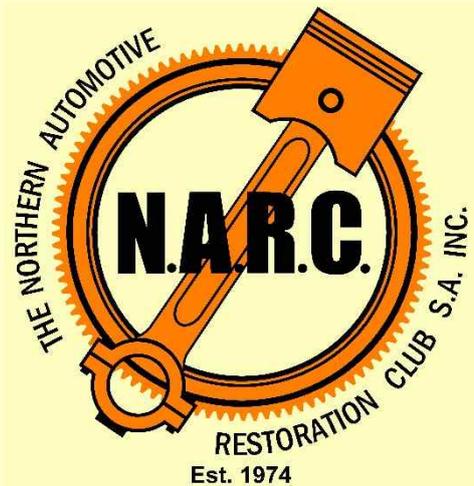


THE 'CON-ROD'

Official Newsletter

July/August 2021 No. 277





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.

July/August 2021 no. 277

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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 this report finds you all keeping well, warm and enjoying the wet weather. If you have been into watching the Olympic Games, the weather and the week's lockdown haven't affected your lifestyles as much as they might have.

Things have been ticking along nicely since my last report, the highlight being the Burra to Morgan Run on July 10th & 11th. The event was well supported and well organised. Thanks to the Burra boys and their helpers.

Our AGM was held last month and all offices remain the same except the position of Vice President. I welcome and thank Don Pritchard for filling this vacancy.

It was also a huge thrill to me to be able to recognize three of our members for the outstanding service they have given our Club over many, many years with Life Memberships. The recipients are Pat Fiedler, Merv Robinson and Graham Goode. These are our first Life Members in our Club's 48 year history. Well done! We are planning to have an official luncheon in the Crystal Brook RSL Club on Sunday 5th December when these presentations will be made.

As you will note in the Calendar, it's planned to have a "Clare Valley Cruise" on 19th March followed by the Show 'n' Shine on the 20th again on the Clare Oval. Trevor Naismith and Don Pritchard are looking forward to organising this event.

It is planned to run a separate Swap Meet which we are hoping to be able to run on Sunday, 24th October. As usual, Graham Goode and his helpers will coordinate this event.

You will also note in the Calendar that we have endeavoured to organise an event each month as well as our normal Thursday night meetings. The first one will be a run to Burra on Wednesday, 18th August to a Shed Day being organised by Paul Wilson.

In September we will be hosting the Riverland Club on Sunday, September 12th and our Club is welcome to attend.

I won't go through them all here as it's all in the programme. Please read it carefully and take note of any events or runs that you might like to participate in.

Thank you all for the support you have given your Club and myself over the last twelve months and I look forward to working with you all again in the months ahead.

Keep on NARCing, Graham

New Members

NARC would like to welcome new members;

Stephen Allan from Kapunda -1924 Maxwell tourer & MF 65

Tim Sunman from Kapunda - 69 HT Holden Kingswood & 71 HG ute.

Neville Schubert from Alford -1950 Norton Dominator,66 Norton Atlas, 74

Yamaha TX 650, 83 Suzuki GS 1100 outfit & 66 Austin Healey mk3 Sprite

Belinda Simpson from Burra.

Jodie Webb from Port Broughton

Phil Stringer from Pt Broughton - 69 Dodge Charger & 71 Corvette

Lachie Stringer from Pt Broughton - 79 Datsun 200B and 83 Bluebird

Ross Sims from Burra – 50 FX Holden & 79 Land Cruiser

Bill Schmiechen from Burra – 71 Volkswagen, 73 Land Rover & 79 Land Cruiser.

Geoff Rowett from Marrabel.

Mike Griffin from Kadina.

Graham Herde from Pt Broughton

Peter Smith from Pt Pirie – 67 HR Holden & 70 International 434.

Martin Wilkinson from Clare – 68 MGB

FRONT COVER

Wrattonbully Wranglers, Deb Sims and Ann Hammat with their car proudly displaying the Narc logo showing our sponsorship in support of the Cancer Council.

4

- March** 10th General Meeting – Port Pirie at 8.00pm. Talk from Shannons Insurance.
- 19th **Clare Valley Cruise**
20th **Show'n'Shine Clare**
27th Booleroo Steam Rally. NARC to display vehicles
- April** 2nd **Laura Fair** Narc to display vehicles.
- 7th General Meeting – Port Broughton Golf Club 8.00pm
NOTE EARLIER DATE TO AVOID EASTER
- May** 12th **General Meeting** Port Broughton Golf Club 8.00pm
15th **Farm Shed** visit.
- June** 2nd Deadline for Con-Rod submissions
- 9th General Meeting – Port Broughton at 8.00pm
TBA Mid week run to Bundaleer Reservoir and forest.
- July** 14th A.G.M., Port Broughton Golf Club 8.00pm. May be changed to a Sunday afternoon at a different location
TBA Mid-week run to Beetaloo Reservoir
- August** 4th Deadline for Con-Rod submissions
- 11th General Meeting Port Broughton Golf Club 8.00pm.
- September** 8th General Meeting Port Broughton Golf Club 8.00pm

Swap Meets

- August 15th Willunga** at Lions' Centenary Park, Binney Road, Willunga
Traders from 6am - Public from 8am \$5.00 per person to 2.30pm.
Sites \$10.00 each. Catering by Lions Club.
Enquiries Sean McCracken 0419 812 817, seanandjomccracken@gmail.com
- 29th **Victor Harbour** **Cancelled**
- September 19th Gawler** at Gawler Sport and Community Centre Nixon Terrace Gawler.
Gates Open 6-30 am.
Enquiries Yvonne Eales 0402 905 978 <http://www.gawlercarclub.com/>
- October 10th Morgan** at old oval, Oval Road (near the caravan park) sites \$10.00
buyers \$5 gates open 6.30 sellers can camp Saturday night
Gate prizes drawn at 11.00 Colleen Anderson-Peters 0438 892 905
- 24th **Clare** Venue to be decided.

November Bendigo **cancelled**

Other Events of Interest

- September 1st** Drive It Day or Old Car Day- details see page
- 20 - 29th Motorfest Classic - run in conjunction with the Bay to Birdwood.
Details www.baytobirdwood.com.au
- November 7th** Ford Picnic. Lenswood oval from 11am. See page 15
21st Yankalilla Classic Motor Show

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

FROM THE KAPUNDA CHAPTER

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

- August 15th** . SUNDAY RUN TO ROSEWORTHY MODEL RAILWAY
 Meet Hill Street Kapunda at 11 a.m. Roast Sunday Lunch (beef) at the Gungellan Hotel Freeling \$14 a head
 Roseworthy Railway 7 1/4" , 1.2 Km of track. Steam and petrol locomotives. \$2.50 per ride COVID RULES APPLY.
 PLEASE ADVISE MALCOLM 0490 672 237 If you intend coming to assist catering. Bring the grandchildren. Covered shoes must be worn on the train. Ideal outing for boys (little and big) who may want to be a train driver when they grow up. The Chairperson separates herself from the sexist comment and says bring the girls as they can be train drivers too!!!!!!
- August 7th** FRIDAY A.G.M. Covid rules will apply and we may still be unable to share supper but if rules have changed supper will be provided.
- September 1st** WEDNESDAY OLD CAR DAY. This being a week day may not be so well-attended as last year but we hope to be there earlier as our members were scattered last year. We shall leave Hill Street (own picnic etc) on board at 9.30 a.m.
- September 24th** FRIDAY Meeting 7.30 p.m.
- September 26th** SUNDAY BALAKLAVA OUTING. Meet Hill St @ 10 a.m. to motor to Balaklava. BBQ to be arranged at the "ROCKS' Bring your own chair. Toilet and shelter facilities at the Rocks and Urlwin Park. 2 p.m. at Urlwin Park. \$10 entry to Urlwin Park which will include Homemade afternoon tea. COVID RULES WILL APPLY.
- October 22nd** FRIDAY . Meeting 7.30 p.m.
- NOVEMBER** OUTING TO SWAN REACH is still being organised.
 This may be on a Saturday.
- November 26th** FRIDAY meeting 7.30 p.m.
- DECEMBER 5th or 12th** Christmas lunch at either the Vine Inn Nuriootpa or Greenock Tavern.

