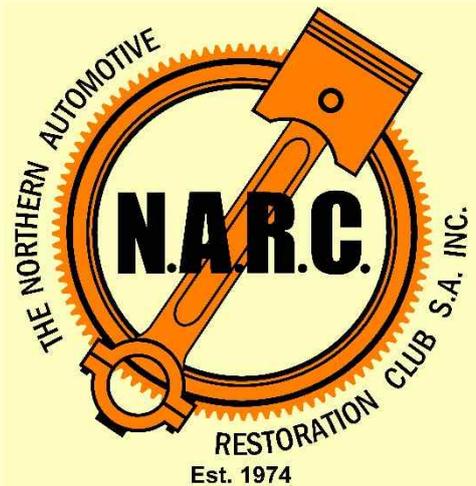


# THE 'CON-ROD'

## Official Newsletter

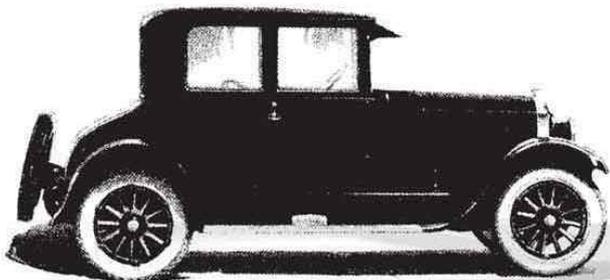
January/February 2022 No. 280



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# 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. 280

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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**

**February 2022**

Hi Everyone,

I hope you have all had an enjoyable and relaxing Christmas/New Year break and are looking forward to 2022 with much anticipation. If we are to believe the experts, we should be coming out of the pandemic and enjoying the easing of restrictions. Let's hope so!

Although numbers were understandably down on previous years, the Blyth Cinema night was again a great time. Ian Roberts is to be congratulated on his cinema extensions and his excellent choice of movie, "The Merger". I would also like to thank him for allowing us to have our Subways on the premises which certainly simplified things by not needing to set up the Institute and abide by the current compliances there.

Looking ahead, the Clare Valley Cruise and Show 'n' Shine are coming up in March (see details in this issue) and I thank and ask you all to give Trevor Naismith all the support and help you can to make this a momentous event. We are grateful to the Clare & Gilbert Valleys Council for making available a grant of \$6,000 to help with the running costs. As the Clare Oval is being renovated, this year's event will be on the nearby Mintaro Oval, an excellent choice.

We are a club of approximately 250 members, most of us enjoying the privilege of Historic Registration. Let us not take it for granted and I hope as many of you as possible will support this weekend with your vehicles and attendance. This is a great Club – let us show them what we can do!!

Keep on NARcing,  
Graham Correll

### **New Members**

NARC would like to welcome new members:

Bruce and Raelene Mitchell from Gladstone. They are Reo fans and have a 1923 & a 1924 Speedwagon truck and a 1929 Flying Cloud roadster

