motor Bikes

Catering by Clare & District Lions Club

Entry forms available from

Club Secretary, Moranne Coombs 08 88253766 or online www.narc.org.au

Further info: Trevor Naismith 0409 648 424 or Graham Goode 0418 894 304

SHOW 'n' SHINE

The Northern Automotive Restoration Club SA Committee wish to extend an invitation for you to participate in our inaugural Show'n'Shine event to be held at the Clare Oval, Main North Road Clare, on **Sunday 21st March 2021**.

There will be affordable food outlets at the oval provided by the Clare and District Lions Club.

Admission: Adults \$5 Children under 14 years: FREE

An entry form is enclosed and the \$20 entry fee includes admittance for the driver only.

Please complete and lodge the entry form and payment by cheque or EFT. Please clearly state your family and given names on the EFT. Car numbers will be issued on the day and you will be directed to staging locations on the oval.

The NARC Committee members wish to see as many entries as possible. In future years the Club anticipates conducting our Show 'n' Shine in conjunction with our Swap Meet, which was not able to be held this year due to COVID restrictions.

Show'n'Shine Coordinator: Trevor Naismith

Phone: 0409 648 424

SHOW 'n' SHINE

Sunday 21st March 2021

Show'n'Shine Coordinator: Trevor Naismith

Secretary: Moranne Coombs

trevornaismith@mail.com

Phone: 0409 648 424

Email:



Entry Form

Gates open from 7:30am, display vehicles to be in place by 9.30am.
2.00pm.

Presentations

Public Admission \$5.00

Children under 14 years – Free

Please tick categories you wish to enter: \$20 per vehicle including driver ONLY.

Additional passengers \$5 each

Entry Closes: Friday 12th March 2021

- | | | |
|----|-----|--------------------------------------|
| 1 | () | Veteran (up to 1919) |
| 2 | () | Vintage (1920-1929) |
| 3 | () | Post Vintage (1930-1949) |
| 4 | () | Classic (1950-1969) |
| 5 | () | Modern Classic (1970-1989) |
| 6 | () | Post Classic (1990-2009) |
| 7 | () | Contemporary (from 2010) |
| 8 | () | Motor Cycles |
| 9 | () | Hot Rods/Street Machines |
| 10 | () | Commercial vehicles under 4.5 tonnes |
| 11 | () | Military vehicles under 4.5 tonnes |
| 12 | () | Overall best vehicle |

Vehicle: Year: Model:

Colour: Vehicle Reg'n:

Bank: BSB 015:552 A/c 414239425..... \$.....enclosed/transferred

Name: Email:

Postal Address:P/c.....

Ph: Signature:

Your assistance in leaving the grounds tidy and free of litter before leaving will be welcomed by our small band of volunteers. This gesture would be appreciated by the Committee who in return will be most happy to welcome you back again next year.

PLEASE NOTE: All vehicles & drivers enter their vehicle at their own risk. The Northern Automotive Restoration Club Inc. in conjunction with all sponsors involved will not accept any responsibility of any kind for damage or injury incurred.

Northern Automotive Restoration Club Inc President: Graham Correll



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

1. NAME OF CLUB

The name of the club is The Northern Automotive Restoration Club (S.A.) Inc., herein referred to as the Club.

2. OBJECTS OF THE CLUB

The objects of the Club are to:

- (a) encourage, promote and advance the preservation, restoration and use of motor vehicles, tractors, motors, machinery and associated memorabilia of an age beyond that of its normal use.
- (b) act, at all times, on behalf of and in the interest of the Members
- (c) maintain member status of the Federation of Historic Motoring Clubs SA Incorporated
- (d) maintain a calendar of social activities within the Club;
- (e) use and protect the Club's Intellectual Property appropriately;

3. POWERS OF THE CLUB

Solely for furthering the Objects, the Club has the rights, powers and privileges conferred on it under section 25 of the Act, namely to:

- (a) acquire, hold, deal with, and dispose of, any real or personal property;
- (b) administer any property on trust;
- (c) open and operate ADI accounts as defined by the Banking Act 1959;
- (d) invest its moneys—
 - (i) in any security in which trust moneys may, by Act of Parliament, be invested; or
 - (ii) in any other manner authorised by the rules of the Club;
- (e) give such security for the discharge of liabilities incurred by the Club as the Club thinks fit;
- (f) appoint agents to transact any business of the Club on its behalf

4. MEMBERSHIP

4.1 Categories of Members

The Members of the Club shall consist of:

- (a) **Individual Members**, who are financial, shall have the right to receive notice of Meetings and to be present, debate and vote at Meetings;
- (b) **Life Members**, shall have the same rights as an Individual Member;
- (c) **Associate Members** who form part of an individual member's immediate family, shall have the same rights as an Individual Member;

4.2 Life Membership

- (a) Life Membership is the highest honour that can be bestowed by the Club for longstanding and valued service to the Club.
- (b) Any Member may recommend a person for Life Membership by notice in writing to the Committee as detailed in the Regulations.
- (c) A person may be appointed a Life Member only by Special Resolution put to an Annual General Meeting by the Committee
- (d) A Life Member is not required to pay membership subscriptions.

4.3 Application for Membership

The application must:

- (i) be made on a form approved by the Committee and include all mandatory details requested;
- (ii) be accompanied by an amount equivalent to the annual fee applicable for the class of membership being applied for, unless less than six months remain in the financial year, in which case the amount shall be halved.

4.4 Discretion to Accept or Reject Application

- (a) The Club may accept or reject an application for membership by voting at a General Meeting. The Club shall not be required or compelled to provide a reason for accepting or rejecting the application.
- (b) Where the Club accepts an application, the applicant shall become a Member. Membership shall be deemed to commence upon acceptance of the application by the Club.
- (c) Where the Club rejects an application, any fees forwarded with the application will be refunded.

4.5 Renewal

Members (other than Life members) must renew their membership annually in accordance with the procedures set down by the Club.

4.6 Register of Members

Subject to the Act, confidentiality considerations and privacy laws all information supplied on the application form will be recorded in the Register. The Club shall not be held liable in the event that a member fails to provide notice of alteration of such information

4.7 **Obligations of Members**

Each Member agrees to:

- (a) treat all members of the Club, its contractors, and members of the Federation with respect, honesty and courtesy at all times
- (b) maintain and enhance the standards and reputation of the Club
- (c) comply with and observe this Constitution and the Regulations and policies of the Club and also any determination, resolution or decision, which may be made or passed by the Committee or other entity with delegated authority on behalf of the Club

4.8 **Resignation of Membership**

A Member who has paid all arrears of fees payable to the Club may resign or withdraw from membership of the Club by giving written notice

4.9 **Termination of Membership for Breach**

- (a) Subject to giving a member an opportunity to be heard or make a written submission, the Committee may resolve to terminate the membership of a member on a charge of misconduct in breach of his / her obligations as per clause 4.7 or for failing to pay monies due to the Club.
- (b) Particulars of any such charge shall be communicated to the member at least one month before a meeting of the Committee at which the matter will be determined.
- (c) The determination of the Committee shall be communicated to the members of the Club at the following General Meeting and be voted on. The member may present an appeal before this vote. In the event of an adverse determination being upheld by such vote, the membership will be terminated immediately
- (d) Any person whose membership has been terminated as above may re-apply for membership.

4.10 **Forfeiture of Rights**

- (a) A Member who ceases to be a Member, for whatever reason, shall forfeit all rights in and claims upon the Club and its property and shall not use any property of the Club including Intellectual Property.
- (b) Any Club documents, records or other property in the possession, custody or control of that Member shall be returned to the Club immediately.