NARC at Farina celebrations, Friday 18th. June 2021

Back in 2020 Craig Thomas had arranged with the Farina Restoration Group for NARC to display suitably old technology at the opening of Patterson House, the group's major project for the last few years during their annual 8 week volunteer working bees to preserve the history of the once-thriving Farina township.

As with many other scheduled events, the 2020 opening had to be cancelled, but did proceed this year, with Dick Smith again committing to formally open Patterson House. NARC was represented by Tony Milobara's 1936 International C30 truck, John Birrell's 1923 Gray buckboard, Tom Chapman's display of vintage hand operated machinery and a guest appearance of Wayne Johns' 1926 Chevrolet tourer. Wayne is a member of the Murray Bridge club.

The three vehicles joined up at Laura on Thursday morning, leaving at 7.30 on a cold and often wet day. Travelling together we averaged 60 kph, a

comfortable speed for all. Stops were at Orreroo, Hawker, Parachilna and Leigh Creek, where the Chev's water pump gave up. Wayne had been able to buy a reconditioned pump on the way through Nuriootpa the day before, so his foresight was much appreciated. It was only after Leigh Creek that we left the rain behind and rolled in to Farina at 4.15 to a V.I.P. welcome. Tom had already arrived with his caravan and ute load of display items.

Our display was set up between Patterson House and the underground bakery and received much attention and many favourable comments from the visitors. The opening ceremony featured stories from the Patterson family, the last residents at Farina before it became a ghost town in 1982.

Many descendants of one-time Farina residents attended the opening along with neighbours and the obligatory dignitaries. Dick's speech was commendably short and to the point, and the estimated 140 or so attendees were treated to lunch fresh from the bakery.

Steve Harding, the restoration team's leader, shared with us the group's plans for the 2022 season and has invited NARC to help source some items and to again display their wares. The achievements of the volunteer working parties over the last 12 years are amazing and are responsible for Farina becoming an iconic tourist destination, let alone the must-visit bakery for 8 weeks each year.

Tony rose early on Sunday to photograph the Milky Way without moonlight and left by 5.30 to make Adelaide that night. Wayne and John had a more leisurely camp pack-up

for a 10 o'clock departure and stayed the night at Carrieton in the old school buildings, now a community run caravan park. The Carrieton Hotel has just re-opened after extensive renovations and we enjoyed an excellent meal that night. A very cold morning drive brought us back to Beetaloo Valley by 10.30



At Parachilna



Chev's!!



NARC campsite



Opening Day crowd

on Monday. All vehicles performed well on the home run.

John Birrell

On Thursday 17th June I travelled to Farina accompanied by my parents, John and Rosalie Patterson from Port Broughton. A drizzling overcast day was replaced with sun soon after Leigh



New Patterson

Creek removing all thoughts of a wet weekend. Passing a trio of old vehicles also travelling to Farina made you appreciate what it must have been like to travel those great distances in past era's.

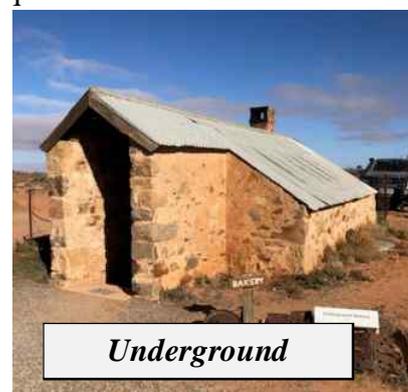


Original Patterson

After setting up our campsite at the well-equipped Farina Campground we settled in and over the next few hours were joined by many other family members. In total there were 4 generations of the Patterson family as well as cousins from the Davies family. Over the course of the night and around a warm fire a few drinks were had and many yarns/ stories, both old and new were spun. Some grew even louder as the night went on.

The reason for this gathering was the Official Opening of the Patterson House on Friday 18th June. Dick Smith opened the building with the unveiling of a commemorative plaque

The original house my grandparents and father lived in was burnt down in the 80's however due to the work of the Farina Restoration Group has been rebuilt to similar specifications. It is now used as a welcome centre but more importantly to sell the proceeds of the rejuvenated underground bakery next door. As a kid the bakery was used to hang meat in. I was told never to climb into the oven or it would fall in and kill me. I never climbed in and it never fell down.



Underground

My father, John Patterson, born in Farina in 1939, grew up in the old house and has an indelible memory of the people who lived there as well as the many changes to the town and railway. I spoke on behalf of my father and some of the humour of life as a child in Farina and his story is on the next page



Richard, John & Rosalie at the official opening



4 Generations of Patterson's on the verandah of the "New"



Underground baker's oven



The NARC display

Who were the Pattersons?

Outback pioneer, Jack Patterson (Jad) owned hotels in White Cliffs and Gemville. From 1914 to the late 1920s Jack leased Tinga Tingana Station on the Strzelecki Track. His father, Archibald is buried there in an isolated grave beside the Strzelecki Creek.

When drought and taxes forced him off the land Jack headed to Farina to become licensee of the Exchange Hotel from 1934-36.

Jack's youngest son, James Gordon (Gordie) took up McConvill's block, Farina and ran sheep.

The Patterson family held the title of the Patterson house from 1926.

Gordie and his wife Gwen raised their three children, Margaret, John and Phil in the house.

The old place had none of the 'mod cons' we take for granted today. No power, water, refrigeration, plumbing or sewer. Food was railed from Quorn once a week. The wood stove and kerosene lamps added to the oppressive heat. Gwen was constantly sweeping out sand which swept in through the louvre windows and which, at times, piled up against the house. Beds were dragged outside at night in the hope of some relief from the heat. Many believed the house was haunted. Doors opened and closed in the night and an apparition was seen in the kitchen. The more formal dining room and lounge in the centre of the house were rarely used as most activities occurred in the large kitchen. Bath time was sometimes once a week using a bucket of water, heated in the copper. An old tin shed served as the wash-house. To save water, clothes were 'spot-checked' and hung out to air and school clothes were worn for a week and changed after school each day.

The big shed to the rear was a venue for community events and dances.

On one occasion Gordie mistook petrol for kerosene to clear the smell in the pit toilet and burnt it to the ground.

The bake house was originally used for baking and later as a meat house. To preserve meat it was salted and wrapped in hessian bags. It was kept in the underground building during the day and brought out at night to be spread on wire beds. This process continued for weeks.