Ian and Bonnie Stanley who have a 1970 Holden Monaro GTS

### **FRONT COVER**

1966 Mk 1 Triumph 2000 belonging to Ian & Anne-Marie Holt See story Page 11

- |                  |                        |   |
|------------------|------------------------|---|
| <b>February</b>  | <b>10<sup>th</sup></b> | Meeting <b>Clare</b> . 8.00pm – Workshop Night, Goode Restorations 60 New Rd<br>Jim Puust will talk about Wurth products      |
| <b>March</b>     | <b>10<sup>th</sup></b> | General Meeting – Port Pirie at 8pm at the Yacht Club, Main Road opposite<br>Spencer Mitsubishi Talk from Shannons Insurance. |
|                  | <b>19<sup>th</sup></b> | <b>Clare Valley Cruise</b> entry form page 9  |
|                  | <b>20<sup>th</sup></b> | <b>Show 'n' Shine Clare</b> entry form page 10  |
|                  | <b>27<sup>th</sup></b> | Booleroo Steam Rally. NARC to display vehicles  |
|                  | <b>29<sup>th</sup></b> | Deadline for Con-Rod submissions  |
| <b>April</b>     | <b>2<sup>nd</sup></b>  | <b>Laura Fair</b> Narc to display vehicles.   |
|                  | <b>7<sup>th</sup></b>  | General Meeting – Port Broughton Golf Club 8.00pm<br><b>NOTE EARLIER DATE TO AVOID EASTER</b>                                 |
|                  | <b>10<sup>th</sup></b> | <b>Gawler to Barossa Vintage &amp; Veteran Run</b> see page 16 for details  |
| <b>May</b>       | <b>12<sup>th</sup></b> | <b>General Meeting</b> Port Broughton Golf Club 8.00pm  |
|                  | <b>15<sup>th</sup></b> | <b>Farm Shed</b> visit.   |
| <b>June</b>      | <b>1<sup>st</sup></b>  | Deadline for Con-Rod submissions  |
|                  | <b>9<sup>th</sup></b>  | General Meeting – Port Broughton at 8.00pm  |
|                  | <b>TBA</b>             | <b>Mid week run</b> to Bundaleer Reservoir and forest.  |
| <b>July</b>      | <b>14<sup>th</sup></b> | A.G.M., Port Broughton Golf Club 8.00pm. May be changed to a Sunday afternoon at a different location                         |
|                  | <b>TBA</b>             | <b>Mid-week run</b> to Beetaloo Reservoir   |
| <b>August</b>    | <b>1<sup>st</sup></b>  | Deadline for Con-Rod submissions  |
|                  | <b>11<sup>th</sup></b> | General Meeting Port Broughton Golf Club 8.00pm.  |
| <b>September</b> | <b>8<sup>th</sup></b>  | General Meeting Port Broughton Golf Club 8.00pm   |


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 Discover the lesser used bitumen back roads of the beautiful Clare Valley  
**DEPARTS MINTARO OVAL AT 1 PM, FINISHES AT 3:30PM**  
 \$10 per vehicle with ALL proceeds going to the Cancer Council.

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**SUNDAY MARCH 20**  
**CLARE VALLEY SHOW AND SHINE**  
**AT THE MINTARO OVAL FROM 9AM**  
 Prizes for all categories from Veteran and Vintage, through Classics, Military Vehicles and Contemporary. **Now with a Best Dressed Award!**  
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 Event Director: Trev Naismith | [trevornaismith@mail.com](mailto:trevornaismith@mail.com) | 0409 648 424

Proudly supported by the Clare and Gilbert Valleys Council and the Mintaro Progress Association.  
[www.mintaro.sa.au](http://www.mintaro.sa.au) | [www.clarevalley.com.au](http://www.clarevalley.com.au)

## 4

### Swap Meets

- February 20<sup>th</sup>** **MURRAY BRIDGE** at Showgrounds. Gates open 6am  
\$5 Entry per person Buyers and Sellers Children under 14 free  
John Whimpress 0428132889
- March 6<sup>th</sup>** **ROD AND CUSTOM** Kilburn Oval - Lionel Ave. Blair Athol  
Buyers 7am \$5 children Free Sellers Site \$20.00 including driver  
Scott McLay 0412 555 723
- 20<sup>th</sup>** **WOODSIDE** at oval. Sellers from 6.30am \$10. Buyers from 7.00am \$5  
Chris 0408 850 315 [woodsidecommerceassoc@gmail.com](mailto:woodsidecommerceassoc@gmail.com)
- April 9<sup>th</sup>** **BRINKWORTH** at primary school 9am . Also ride on mower race at 11  
enquiries [amandaspencer77@outlook.com](mailto:amandaspencer77@outlook.com) [nancy.whiten@outlook.com](mailto:nancy.whiten@outlook.com)
- May 1<sup>st</sup>** **PORT PIRIE** Yesteryear Day swap meet - boot sale  
Princess Park, Three Chain Road site \$10 8am free Saturday night camping  
sellers Sat 2:00pm - 7.00pm, Sun 6:30am - 8:00am. Buyers 8:00am free entry  
David 0419 866 881 Wayne 0408 890 787
- 7 & 8<sup>th</sup>** **NARACOORTE** at showgrounds, sites \$25, includes driver. entry Friday 12 noon  
to 9pm, Sat from 6.30am. Public Sat 7am – 5pm, Sun 7am – 12noon.  
ph 0408 854 658 (4-8pm). Email: naracoortehvc@gmail.com.