4.11 **Refund of Membership Fees**

Membership fees or subscriptions paid by a deceased member may be refunded on a pro-rata basis at the Club's discretion

4.12 **Subscriptions and Fees**

- (a) The Committee may
 - (i) recommend amounts for annual membership subscriptions for different categories of membership;
 - (ii) determine the time for and manner of payment of the subscriptions, fees and levies by Members to the Club
- (b) Annual Membership subscriptions shall be approved by majority vote at a General Meeting

5. **DISCIPLINE AND DISPUTE RESOLUTION**

5.1 **Scope**

The Committee shall deal with any disciplinary matter referred to it involving the enforcement of this Constitution, the by-laws or policies of the Club, or where the actions of a member are prejudicial to the interests or Objects of the Club.

5.2 **Process**

The parties to the dispute must meet and discuss the matter in dispute, and, if possible, resolve the dispute within fourteen (14) days after the dispute comes to the attention of all parties.

6. **MEETINGS**

6.1 **Types**

Meetings of the Club shall conform to the following:-

- (a) General Meetings - which may be held on a regular basis (normally the second Thursday of the month.)
- (b) Annual General Meeting which shall take the place of the first General Meeting after the end of the financial year and include the consideration and approval of the financial accounts, the election of the Committee and three inspectors of accounts, and any general business.
- (c) Special Meetings, which must be requested in writing by at least 5 members, or the Committee, in order to consider business of an extraordinary nature. In such cases 21 days' notice per clause 9.5 must be given to Members stating the business to be discussed.

6.2 **Attendance**

Members and visitors in the company of a Member are entitled to attend Meetings but only Members are entitled to vote.

6.3 **Quorum**

- (a) No business must be transacted or discussed at a Meeting unless a quorum (10% of members) is present at the time when the meeting proceeds to business.
- (b) In the absence of a quorum, the Business Meeting shall be abandoned and any business held over until the next scheduled Meeting

6.4 President to chair Meetings

- (a) The President of the Club will act as chairperson at every Meeting except:
 - (i) in relation to any election for which the President is a nominee; or
 - (ii) where the President has a conflict of interest.
- (b) If the President of the Club is not present or is unable to preside, the Vice- President shall chair that Meeting only, unless he /she is also unable to preside, in which case the position shall be filled by any member of the committee elected by the majority of members present.

6.5 Voting Procedure

- (a) A Member shall be entitled to appoint, in writing, a proxy to attend and vote at any meeting.
- (b) A resolution put to the vote at any Meeting will be decided by a majority, on a show of hands unless a poll has previously been demanded by the chairperson; or the majority of Members present at the Meeting.
- (c) Each Member is entitled to one (1) vote at Meetings, notwithstanding that a member may also act as a proxy.
- (d) The chairperson may not exercise a casting vote at Meetings.

6.6 Recording of Determinations

A declaration by the chairperson that a resolution has been carried or lost will be recorded in the minutes.

7. MANAGEMENT

7.1 General powers of Committee

Subject to the Act and this Constitution, the business and affairs of the Club must be managed by the Committee

7.2 The Committee

The Committee shall comprise of the

- (a) Patron
- (b) President
- (c) Vice -President
- (d) Secretary
- (e) Assistant Secretary
- (f) Treasurer
- (g) Federation Representative
- (h) Editor
- (i) Conditional Registration Registrar
- (j) Immediate Past President
- (k) A maximum of four other elected Members

7.3 Decisions of Committee

Questions arising at any meeting of the Committee may be decided by **resolution** of the Committee Members. Each Committee Member has one (1) vote on any question. The chair does not have a casting vote.

7.4 Circulatory Resolutions

- (a) A resolution in writing, circulated for voting and signed or assented to by any form of electronic or visible communication by all Committee Members shall be as valid as if it had been passed at a meeting of Committee members.
- (b) A resolution passed under this clause shall be recorded in the minute book.

7.5 Resolutions not in Meeting

- (a) A meeting of the Committee may be held where one or more of the Committee Members is not physically present at the meeting, provided that all persons participating in the meeting are able to communicate with each other effectively, simultaneously and instantaneously.
- (b) Any such meeting shall be deemed to occur at the location of the chairperson.