Life was rarely dull for children in Farina. John and Phil rode horses and used rifles from an early age.

John's horse Bull ant pulled a bung-cart, loaded with kids, to collect wood and water for the house. Bull ant had a habit of dozing off and breaking the shafts so one boy had to stand guard to throw rocks at the horse when he got shaky!! The boys loved to trick store-owner Jack Bell. On one occasion they asked Jack for something up in the loft so that they could steal a packet of cigarettes. They ran out of the store straight into the arms of the teacher. Their arses were sore for a week!

Traditional games were played at school. A dispute over cricket resulted in a girl from the railway cottages giving John 2 black eyes. Gordie's advice was, "Don't trust a woman".

Following Gordie's death in 1972 Gwen moved to Adelaide leaving much of the interior and furnishings intact. The old newspapers which lined the walls and floor under the linoleum provide a glimpse of a long forgotten past. Ben Murray, of Afghan/Aboriginal descent was the last person the live in the house which was later burned to the ground when campers lit a fire in the old stove with disastrous results.

The full story can be read in "Farina from Gibbers to Ghost Town" written by Rob Olston.

The incredible work of the Restoration Group and donations have served to bring the ghost town to life.

Many thanks also to Ann and Kevin Dawes for their ongoing support of this venture.



Bakery



Dad and Dick



Rosalie (1960) with the old house in the background

Kapunda chapter

Visit to Greenock Aviation Museum Saturday June 19 2021

We were welcomed by the founder Lincoln Nitschke to his lifetime collection of aircraft memorabilia. Lincoln spent his life flying, first running a charter business in New Guinea and then in management of Robby's Agricultural Aerial Services.



It is amazing how one man can collect so much stuff. There are various aircraft (including a Canberra bomber) airframes and engines. These are displayed along with 1400 model planes that Lincoln has constructed during his lifetime.



Start-ups were a V12 Rover Meteor tank engine (a de-rated Rolls Royce Merlin Spitfire engine) It just shattered the tranquillity of the countryside. The other start-up was a Commer Knocker. For the uninitiated these were a 3 cylinder opposed (six pistons) truck engine. They had a peculiar note to their exhaust. Fifty years on I can remember the exhaust noise echoing up the Gilbert Valley in the night air as the Commer prime movers headed off interstate. For an engine rated at only 105 BHP they had incredible torque.

Fuel consumption was only about half that of a conventional engine of the same horsepower. I drove one a couple of times and can only describe the engine as vicious.

A highly recommended venue with a knowledgeable guide. Lunch was enjoyed at the Impact Café

*Lincoln Nitschke,
Ross Vogt and
Commer Knocker*



Malcolm Johncock

Impromptu run to Morgan July 11th

Several members from Kapunda indicated their intention to go to Morgan for the finish of the Burra Morgan run at our meeting. We decided to go as a group and have a BBQ overlooking the cars and the river. Soon after our arrival the first cars arrived then it was a flood of cars. The only thing we have got to do is get our act together and participate next time. A great day out

Malcolm Johncock

BURRA TO MORGAN REENCATMENT RUN 2021

We first entered this biennial event back in 2010 having had good reports of the 2008 event from MAPS member, Roger Wood. Since then it has been a regular run for us, along with stays at Paxton Cottages, Burra.

COVID saw the 2020 run postponed until July 2021 and the cooler weather can be favourable to the older vehicles. Only one solo motorcycle in the forty nine entries which ranged from the 1908 Bayard to a 1996 Mercedes. Fourteen entries from 1908 to 1929, seventeen 1930 to 1954 and eighteen 1955 on. Over half the entries were from NARC members.

We opted to take the 1951 Alvis convertible as it is roomy enough for the weekend luggage and our dog, Maisie. We drove to Paxton Square Cottages for a post lunch arrival and to register. Later there was a gathering of the entrants for plentiful nibbles, many of which were provided by Roger Boehm.

Our Saturday night meal was at the Bowling Club; three excellent courses and a very pleasant venue. Having recently read the recollections of the late Les Warnes of Woolgangi, I was fortunate to be sat with Ian and Neville Warnes to learn a little more.

Sunday's start was at 9.30 am, but breakfast was served by the Burra Men's Shed team from 8 am and well subscribed. A line up of the older vehicles made a good picture before we were flagged off towards the "unknown" lands along which we found the refuge of civilisation at the "The Gums" where a generous morning tea was served by volunteers of the Burra National Trust. A presentation to the property owner was made by NARC. Well-fed and watered, we made our way to the Morgan River crossing. Alice the Alvis made good time



Burra Meals on Wheels has gone upmarket.

behind the 1935 Auburn of Merv and Aileen Robinson, but the pretty little 1937 Vauxhall Coupe of Allan Pitchers looked just as comfortable with his canine tail gunner.

Arriving at Morgan, we parked on the riverside reserve where many set up lavish picnics and barbecues. Our dog, Maisie, enjoyed a good run before we headed back to Burra with just a brief shower. After a night's sleep in our cosy cottage, we headed



Patron's wife 'Ivan when I said to get a table, I meant at the Hotel!!'

back to Ardrossan with poor visibility until we were near Mintaro where the sun was shining brightly; a great end to a most enjoyable weekend.

We do not need an excuse to visit Burra and Morgan. Back in 1990, when we were on holiday from the UK, I drove Jim Sewell's Commodore from Morgan to Burra when it was still unsealed. Ninety kilometres on dirt was an adventure to me, but nothing like that endured by those pioneers who made the journey from Burra to Morgan over a century ago.



Here's Goliath, where's David

Mike Osborne (MAPS)



Julien McNeil with his 1908 Clement Bayard which was the oldest car on the run.



"Wrattontully Wranglers", Ann Hammat and Deb Sims with Burra to Morgan Run organizers, Paul Wilson and Roger Boehm. NARC is a sponsor for Ann & Deb who will participate in the Mystery Box Rally in Queensland later in the year, raising funds for the Cancer Council.

REMINDER to ALL MEMBERS

SUBSCRIPTIONS / CLUB REGISTRATION

If you are yet to pay your annual subscription and hold Club Registration for a vehicle, you have until 19th August to become financial. Failure to do so will lead to your registration being cancelled.

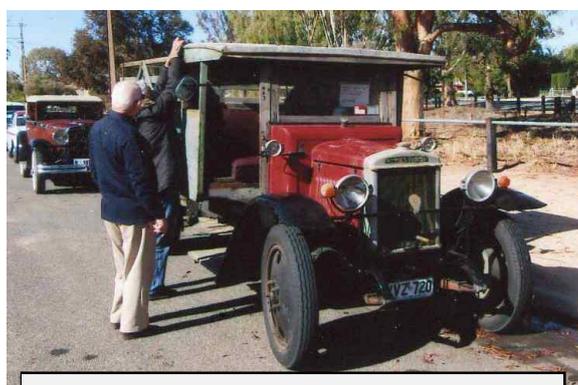
Once your subs are paid, LOG BOOKS need to be endorsed for 2021/22.
For details, please refer to the March/April issue of Con-Rod page 6.

Morris Register weekend away 28 May to June 2021 at Berri

The Morris Register was organised to hold the 2020 National Morris Registers of Australia Rally at Berri but it had to be cancelled owing to Covid. Not wishing to waste their effort it was decided to hold a weekend away this year, using the same program as much as possible.