### Other Events of Interest

- February 13<sup>th</sup>** **CORVETTE ROCK THE BAY** Wigley Reserve, Glenelg, \$5 (pay on the day) if  
you pre-register. [www.corvetteclubofsouthaustralia.com.au](http://www.corvetteclubofsouthaustralia.com.au). Not pre - registered,  
\$10 Vehicles arrive 8:30am - 9.45am.
- 13<sup>th</sup>** **ALL BRITISH DAY** **CANCELLED**
- 20<sup>th</sup>** **ALL AMERICAN DAY** Gleneagles Reserve Ailsa Avenue Seaton -  
Adrian Cowie 08 8264 9556
- March 19<sup>th</sup>** **Clare Valley Cruise** see page 9  
**20<sup>th</sup>** **Show 'n' Shine Clare** seepage 10
- 27<sup>th</sup>** **ALL CHRSYLER DAY** Gaza Sports Centre 232 North East Road, Klemzig  
The Chrysler Car Club Of South Australia website
- 27<sup>th</sup>** **GM DAY Show & Shine** Princes Park Oval, Gawler, Entrants from 8.00am  
Public from 10.00 am Adults \$5.00 Families \$10.00 Concession \$3.00  
Enquiries Tony Meade email [Tony.meade@gwf.com.au](mailto:Tony.meade@gwf.com.au)
- April 1<sup>st</sup>** **MUSCLE CAR RALLY FINISH LINE.** Friday at 9:00am - 12:00pm Wigley  
Reserve Glenelg **FREE** Annie Mates 0488 055034 [annie@variety.org.au](mailto:annie@variety.org.au)
- 3<sup>rd</sup>** **McLaren Vale Vintage & Classic** Vehicle registrations \$30 per vehicle.  
Claudia 0401 855 042 [claudia@bppr.com.au](mailto:claudia@bppr.com.au)
- May 7<sup>th</sup>** **Naracoorte Show n Shine** at showgrounds. Registration 8–10:30 am Saturday.  
\$5 per vehicle, includes driver. Judging commences 11:00 am Saturday.
- August 20 & 21<sup>st</sup>** **Mundoora Vintage Tractor Pull** at oval. Practice runs on 20<sup>th</sup>. Camping and RV  
sites. Saturday night meals at sports club. Bring tractors etc to display. Entry \$5.  
Exhibitors free. Kelvin Stringer 0428 354 218 [kelvinstringer@activ8.net.au](mailto:kelvinstringer@activ8.net.au)

For more information on most of above... [www.bevenyoung.com.au](http://www.bevenyoung.com.au) swap meet

## FROM THE KAPUNDA CHAPTER

Chairperson	Richard Lang	0423 524 481
Vice Chairperson	Barry Rowett	0438 968 537
Secretary	Malcolm Johncock	0490 672 237 <a href="mailto:oaklandkapunda@gmail.com">oaklandkapunda@gmail.com</a>
Treasurer.	Irene Woodcock.	0400 294 521
Property Officer	Trish Evans	0404 085 775
Vehicle Inspector	Geoff Rowett	0409 457 631
Auditor	Dianne Palamountain	

### KAPUNDA CHAPTER CALENDAR

FEBRUARY 19,	Saturday, TWILIGHT RUN. Meet Hill St. @ 5.00 pm., Point Pass Hotel @ 6.00 pm. for evening meal. Fish & Chips \$19-00, Chicken or Beef Schnitzel \$18-00, Toppings extra.
FEBRUARY 25,	Friday, MEETING Lutheran Hall @ 7-30 pm.
MARCH 6	Sunday, SADDLEWORTH MUSEUM Lunch at Gilbert Valley Hotel. Meet Hill St. 11-30 am., Gilbert Valley Hotel at 12-30 pm..
MARCH 25,	Friday, MEETING Lutheran Hall @ 7-30
APRIL 22	Friday, MEETING Lutheran Hall @ 7-30
APRIL 25	Monday, ANZAC Morning Tea ,Davidson's Reserve [Duck Pond] Kapunda @ 10-00 BYO morning tea Anzac biscuits supplied. Drive to Eudunda for lunch at the Good Karma Cafe. Choice of Curry , Fish & Chips or Schnitzel [Toppings Extra] and a drink from the Fridge. \$21-00. Meet Davidson's Reserve at 10-00 am. Bring your morning tea and a chair. After lunch a visit to a private collection at Eudunda.
MAY 15	Visit to the Farm Shed at Kadina with the parent club.
MAY 27	Friday, MEETING , Lutheran Hall at 7-30.