7.6 Quorum

The Quorum for Committee meetings shall be at least half of its members.

7.7 Voting

Resolutions at Committee Meetings shall be determined by simple majority.

8. RECORDS AND ACCOUNTS

8.1 Accounts to be Kept

- (a) The Club must keep such accounting records as correctly record and explain the transactions and financial position of the Club.
- (b) The annual statement of accounts and the associated report by the inspectors of accounts will be presented at the Annual General Meeting.

8.2 Transaction Accounts

- (a) The Club shall maintain at least one transaction account with an authorised deposit-taking institution as defined by the Banking Act (1959) as the Committee may from time to time determine, and all monies belonging to the Club shall, as soon as practicable after being received, be deposited in that account(s).
- (b) No debit may be made unless authorised by any two of the persons appointed by the Committee for such purposes.

8.3 Inspectors of Accounts

Three competent, non-signatory members of the Club shall be nominated to act as inspectors of accounts, any two of whom shall inspect and approve the annual statement of accounts prior to the Annual General Meeting.

8.4 Application of Income

The income and property of the Club shall be applied solely towards the promotion of the Objects and no portion shall be paid or transferred, directly or indirectly, to Members or their Associates except as bona-fide remuneration for services rendered or expenses incurred on behalf of the Club.

9. ADMINISTRATION

9.1 Winding Up

The Club may be wound up in the manner provided for by the Act

9.2 Distribution of Assets and Property on Winding Up

If after winding up the Club there remains **surplus assets** as defined by the Act, they shall be distributed to an organisation(s) with similar objects to the Club or a charitable institution(s) as determined by the Members in a meeting at or before the time of dissolution.

9.3 Amendment of Constitution

This Constitution shall not be amended except by **special resolution** as defined by the Act, whereby:

- (i) at least 21 days written notice per **clause 9.5** of the intention to propose the resolution has been given to all Members, and
- (ii) it is passed by at least three quarters of Members present being entitled to vote either in person or by proxy

9.4 By-Laws

- (a) By-laws or amendments to by-laws may be proposed by the Committee or any Member at any time and resolved at any Meeting
- (b) Notice of changes to by-laws shall be given to Members via the following edition of the club magazine.

9.5 Notices

Notices may be given by post or any means of electronic delivery, and shall be deemed to have occurred 48 hours after the normal delivery time expected for the means used.

9.6 Patron

At a General Meeting, the Club, on the recommendation of the Committee, may appoint a patron subject to approval of that person.

9.7 Indemnity / Insurance

- (a) The Committee Members of the Club shall be indemnified out of the property and assets of the Club against any liability incurred by them in their capacity as a Committee Member in defending any proceedings, whether civil or criminal.
- (b) The Club shall indemnify its Committee Members against all damages and losses (including legal costs) for which any such Committee Member may be or become liable to any third party in consequence of any act or omission except wilful misconduct performed or made while acting on behalf of and with the authority, express or implied, of the Club.
- (c) The Club shall insure itself and members against any public liability claim to the maximum extent generally offered by the industry.

9.8 Colours of the Club

The colours of the Club shall be orange, black and silver.

Cover Photo 1951 Mk 7 Jaguar

In the late eighties, when money was no object, I was looking at restoring an "old" car. I had owned English cars in my younger days, (a mini and a couple of MGs) and Land Rovers later in life. Through an employee, I found a 1951 Mk 7 Jaguar in a garage at Watervale. It had been a home for several rodents for, it seemed, many years. The body was in reasonable condition, however, the interior needed some serious work. The car was for sale at \$5,000 which was far more than it was worth, but had "sentimental value", or so I was told.



I was informed that its history went back to 1952 when the Wendts family (Wendts Jewellers), imported it from the UK and then later sold it to the grandfather of the current owner in 1964. It had been in two families for nearly 40 years.