Based at the Berri Tourist Park the accommodation was first class. They have a group stay facility with 15 rooms around a courtyard and a commercial type camp kitchen with dining facilities. I missed out on getting a group stay room so I got a cabin as did many others. Some brought a caravan.

One night we had a pizza night. Build your own pizza with what you want and take it to the pizza oven and they cook it while you wait. They have really got their act together.



1924 Morris Commercial farm truck

There were many Morris, Wolseley and MG vehicles of all types. A few like me went tenderfoot in a modern.

We enjoyed visits to Loxton Village, Cobdogla irrigation museum with a train ride, Olivewood, Paringa, the Frank Harding Collection

amongst other venues. On the way home we visited Terry Kuchel's tractor collection at Waikerie.

A fantastic weekend in a first class setting.

Malcolm Johncock

Ready for a quick getaway!
Loxton Historic Village



Vickers Tractor, Loxton



B250 International, Kuchel collection



TD5 International,
Kuchel collection

NARC Engine start up day

Wednesday August 18th 9.30 to whenever!! at Paul Wilson's shed .. 4 Railway Tce. Burra,
directly behind the silos on the road to the railway station.

Lunch will be supplied in the form of make your own hamburger. Tea coffee and water and cake available. **Please bring a chair.**

If you are interested please let Moranne know by Thurs 12th August

For more information call Paul Wilson 0419 869 109

The aim of the day is to get Paul's Blackstone 8hp engine started and also a CS Lister 35. Members are invited to bring along other engines to also be started.

Paul stated that he was able to purchase a number of small engines which some were complete and going and others required restoration and completion. In fact most required a transporter and cooling tanks of which some have been completed

One he purchased was a Blackstone 8hp engine sold to Clutterbuck Bros on the 3rd Oct 1911. After being at Merv Robinson's shed day he asked Merv if he would be able to help him get this started, his reply was yes. After some time Paul suggested to Merv that they make a club day out of the exercise. Paul thought it would be a hands on day and some other people might like to bring engines along to start them and to sort out some problems

Paul also has a CS Lister 35 that he assumes is totally complete (without a water tank) that requires starting.

MINUTES of GENERAL MEETING – Thursday 8th July 2021

President welcomed 42 Members and visitors, 15 Apologies.

Agreed Minutes of previous Meeting be Accepted.

Correspondence was read and Received.

Financial Report was presented and Accepted.

General Business:

Show.N.Shine would be held on the third Sunday in March.

Swap Meet to be on 24th October.

Kadina Auction on Saturday, 17th July

Kadina Show - Collectable Vehicles required for display Saturday, 21st August only.

Burra to Morgan Run – Itinerary well organised, Donation from Kalleske Wines

Riverland Visit – programme for Sunday, 13th September, organised around the Clare Valley

Opening of Patterson House by Farina Restoration Group well represented

by NARC Members

Blyth Cinema is being extended and opening soon, Two chairs being donated by NARC.

Burra Day Out Wednesday 18th August. Engine start day. Names required for Lunch.

Members were enlightened on some Ford History.

Next Meeting – Thursday 12th August at Port Broughton.

President closed Meeting at 9.00pm.

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MAP KERNOW FESTIVAL KAPUNDA October 30 and 31.

There will be two events of interest to car enthusiasts.

THE ANYTHING ON WHEELS TOUR.

Sunday October 31 2021 at 9.30 am.

Meet at the Trotting Club carpark on Hancock Road.

Tour to Eudunda, across to Marrabel and onto Gill Park at Hamilton for a two course BBQ lunch. After lunch return to Kapunda to participate in the Street Procession followed by a car display.

Entry form next page

KAPUNDA SHOW AND SHINE.

Sunday October 31 2021

Kapunda Show “N” Shine 2021 will be held in the main street on the 31st October 2021 commencing at 11.00am and is open to all makes and models incl. Hot Rods, with a chance to win prizes and trophies for: Best car on the day, Best Modified, Best Paint, Best theme Car, Encouragement Award and People’s Choice.

Live Music, Stalls, Locally produced food supplied by local Bakery, Cafes and Hotels with your favourite refreshments catered for, along with face painting for the kids, all available on the day.

This is a chance to show off your pride N joy to all enthusiasts. Register and pay on the day, all we ask is for you to reverse angle park and have your vehicle in position by 12.30 pm for 1.30 pm approx. for judging.

For any further enquiries please don’t hesitate to contact us or check out our Facebook page.

See you here.

Tiani Leis.

PH. 0411150031.

www.kapundashownshine

Email: northkapunda@outlook.com

In the centre of the action.

There will be a whole weekend of activities involving the whole town. The Kapunda Show will be held Saturday October 30, the Rotary Art Exhibition will open all the weekend, old machinery display, craft display, stalls, Town Square entertainment, on the Sunday along with Museum displays. The Museum Fiftieth Anniversary dinner will be held on the Saturday night at the Kapunda Bowling Club with Senator David Fawcett as the Guest Speaker.

A Street Procession will be held at 2.00 pm on Sunday.

Entertainment for everyone.

MAP KERNOW. (Anything on Wheels Tour)Sunday 31st October 2021

Northern Automotive Restoration Club (Kapunda Chapter)

Entry Form.

Entrants Name..... Phone No.
 Address..... Mobile.....

Postcode.....

Associated Club.....

Passenger 1.....

Passenger 2.....

Passenger 3..... Passenger 4.....

Vehicle Owners name.....

Vehicle Owners Address..... If different from above.

Vehicle Make.....

Year.....Model.....

Entrant.

BBQ Lunch, Fruit Salad n Ice Cream, Tea n Coffee \$20.00 \$.....

Passengers

BBQ Lunch, Fruit Salad n Ice Cream, Tea n Coffee @\$20.00 each \$.....

TOTAL. \$.....

Please make Cheques Payable to N.A.R.C (Kapunda Chapter)

Post all Entries and fees by October 17th 2021 to The Tour Organiser

BYO CHAIRS.

Po.Box 457 Kapunda 5373

Conditions of Entry and Disclaimer.

All Vehicles to be used in this event must be roadworthy and have current Registration. Federation supplied Log books must be filled in and Signed, (if Applicable) and a current drivers licence held by Driver. Drivers must abide by all traffic Rules.

The entrants shall be deemed to have entered on the clear understanding and condition that they and the persons who accompany them (for whom the entrant hereby agrees to take full responsibility) shall have no claim whatsoever against Northern Automotive Restoration Club or its servants or agents for any personal injury or damage to property or any other loss whatsoever incurred by the entrants or by members of the entrants party.

Northern Automotive Restoration Club hereby disclaims all responsibility for any such loss or damage and the entrant by his or her signature below acknowledge that he or she has read the above conditions of entry and understands them and agrees to abide by those conditions and to take full responsibility for themselves, their properties and the persons and property of all members of the entrants party.

The organizers reserve the right to alter some of the program arrangements if necessary, without consultation.

I/ we agree to abide by all rules and conditions above

Entrants Signature.....

Date.....