In the future a day at the Collingrove Hillclimb.  
The 'Anything on Wheels' tour is being planned, different route same lunch venue. Planned date is Sunday October 30.

## Australia day Kapunda chapter

Australia Day saw the Kapunda members travel to Swan Reach for a B.B.Q. lunch and boat cruise.

On arrival everyone plonked down under the shade of the gum trees on the banks of the river. A beautiful spot. The planned visits to the Car Gallery and Museum seemed to be forgotten. Although John Birrell braved the elements and went up and met his mate at the Car Gallery. Just a beautiful day for sitting around watching the activities on the water. Following an enjoyable B.B.Q. lunch we went aboard for a cruise on the river.



We were to go down to Big Bend but the river south of Swan Reach was infested with speed boats and jet ski's. The resultant waves were not compatible with a high speed catamaran. We headed upstream past the Swan Reach to Stockwell pumping station past specular cliffs and swamps. The river is flowing strongly at the moment and there are plenty of yabbies. The cliffs and swamps are quite scenic from that level.



On return to Swan Reach the river had cleared with a lot fewer boats and we went down to Punyleroo and the creek that the caves are on. We could not navigate the creek as this requires a flat bottom boat.



A really top day out and it was enjoyed by all.

Malcolm Johncock.

## MILANG TRACTOR PULL (& Yesterday's Power) 15<sup>th</sup> & 16<sup>th</sup> January

Kelvin Stringer and Bruce Philbey arranged to leave home at 8am and to meet at Mallala on Friday 14<sup>th</sup> January. So Kelvin's 2 Deutz tractors were loaded and chained down so we could attend the Thursday 13<sup>th</sup> 4pm Blyth Film night at Ian Robert's new 50 seat extended addition. Ian had forgotten about the Quiz but Leon Darley reminded him, so he only had 11 questions for us. The questions were still very hard and one question had the vivid picture of all the bagged grain just sprawled out but held up in the sheets of iron at a grain handling township with mice just everywhere. The question was when was South Australia's worst mouse plague with 3 dates of 1896, 1917 or 1928. I had this one right with 1917 and the only other question right was of a Chev motor car.



Merv Robinson got 6 questions right and he received a gift pack from Ian as he always has packs for 3 winners. Our movie for the evening was "Merge" which had a great story line about an Aussie football team, a love story and of course very humorous with a very good lesson on Immigrants. We had our Subway meal in the older cinema part and got home at a respectable time.

The two Kenworth trucks rocked up at Mallala at the same time.



**Bruce & Helen Philbey with the 'Honeymoon' Chamberlain**

**Chained up but raring to go** Bruce had his 9G Chamberlain 60hp which has a wider seat in it so Helen called it the honeymoon tractor, as she went out into the paddocks with him. We convoyed to Mount Pleasant where we waited for Geoff Rowett to tag behind us to travel to Milang. At Milang the 3 men took off their tractors – Geoff's collection is Case tractors. Kelvin had booked us into the Milang Caravan Park which is situated on the shore of Lake Alexandrina with all beautiful green lawn watered by the fresh water from the Lake.

Every Friday night at the Caravan Park fresh Fish and Chips are served. It was quite cold while waiting for our fish serve but the long await was well worth it.

Saturday morning was still cold and a jumper was needed -it was also needed to keep the mosquitoes from eating us alive. Trevor Scott from the Caterpillar Club gave us his Bushman's repellent and we had no more problems from the dreaded mossies.



**Pam, Kelvin, Bruce and Geoff Rowett and his rig.**

There were about 30 tractors of different Horse Power to be challenged by the Tractor Pull Sled that got under way at 10am. The men had 2 challenges on Saturday and could only get one pull on Sunday to be tallied up and divided by 3 to get a best grand total score.

On the Oval more entries were arriving to be put on display to be judged in different categories. Kip and Lynne Newbold (NARC members who live at Victor Harbour) had their Norton Villiers with shaft & propeller and a Hornsby 6 hp stationary engine set up for a display.