I contacted a friend, Graham Goode (Goode Restoration) in Clare, who offered to bring it to Clare on a car trailer and then the fun started. Totally stripped back to bare metal, the chassis was powder coated and every nut and bolt etc was pulled apart and brought back to new. The motor went to Gawler, the interior (Connelly leather) was done locally, the bodywork was completed in Clare and the woodwork went to a guy in Flagstaff Hill and so on.



The only "non-original" parts include a stereo in the right glove box (CD stacker in the boot) and a plug for the Engel Fridge in the boot, after all, one must have cold champers when out in the Jag! By 1994 we had the car on the road and its maiden voyage was a trip to Echuca to catch up with Victorian friends, back in the days when we were allowed to socialise with Victorians! Very little work has been necessary since until recently when a good friend (and JDCSA/PADARC member), Peter Cox here in Crystal Brook made sure that the old girl stopped as well as it went! Many days spent rebuilding the brakes ensured this.

Some new tyres and it should be ready for many more enjoyable outings. Gillian and I look forward to getting out and about and meeting NARC members.

Don Pritchard and Gillian McKenzie

CANCELLED - 2021 NHMA Rally

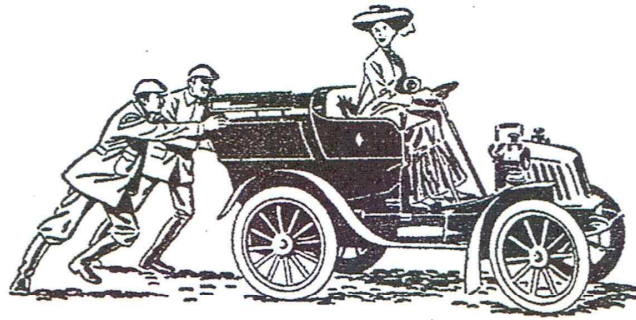
The Cudgegong Valley Antique Machinery Club regret to advise that due to the ongoing and volatile COVID-19 situation we have made the decision to cancel the 2021 National Historical Machinery Association Rally.

President of the CVAMC, Brian Jones, said "This was not an easy decision as many people have been looking forward to the Rally, including ourselves. However, the safety of our volunteers, exhibitors and visitors is of highest importance so we do not feel it appropriate to proceed with the event given the current COVID-19 situation."

The Rally was set to be held at the Aus. Rural Education Centre in Mudgee, NSW, April 2021. Any exhibitors that have already booked and paid will receive a full refund in the coming weeks. If you have paid, please email your bank details to nhma2021@arec.com.au so we can arrange for a direct deposit of the full refund amount.

When a new date for the Rally is confirmed it will be posted on the CVAMC web site (cvamc.com.au) and we will send email updates with any relevant information.

Regards,
2021 NHMA Rally Committee



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(GVV&CVC)**

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Meet at the Immanuel Lutheran School 11 Lyndoch Rd. Gawler East. Enter from Daly St.

Assemble from 8:00 am for 9:30 am start for Veteran & M/C - 10:00 am start for Vintage.

Breakfast, Coffee & Tea available at the start, provided by school volunteers.

Area for trailer unloading at the Start.

Large area for trailer loading at the Finish. (Seppeltsfield Winery)

Veterans & M/C will leave first with a clear break from the Vintage group.

Mechanic in a recovery vehicle & car trailer will follow at the rear of the cavalcade.

Morning tea supplied to all entrants & passengers on the Village Green at Lyndoch.

Food & drink also available from Lyndoch Bakery.

Coffee / Tea & Portuguese Tart provided to all entrants by Seppeltsfield Winery at the Finish.

Craft shops, Wine tasting, additional lunch selections and tours are also available.

Bring table & chairs.

A fun day with lots of prizes & trophies including President's Trophy, Sponsor's pick of the day,

Motor Cycle of Interest, fashion of the era, etc.