September 1st "DRIVE-IT DAY"

Old Car Day Wednesday

September 1st 2021



Bethany Reserve; Bethany Road, Bethany
12.00pm
BYO Lunch

The first day of Spring, September 1st is promoted by the Federation of Historic Motor Vehicles SA as "**Drive It Day**" in SA. You are encouraged to take your historic vehicles out so that the public can see them. Take them to work, take them shopping, go for a drive, organise a run. The Gawler Veteran Vintage and Classic Vehicle Club invites your club or club members to join us at Bethany Reserve: Bethany Road Bethany at around 12.00pm on Wednesday September 1st.

The Gawler Club has organised runs to Bethany starting as follows:
 Fremont Park Elizabeth, Princes Park at Showgrounds, Gawler
 All runs meet at 9.00 am for 9.30 am start.

You are welcome to join us, organise your own runs, or just turn up. It is all very informal, BYO lunch, toilets and a large shelter are available, but we suggest that you bring chairs.

COYID Conditions apply:

- **All persons attending must complete a contact tracing record either by scanning a QR Code at the entry gate or completing a tracing form (forms provided at the entry gate)**
- **Please do not attend if you have cold or flu like symptoms**
- **Maintain social distancing at 1.5 metres**
- **No tea and coffee facilities will be available**

It is a great opportunity to mix informally and share our hobby. So, come along, meet with fellow enthusiasts, have a chat, give the old vehicle an airing.

More Information: Alvin Jenkin 8529 2504 or email e-torque@gawlerclub.com



The Early Ford V-8 Club of America
SA REGIONAL GROUP 94 Inc.

All Ford Clubs & Vehicles

Are invited to the

19th FORD PICNIC

Sunday November 7th 2021

Lenswood Oval

From 11 am

Have a great day relaxing and socialising with other Ford Clubs.

No Trophies

No Plaques

No Worries

This year's charity will be advised later

Sausage Sizzle, Drinks, Tea & Coffee, etc will be available

Any enquiries Graham Tonkin 0401 314 563 Gary Fatchen 0409 503 300

Armstrong Siddeley "Baby" Sapphire 234 for sale



Approximately 800 examples of the 234 were manufactured in the UK. Possibly due to the aircraft connection, some of the main body panels were manufactured in Hiduminium 22 while mudguards are in mild steel. They were made with a separate chassis being still common practice at the time. It is of a cross braced twin rail design. Front suspension is by trailing twin wishbones, rear by leaf springs with anti-roll bars front & rear. The 234 uses a four cylinder tuned version of the larger 346 Sapphire engine, producing 120hp using twin SU HD6 carbs and a hemispherical cylinder head design. This particular car is also fitted with the factory optional Laycock overdrive unit which operates on both 3rd & 4th gear effectively giving the car 6 forward speeds. There is an active AS club in Australia which supports the owners with necessary parts and technical information. To quote from the AS website:

"The body was taut and aerodynamically efficient resulting in little wind noise. The car handled well and was delightful to drive with the exceptional gearbox and confidence inspiring brakes. The 234 was a particularly sporty car to drive."

<https://www.armstrongsiddeley.org.au/>

Purchased approximately 3 years ago as a restoration project. Now due to some new work commitments I have decided the project is bigger than I need at this stage.

Currently in pieces, I have done small rust repairs to inner rear guards at rear door opening. In the past there has been front inner guard repair work carried out. All Hiduminium panels have had the paint removed, steel panels are in undercoat.

Engine and gearbox (including overdrive unit) are out of the car.

In its current state you can see exactly what will be required to complete the restoration. It is still a rolling chassis for easy transport.

Car can be inspected in Prospect SA. The car has been registered in SA but is currently unregistered.

Year 1956. Chassis C4230177 Engine E2340176 Body colour Black Interior trim Grey

\$1500 negotiable. Doug McPherson 0419 704 247



A restored example.

NARC members are welcome to attend all day

- 0900- Riverland Club meet at rendezvous point at Christison Ave/ Pioneer Park, Clare.
0905- 0910- Travel to Goode Restorations, 34 New Road, Clare. Host: Graham Goode
0910- 1010- Inspection of Goode Restorations workshop
1010- 1030- Depart Goode Restorations and travel to Hill River Clare Estate, Quarry Road. Travel south from Clare on Main North Rd past the Showgrounds to Quarry Rd (Look for the NARC sign). Turn left. Travel over Quarry Hill. Continue east and watch for the NARC sign on the left. You are now entering 179 Ystalyfera Ave. Drive a short distance along the private road until you come to the historic site.
1030- 1200- Inspection of tractor collection and restored buildings at Hill River Clare Estate. (\$15/head includes entrance to the collection, wine glass, wine tasting, tea and coffee).
1200 Noon- BBQ lunch and wine sales. Lunch will be an upmarket steak sandwich (\$10/person) or by negotiation for those with dietary requirements.
1245- 1315- Depart Hill River and travel to Melrose Park to Model Engineers.
1315- 1430- Inspection of model locos while 'steaming up' followed by train rides \$2 per ride
1430- 1500- OPTIONAL- Depart Melrose Park, Clare and travel to Auburn for French Festival
1500- 1630- French Festival including display of French cars

Contact Graham Goode to book for lunch or for additional information. Phone 0418 894 304



BAROSSA VALLEY HISTORICAL VEHICLES CLUB

Every two years, our Club (BVHVC) presents a “Charity Classic Car Muster” on the Tarlee Oval. Free public admission

This event raises funds to benefit :-

- Friends of Gilbert Valley Senior Citizens Home and
- Tanunda primary School Disability unit.
- All money raised is distributed evenly between the two charities.

We invite you, as a Club or as individual classic car owners to be a part of this bi-annual gathering.

We hope to mount a display of 80 to 100 classic vehicles, all over 30 years old with the aim that car owners and spectators will “vote” for their favourite vehicle by placing gold coins in the money box attached to that vehicle.



What vehicles? : - Any on “Historical Registration”

The date is : - 17th October 2021

The venue is: - Tarlee Town Oval – from 11:00am

The cost to you is : - Nothing apart from your time.(and some gold coins!!)

You may wish to ; -Bring your own personalised money box (or we can provide one)

Food, Coffee, doughnuts and Bric-a-brac stalls on site.

Please register your interest by contacting:-

Garry Wellington OAM

Garry.wellington@bigpond.com

Ph: 0417 855 548

Prior to 10th October 2021 (For catering purposes)

(Name, Type of Vehicle and Club required)



DKW RT350 1956 – 1957

DKW, a German concern, was the world's greatest motorcycle manufacture in the mid 1930's.

They were masters of the two stroke engine and held key patents for the black art of 2 stroke design. The BSA Bantam was a DKW design, taken in war reparations. Many say the best BSA built. They also manufactured cars and pick-ups that sold well in Australia up to 1939.



Hitler amalgamated vehicle manufacturers in Germany pre-war with the aim of dominating Grand Prix racing, 2 wheels and four. DKW became part of Auto Union... now Audi VW. DKW went on to develop fierce supercharged two stroke Grand Prix bikes that took out world championships, Lobethal comes into the picture, as one of these GP bikes was abandoned there at the outbreak of war as the team made a hurried exit from the country a few days before Hitler invaded Poland. At war's end the DKW factory was in the hands of the Russians with many of the design staff and became MZ... very famous in world motorcycle GP's by winning a succession of Grand Prix on their two stroke motorcycles... DKW re-amalgamated and resumed manufacture at Igolstadt in the west.