*** Covid-19 restrictions will apply as required at the time of the event ***

Information & Entries: David Prest Mob: 0438 112 266. Email: vvrn@gawlerclub.com

Web : gawlerclub.com



2021 MID NORTH SA CRUISE **"LAST DAY OF SUMMER!"**

When - 28th Feb at 1pm
From – Murraytown ...To – Port Germein

A Combined Cruise open to all vehicle types from Stock Classics to Street Rods, Customs and Modified Cars. If it's registered and has wheels and an engine – You're Welcome.

The Plan...

All vehicles to meet at Murraytown by 1pm on the 28th of February to begin the Combined Cruise to Port Germein. The Cruise Route is via Port Germein Gorge and will finish up at the Waterfront in Port Germein.

The Other Plan...

There will be several earlier start points for those wanting to cruise to Murraytown.

So far they are...

- Peterborough to Murraytown – with Orroroo included as a meeting point.
- Port Pirie to Murraytown - Meeting Point is Cars and Coffee.
- Port Augusta to Murraytown – Meeting Point to be confirmed

Any other groups wanting to add to the starting points please let me know. Meeting/start times will be confirmed and added asap.

Covid Safe policy will be enforced, we all know what is required so no more needs to be said. Safe driving behaviour will also be enforced.

Contact Terry on 0413867380 for more info. Or visit [Mid North SA Cruising](#) on Facebook

RAAF Workboat Restoration Chapter 3

Continued from March 2020 edition

There is a reason they don't build boats like this anymore. My problem was time and money, particularly the second. So many pieces to make, each one taking from 15 minutes to 4 hours to remake. Each rib had taken on average a day to restore. Unpicking the ribs copper nails and corroded brass screws careful not to damage the pieces further so they could be repaired and reused, or used for templates if they



needed replacing. Removing the rib assemblies to the shed, the copper nails were unpicked to separate the individual components. At this stage the pieces can be properly assessed. Some timbers that appeared sound on the boat now completely exposed showed the extent of timber rot or other defects that were hidden behind plywood gussets and bracing. All of the original plywood required replacing. Some other timbers were so soaked with oil from the engine that the epoxy resin I was using to glue the boat back together would not stick. Tracing the old parts onto new timber to be later cut out and shaped into a new component was an easy job when the old part was complete. Some old parts were broken or half missing, in most cases I could use the part from the opposite side of the hull

as it was a mirror image of the other side. Sometimes parts from both sides were not suitable for a template. In this case I used the ribs from each side of the one I was trying to reproduce and made something as close to half way between the two as I could. Once the pieces are complete they are fitted and assembled on the hull screwing them in place, adjusting and modifying to achieve the best fit. The parts are then disassembled and then reassembled with epoxy resin glue and 316 grade stainless steel screws. After a twenty four hour period the clamps could be removed, imperfections in the timbers can be corrected with a sander, then onto the next rib.

The construction of rear parts of the boat that had been lost to the side of the road whilst travelling from Victoria to Overland Corner, were until now a mystery. I was unsure of the design of the missing frame of the rear of the boat. A year and a half after they were lost Rick (who I obtained the boat from) found the plywood sheets and frame parts still on the side of the road, although a nest of bull ants had made it their home. The plywood sheet still had a small section of frame attached. It was not the complete picture but it was sufficient enough to guess what the missing parts



were constructed like. From these photos I could complete the rear frame of the boat as close to original as possible.

Never buy a wooden boat if you don't like splinters!

One night a friend from work phoned me to tell me there was a Chrysler marine engine for sale for \$100 on Facebook. Tell them I will buy it. The next day I hitched the trailer and set off to pick it up. I had been doing some research on the Chrysler six cylinder motor and wasn't aware that Chrysler produced a number of variations of a factory built marines engine and gearboxes. At one point in the 1940's they produced around 40% of the worlds marine engines. A Google search of the internet produced a few images and videos of Chrysler motors but not much written information, and all of which comes from North America.



My factory built Chrysler marine motor with forward neutral reverse gearbox



In Australia people are aware of the Chrysler car motor that was modified with aftermarket parts to convert them into a marine motor, particularly popular in ski boats around the 1960's but no one I had spoken to knew of the factory built marine engine. My father in law told me he had seen them when he was an apprentice mechanic in South Africa but back then they were a thing of the past replaced by more modern motors.

The motor I bought was almost complete although it was missing the generator, factory inlet manifold and carburettors. It had been stored outside for some time, so it was no surprise to find water damage to 2 of the cylinders. The rest of the motor and gearbox was in good order with old but clean oil in them that had protected the internals from corrosion.

For now the motor and gearbox were a low priority and would be stored to be refurbished at a later date giving me time to track down the missing parts.



By September 2018 the frame of the hull was almost complete, and I had purchased enough plywood sheets to replace the skin of the hull. First sheet to go on was the back of the hull. Easiest to replace, once it had been cut to shape it had only one curve and was a quick job to glue and screw to the frame. The next sheets were the rear most sides of the boat. They were more difficult and would require some thought as to how they would be clamped to the frame whilst gluing as they had a compound curve (curved both horizontally and vertically). Prior to gluing these panels on I did a dry run without glue, similar to how I assembled the ribs prior to gluing. The epoxy resin has roughly half an hour of working time before it begins going hard (weather dependent) so it's important to iron out the problems before mixing glue.

As these sheets had a mild normal outward compound curve the shape was achieved by clamping all 4 sides to the frame of the boat. Care needed to be taken not to create low points where the clamps were. This was achieved by placing a plank along the edge of the plywood sheet on which the clamps could be placed and tightened. This plank could also be used as a visual aid whilst adjusting the clamps as you looked down the plank like a gun sight to achieve a uniform curve without highs and lows.



The next sheets were more difficult. The middle side sheet had a mild outward curve at the rear merging into a large reverse curve at the front not to mention the longitudinal curve of the boat and a slight twist. Sometimes when I sleep on a problem the solution will come after much thought as it did a week or so later after experimenting with various methods. Unlike a normal outward curve where you clamp the edges of the sheet over the frame, a reverse curve requires clamping in the middle of the sheet and the edges mostly look after themselves. To do this I made some large G clamps to reach into the middle of the sheet. The first 4 clamps ended up on the junk pile as the forces required to compress the sheet enough to meet the ribs was too much for the clamps and they distorted. I also discovered that I needed to reinforce the ribs with metal frames to prevent the G clamps cracking the frame as I compressed the sheet into place. With 8 heavy duty clamps made I was able to bend the sheet to the shape needed prior to mixing glue.



This was one of the more difficult challenges I had faced so far but just a taste of what was to come with the front most sheets.

Chapter 4

Work Health and Safety officer wanted.

It is important to use the correct fasteners for the task that you're doing. I discovered this when trying to glue one of the last sheets to the hull. Every sheet had different challenges to twisting, shaping and clamping so it was essential to do a dry run prior to gluing. The techniques used on the previous sheet had to be fine tuned as access for clamps changed, the shape of the next piece had more of a twist or a curve. On all sheets I had used a scrap strip of plywood screwed onto the middle of the skin with some 30mm long screws that I had on hand, to take the pressure of the clamps. This reduced clamp damage to the skin as well as being a guide to the correct curvature and clamping pressure as the glue set. The front sheets had a reverse curve like other sheets but differed as they had a greater curve as they bent around the bow of the boat.

It was whilst gluing one of the last sheets that I realised that the 30 mm screw was insufficient. With the rear of the sheet clamped to the ribs, I used another clamp to pull the front of the sheet around the ribs to the bow of the boat to get it in place for the larger clamps which went on the scrap strip screwed to the skin. It was at this point that the scrap strip decided to part with the plywood sheet that I was bending over the front of the boat, thumping me in the forehead. I felt something running down my face and with a wipe quickly realized it was blood. How bad was the cut? The epoxy glue was mixed and on the boat, and it wouldn't be long before it began going hard. I was faced with a choice, drop what I was doing and attend to the cut on my head, or continue clamping the timber before the glue cured. I was unsure how bad the cut was but if I didn't get the timber in the right place, I would have a difficult and expensive mess to clean up. Thinking fast I checked my head in a rear vision mirror of a vehicle that was parked nearby. It didn't look like it needed stitches.