Post war, Super Elliotts on Payneham Road sold DKW motorcycles for a few years in the 50's. Sales were declining because of car use and only a small number were sold. DKW produced the 350 twin for only two years 1956 and 1957 for the same reason, motorcycle sales were evaporating in Europe. The 350 was very advanced for the day with needle bearing swing arm suspension, hydraulic rear brakes and lively performance. The ride was exceptional and the build quality fantastic. They sold out to Mercedes Benz in about 1958.



In 1971 my father, Max Fotheringham came home with an impressive black and chrome motorcycle identical to the one above. My father had a fondness for motorcycles which he managed to keep under wraps pretty well, but with my older brother now 18 he calculated he could get away with arriving home with "it's for the boys, they need something to get around on." He paid \$150 for it at the motorcycle dealer of last resort "Uncle Tom Coopers"

The DKW brand was totally unknown to us but it was a delight to ride and served us well. Eventually it was passed out of our hands to a friend of my fathers. We certainly knew it was rare in 1971 as we never saw another DKW 350, and it continued this way until one rode past me on a Bay to Birdwood 45 years later. I really wanted a 350 Deek again and eventually managed to buy that one, but it had suffered mechanical damage and was not running by then. I then purchased about 1 and a half 350's from New Zealand for parts security, but quite a percentage of the parts were quite worn.



Earlier this year I put the word out in an advertisement and found a very weathered but complete example in western Victoria, unfortunately it had been sold a few days before to a Melbourne vintage bike dealer and I had to offer a stiff price to purchase, but no regrets.

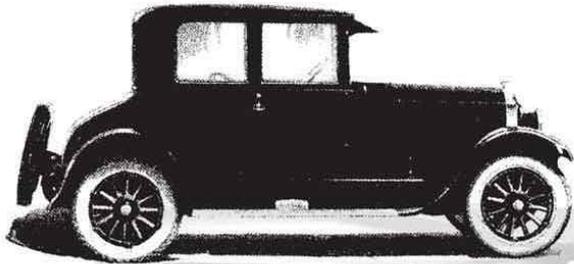
Then on a Sunday evening I happened to just browse Gumtree and was amazed to see 3 x350's had turned up north of Adelaide and were for sale which I purchased (for quite a sum).very fortunately. The seller knew nothing about them and was clueless on mechanicals (a professional auction clearance, shed cleanout dealer) and the one DKW 350 advertised as complete, had no internals at all in the engine as I pointed out to him. The other 2, one was just a frame with wheels and the 3rd a dismantled bike minus frame...all bits very rusty and weathered. I am desperately in need of any parts whatsoever or information as to where these DKW's may have originated as the missing bits may be still in existence... I have read that as little as 20 RT 350's were sold in Australia but I know of about 6 that are here in SA now and were sold here. If any reader knows of any DKW's or bits or even photographs with a DKW in it, I would be very very pleased to hear from them even just to talk about DKW's would be great.



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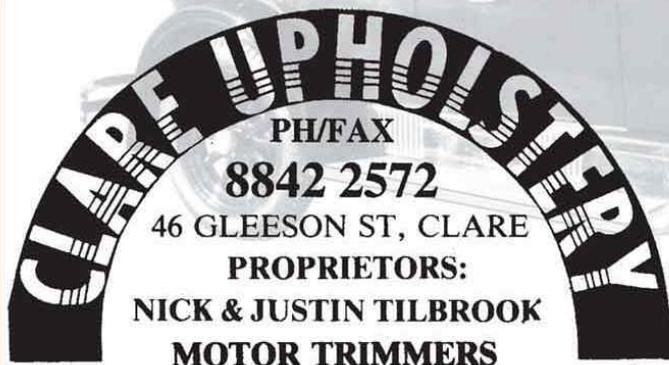
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Some Kapunda History in Photos

Reo Speed Wagon circa 1936 with a home made semi trailer loaded with wheat for Tarlee.

Truck had Cadillac V8 engine, Chev Blitz gearbox and Maple leaf differential



Same Reo Speed Wagon as a tipper. The neighbour also ran a quarry and the Reo wore out with the work it was doing, hence the drive line change from war surplus. Note the gas producer under the tray at the front. It was converted to a semi for harvest.



Neighbour cutting irrigated Lucerne at Bethel near Kapunda circa late 1950s RD4 Caterpillar, Allis Chambers sickle cut forage harvester, a well made machine.

Malcolm Johncock



Workboat Restoration Chapter 5

Continued from Jan/Feb 2021 Con-Rod

There are some things you can only ask your relatives to help with. Coating a boat hull with fibreglass is one of those things.

I know, it's not original but there are many ways to restore something. Using the original materials and methods is the ultimate in restoring something back to its original form suitable for a museum piece but I had never intended for 011-118 to spend its days in a museum. From the start I planned to restore the vessel as close to original as possible but using some modern techniques and materials to make it a more durable and usable boat. Boat building technology has progressed a lot since the 1940's and I wanted 011-118 to be a boat which is used on the water and doesn't have the regular maintenance issues of a traditionally built wooden hull. Besides, fibreglass use on



Trimming the chopped mat to fit the hull

a wooden hull is a common practice in the building of a modern wooden boat. I had deviated away from the original method of construction when unable to obtain twenty four foot lengths of marine ply as had been used on the sides of the hull originally. Instead I used standard 2400mm x 1200mm sheets so the joints between sheets would be in different places to the original design. The glassing method although not to original standards would mostly disguise these joints making the sides of the hull appear to be one piece and not three. It also provided a thin waterproof layer that would slow the ageing processes of the hull.

In preparation for the fibreglass I coated the wooden surfaces in a layer of epoxy resin. This would soak into the wood and provide a strong layer for the fibreglass to bond to. Once dry I sanded the epoxy with 80 grit paper to provide a rough surface for a good bond. To provide a roughly 1mm thick layer of glass over the underside of the hull I applied a single layer of four-ounce chopped mat with polyester resin. Thicker is better but one has to consider the addition of weight. In the 1940's planing hulls were relatively new and engine power was relatively lower by today's standards. Too much weight and the end result could be a displacement hull instead of a planing hull.

For those who have never used fibreglass before, the process requires the mixing of a polyester resin with hardener. Once mixed it has the consistency like honey but a bit runnier and a limited curing time dependant on temperature and the amount of hardener added. For a one off job like mine, the resin is painted liberally onto the hull with a brush before placing the chopped mat onto the hull and the awaiting resin. When the mat is placed in the correct position more resin is dabbed on top of the mat soaking through the fibres and sticking the mat to the boat. This mixture of mat and resin is then rolled with a specialized roller to remove the air bubbles from the resin within the mat. I had long lost my sense of smell working with paints as an apprentice panel beater, so I didn't notice the overpowering smell the fibre glass resin omits, but for the uninitiated the smell is intense even in a well ventilated area. Once complete the mat which began as a white sheet becomes transparent within the resin. Being a one off job on a large hull with limited tooling this procedure was done bit by bit on small sections before moving to the next section, typically a metre square at a time. This allowed for the limited working time of the mixed resin and our slow working method.

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applying the resin to the fibreglass mat

This allowed for the limited working time of the mixed resin and our slow working method.