I made the choice to go on, successfully clamping the sheet with larger tek screws to hold the offending timber in place and keeping clear of the swing zone just in case.

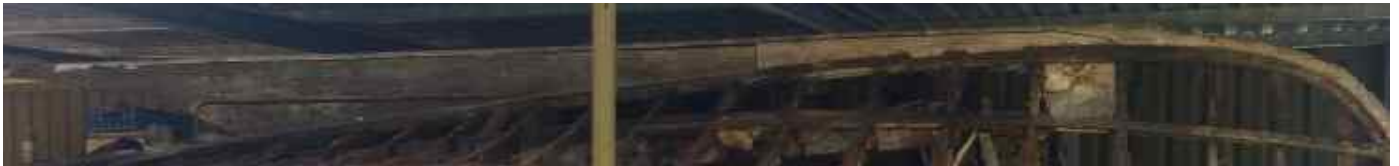


Gluing the front sheet with the offending scrap strip under the clamps





By early 2019 the skin was completed and replacing the keel was the next job on the list. The original keel was in 2 sections with a butt joint about a third of the way from the front. Most likely a result of a bad repair some time during the boats life. It also had damage from rot and was mostly unsuitable to be reused for its original purpose except as a pattern for a new timber. Being the backbone of the boat I needed the keel to be strong with no joins.



The original keel and its sections

I needed a piece of Karri timber 65mm thick, 280mm tall and 5.7 meters long. After a bit of a search I found a small business south of Adelaide that dealt in second hand timbers of this sort. The piece of timber selected came from an old roof beam of the recently demolished Berri winery, a 20-minute easterly drive from my house. Unfortunately, it was now located 3 and a half hours west. Offloading my other wooden boat into the water so as to use the trailer for transport for a long piece of timber I was off to Adelaide to pick up the wood.

Shaping the new timber was a simple challenge with the old one as a template next to it but lifting it on and off a number of times to make adjustments was a little harder due to its weight. With a bit of help from friends and family the keel was glued into position with epoxy resin and eight 13mm brass bolts to hold it firmly onto the bottom of the hull.



Fitting keel to hull

Before long the keel was finished. Next I needed to fit the remainder (more than 1000) of the stainless screws needed to strengthen the epoxy glue join that held the skin onto the ribs. Keeping in mind to use the appropriate fastener for the task (a lesson I previously learnt) I used 30 mm wood screws, pilot hole drilled and counter sunk. These replaced the original copper nails and roves although I planned to fit these internally in the hull more as an ornamental thing to make the hull appear as it was when it was originally built. I placed a screw roughly every 100mm through the skin to the frame. Alone these screws would be sufficient to give the hull the strength required.

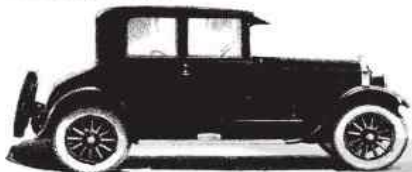
The hull was now complete and ready for the next stage and next chapter, sealing and painting

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Ferg Mahon's Cars, Bikes, Workshop equipment and books will be auctioned online by BML Auctions. The auction will be online only. Refer to farm clearing sales website for more information.

The location for the inspection will be given out closer to the auction.

For more information contact Graham Goode: 0418 894 304



Recently seen at the Clare oval, journalist Yana Zanette photographing Trevor Naismith, Ian Denton, Graham Goode and Rob Shandley with their vehicles for a Show 'n' Shine photo shoot for the Plains Producer newspaper