Part way into the job I realised that I had underestimated the amount of polyester resin required to cover such a large area. Twenty litres wasn't going to cut it. Fortunately Leanne was on hand to race to the shop to get the last available 20 L drum of resin in the Riverland at the time. Arriving just as the first drum was running out, we avoided disaster. Once the process started the entire hull must be completed before tools can be put down. This took us (Gordon, Leanne and I) the best part of a day to complete the hull. On completion it had consumed over thirty litres of resin some of which had made it onto my clothes which were now destined for the bin.

The surface of the completed fiberglass is rough and unsuitable for painting unless you're looking for a scruffy finish. I had been dreading the next step since starting this project. The rough surface needed to be sanded back mostly flat with a belt sander and covered with a thin layer of filler which in turn needed to be sanded perfectly flat in preparation for paint. This process took 4 months of unenjoyable and physically demanding work to complete. Fortunately for me working under a low tin roof with a dirt floor at the back of the yard the cooler months of the year were upon us. Even in the cool weather you can work up a sweat sanding by hand such large area with a board sander. I was grateful the tin roof a few inches above my head was not radiating heat as it does in summer. My skills at sanding filler had diminished somewhat since leaving my trade as a panel beater some 25 years previous. My biggest challenge was getting the compound reverse curves of the bow section uniform so it would look smooth when painted. Sanding a flat surface is relatively easy but when sanding a strong reverse curve you must ensure the radius of the curve is consistent. Failure to do so would result in what looks like lumps or high spots in the curved sections. It was one of the hardest and longest tasks so far, it was just long hours of sanding. Not all aspects of restoration are enjoyable, you have to take the good with the bad.



Applying and sanding filler, sealed with a thin layer of white undercoat

On my recent travels I visited the Lake Boga Flying Boat Museum and the Point Cook RAAF Museum. Lake Boga was a flying boat maintenance base during the Second World War, situated close to the River Murray near Swan Hill Victoria. It was chosen as a site for a base, being a large inland body of water safe from coastal attack. Being a flying boat base I knew there would have been work boats to service the base.

I asked the man at the counter if they had any information on work boats. I was directed to a picture in the museum which had no other information. The guy I spoke with, although helpful was unable to assist much more, and there was no other record or information on boats at all.

At Point Cook RAAF Museum near Melbourne I thought there was sure to be something on work boats. I had tried to contact them previously with no reply. They had an impressive display cabinet full of models of different types of RAAF boats from the WW2 period. This was more information on RAAF boats than I had discovered anywhere else with the exception of the Australian War Memorial, but no model or information on 22 ½ foot type 011 work boats.



Picture of a type 08 boat from the Lake Boga Museum

Over the past circa 75 years 011-118 has had many layers of paint and at least 2 different paint schemes. I had 2 photos of my boat, one taken in the 1940's black and white showing the upper part of the hull painted black and another photo from the 90's showing it painted battleship grey (in chapter 1). My intention was to restore it to its original WW2 specification. This meant red bottom to replicate the colour of antifouling, black sides with yellow numbers and a grey top. There were traces of old paint all over the hull. On the inside of the hull there were two different shades of grey that had been used at different time periods. A darker shade originally and a lighter shade painted over later on. On the outer deck there were traces of grey as well as yellow which matched photos on the internet of Royal Air Force Boats and models at the Point Cook Museum with yellow decks. On the sides there were signs of red antifouling below the waterline with grey above the water and on the bilge pump outlet fitting I found some original black paint from its first colour scheme.

I could determine from my 1940's photo and the paint I had found on the original pieces of the hull that the original paint scheme had grey decks, grey interior, black sides above the water and red antifouling below the water.

The colour of the numbers on the side of the boat can be determined by looking at the roundel (or the RAF bullseye) painted on the side in the black and white photograph. We know that the British roundel (and Australian at the time) is red white and blue which on boats and aircraft of the time was surrounded with a yellow border. The border on the black and white photograph of 011-118 matches the same shade as the numbers and writing on the side of the hull, so it can be assumed that they were originally yellow.

By November (2019) I was beginning to put paint on the underside of the hull. First the primer which needed to be slowly and painfully rubbed back with 600 grit wet and dry. This procedure removes the larger scratches made from the sanding back the filler. The quality of the finished product is in the preparation. Using a sanding block to rub the primer removes all of the minor highs and lows. By now the skin on my left thumb was beginning to wear thin from holding the sandpaper on the side of the sanding block. Fortunately this job was completed before the last layers of skin were reached.

Painting the red first, it was difficult to reach the centre of the keel without brushing the paint on the sides as I reached over to paint the keel. Using a laser level to mark the masking line the black paint quickly followed and shortly after a white line between the colours.

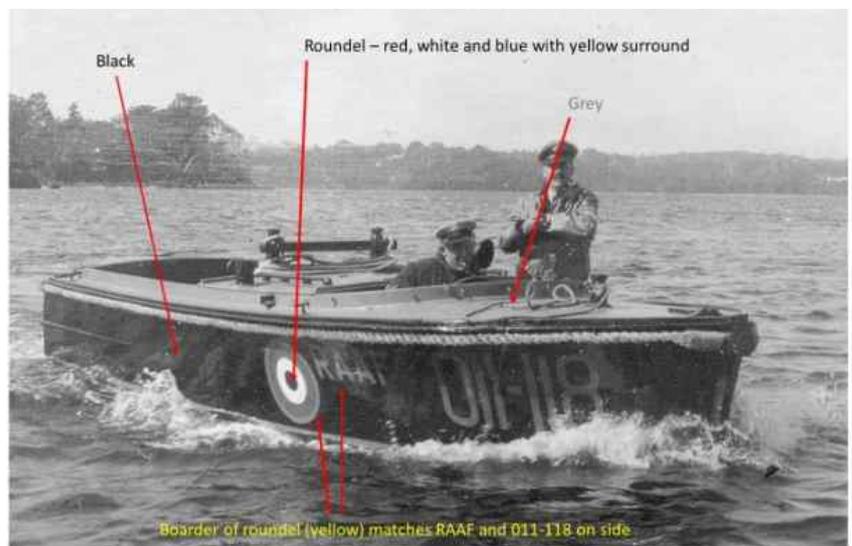
The completion of the paint was a hugely satisfying event that marked the end of the first stage of the project around 2 years after it started.

I often get asked what is your [Go Fund Me](#) thing about. Ultimately I am trying to subsidise my expensive habit of restoring old stuff by writing an interesting article and holding out a busker's hat for small donations (the cost of a beer perhaps) if people find my article entertaining. All funds go directly into the restoration. If you don't want to contribute in that way please send me a comment. Let me know what you think.

Thank you to everyone who has donated money time and materials so far. I would still be saving for the paint materials if it wasn't for your help

Any comments or information on work boats and Chrysler marine engines please contact me at leannerat@gmail.com Blog address <https://raafworkboat.com/>

To be continued...



finishing touch, the white line

THE LOYD TRACTOR

New English Crawler in Several Models

COMING from a factory with 25 years' experience in the design and manufacture of track-laying vehicles, the Loyd crawler tractor should find a ready place in Australian and New Zealand agriculture and industry. Pilot models of the Loyd have been here for some time, and tests under Australian conditions were carried out by the chief engineer from the Loyd factory. These proved that the tractor left little to be desired, and plans are now made for their importation in quantity.

Models available will be the 25/33 HP standard diesel, the 32/40 HP standard diesel, and the 27/50 standard kerosene tractor. Variations of these models, which will also be available, are a special narrow track 27/50 kerosene and a special model "D" 32/40 HP diesel. The company, also makes a 42/80 special diesel model, but forward orders only are being booked for this.

The diesel engine models are fitted with a Turner V-type 4-cylinder engine, and the kerosene model makes use of a special Ford V8 industrial engine. Electric starting is standard equipment on all models, and accessories available will be a power take-off, belt pulley, logging winch, clutch and brake steering, a hydraulic bulldozer, and a hydraulic mechanical scoop and loader.

Power from the engine is transmitted to the tracks through a single-plate clutch and a four-speed and reverse gear-box, passing on the way

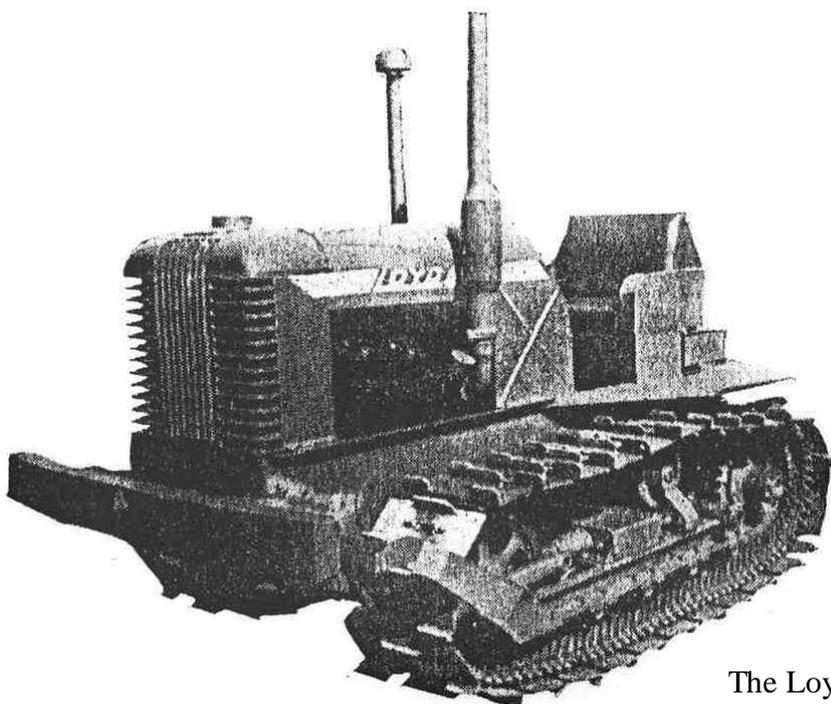
through a differential operating the two rear leading shoe Girling brakes acting on the differential. The track chains are fitted with bolted-on grouser plates, and an interesting feature concerning the track chain assembly is that its design permits the removal of links when normal wear has absorbed the range of adjustment provided by a single adjuster operating behind each front idler. Bottom track rollers are mounted on ball-bearings. The top and front idler rollers are rubber shod, to resist wear and reduce track clatter. Each track frame assembly pivots on a transverse axle extending through the chassis immediately in front of the drive sprocket. The front end of each track frame is anchored to a transverse balance bar, which pivots under the radiator. This permits vertical movement and protects the track frame from misalignment.

The hull of the Loyd tractor is a heavy-duty 18-inch deep chassis, from which the engine, gear-box and transmission can be removed as a unit without interference with the tractor as a whole.

Operation speeds with the engine governed at 1,500 RPM are: 1st, .95 MPH; 2nd, 1.9; 3rd, 3.5; top, 7; reverse, .76 MPH. Drawbar pull of the 25/33 HP standard diesel model is quoted as: 1st gear, 6,000 lb.; 2nd gear, 4,900 lb.; 3rd gear, 3,500 lb.; top, 1,500 lb.; reverse, 6,000 lb.

General dimensions are: Height of drawbar, 15 inches, plus depth of track-plate spreads, 1.5 in.; width of coupling jaw, 3 in.; swing of drawbar from centre, 10 deg.; overall and shipping length, 10 ft. 4 in.; width, 5 ft. 1 in. (43 in. track centres); height, 4 ft. 10 in.

Distributors for the Loyd tractor are as follows: Queensland—Norton Tootill Pty., Ltd., 112 Charlotte Street, Brisbane; NSW—Loyd Tractors (NSW) Pty., Ltd., 82a Parramatta Road, Camperdown; SA—Power Handling (Aust.), Ltd., 61 Gawler Place, Adelaide; WA—Draytons, Ltd., Bassendean, Perth; New Zealand—John Chambers & Co., Auckland. Distribution arrangements for Victoria and Tasmania are not yet quite complete. They are well advanced, however, and an announcement in this connection will be made in the January issue



The Loyd Diesel **Crawler** Tractor.

Con-Rod Classifieds

Please advise editor when your item/s have sold so ad can be deleted.

Ad may still be on website when not on this page

Ads will only be listed for 2 issues unless otherwise requested.

For Sale 4 stainless steel 16 inch wheel dress rings. Bought for my Singer 9a restoration and not used. Not suitable for a 4 inch rim. Inspect at the AGM, \$50.00 the lot
Graham Herde gjherde@gmail.com 8634 7077 Pt Broughton

For Sale **Toyota Camry**, 1985 169,000km Mint condition
UTY 376 \$3,500 ph 0400 323 586. Eudunda

For Sale **Armstrong Siddeley** "Baby" Sapphire 234 details and story page 16

Wanted **DKW** bikes, parts and photos. See story page19

NEW NARC CLOTHING

(All prices include NARC logo @ \$10 per item)

Shirts Colour: Grey Sizes S - 5XL, 7XL **\$45.95**

Syzmik Mens Lightweight Short Sleeve (ZW120) or Long Sleeve (ZW121) Tradie Shirt

- 100% Cotton triple stitched seams
- 3 large chest pockets with pen partition
- Mobile phone pocket
- Underarm vent eyelets
- Extended curve shirt back
- Centre back yoke pleat



Jacket Colour: Slate Sizes S - 3XL, 5XL **\$67.95**

Olympus Mens Jacket Style 1513

- 320gm 3-layer performance softshell fabric (outer 95% polyester 5% elastane; inner 100% polyester bonded fleece)
- Light water repellent and wind resistant finish
- 2 side zip pockets and 1 chest zip pocket
- Concealed hood
- Shaped back tail for added warmth and modesty



Vest Colour: Slate Sizes 8 - 22 **\$47.95**

Olympus Ladies Vest Style 2515

- Same fabric as Jacket above
- Light water repellent and wind resistant finish
- 2 side zip pockets and 1 chest zip pocket
- Shaped back tail for added warmth and modesty
- Tone on tone changeable zip pullers



Hats **\$30.00**

Cap Colour: Grey/White/Orange One size fits most

Bucket Hat Sizes: S/S S/M L/XL



Polo Shirt

JBs Contrast Polo Colour: Marle/Black

We have had this popular polo shirt for many years and it is still available.

**All clothing available from Tad's Embroidery, 12 Edith Terrace,
Balaklava Ph: (08) 88621793**