Kip had his Ford XB GT sedan towing a 1972 Olympic fibreglass caravan. Dean Manderson the editor of our 'Con-Rod' and friends travelled down to Milang with 4 quarter scale steam traction engines which they stoked up with coal to give children a ride on the back of the seat all pulled by steam. Merv and Aileen Robinson were seen sitting on the small hay bales watching the pulls. New members Nick Correll and Shane Carty brought 3 tractors on the back of Shane's truck. Shane had his Fordson Major 45hp, while Nick had a Cockshutt 50P 46hp and an Oliver 60hp with a GM engine. This was the first tractor pull for both Shane and Nick





***A decent load of kids!!***

Saturday night only 60 people could attend a 2 course meal at the Bowling Club because of Covid restrictions. After the meal Kelvin and I walked to the Hotel to meet friends of ours who live at Milang and Strathalbyn.



***Nick Correll about to start his pull***

Sunday morning the Milang Vintage group cooked breakfast for us from 7.30am and the challenged pulls started at 9am. Mishaps that happened were Barry Potts had his tow bar pulled out from his tractor while he was pulling the sled. Later on a bolt came out of the A frame of the sled being pulled back by the Massey Ferguson tractor for another run. Simon Huntington with his 1909 Fowler Steam traction engine hooked up to the sled and did several clean pulls through to 100 metres. Mundoora local chaps and their wives came to the Tractor Pulls as the Mundoora Progress Association hope to have a Tractor Pull at Mundoora on 20<sup>th</sup> & 21<sup>st</sup> August 2022.



***Shane Carty has a go with his Fordson***

Kelvin pulled 71 metres on his third try and was his longest pull. Saturday he pulled only 63 and 64 metres but with these he recorded the highest points for his horsepower category for which he received a trophy at the 3pm presentations. Bruce Philbey and Kip each received a trophy.

Trucks were then back at the loading ramp to load the tractors back on. Sunday night we had tea at the Milang Hotel with Atlantic Salmon on the menu. Monday we convoyed back to Mount Pleasant to have dinner at the bakery and later had a Giant Twin at Mallala.

Pam Stringer

***Simon Huntington's 1909 Fowler being passed by Dean's Allchin!***



***Shane Carty and Nick Correll's tractors on display.  
Nick's Cockshutt was best unrestored Tractor and best pull in class  
31-35 Hp***





CLARE VALLEY CRUISE for CANCER

Saturday, 19th March, 2022

Commencement time 1.00pm. from Mintaro Oval.

Entry Fee \$10.00 per vehicle. Proceeds to the Cancer Council.

Complete the details below and send your cheque (payable to: The N.A.R.C. S.A. INC.,) or use direct debit details as follows . BSB 015-552 A/c 414239425

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Year: \_\_\_\_\_

Registration No: \_\_\_\_\_

**Indemnity Declaration**

In consideration of this entry, I/We agree that the promoting committee and its associated organisation (NARC) will in no way be held responsible for the loss or damage to a participating Vehicle, its Parts or accessories and personal effects, or of any damage caused by such Vehicle or any Participant by entering, driving, or being a passenger in this event.

I/We thereby waive the right or action at law against the committee, its organisers, their representatives and Agents.

All Vehicles will be roadworthy, appropriately registered and drivers must be the holder of a current Driver's Licence for the class of vehicle being driven, and must abide by all road and traffic laws.

Signed by the entrant \_\_\_\_\_

Date \_\_\_\_\_ / \_\_\_\_\_ /2022





# SHOW'N'SHINE MINTARO OVAL, CLARE VALLEY

Sunday 20th March 2022

Show'n'Shine Coordinator – Trevor Naismith

Email: [trevornaismith@mail.com](mailto:trevornaismith@mail.com)

Secretary – Moranne Coombs

Phone: 0409 648 424

Phone: 0428 253 766 or 8825 3766

Box 302, Moonta S.A. 5558

Email: [coomo@bigpond.com](mailto:coomo@bigpond.com)

## Entry Form

Gates open from **7.30am**, display vehicles to be in place by **9.30am**.

Presentations **2.00pm**.

Public Admission **\$5.00**

Children under 14 years – Free

Please tick category you wish to enter – One category only per vehicle.

All vehicles considered for overall best vehicle.

**\$20 per vehicle including Driver and Passenger**

**Additional passengers \$5 each**

**Entry Closes: Friday 4th March 2022**

- 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
  
- 13 ( ) Best dressed Driver (and passenger)

Vehicle.....Year..... Model.....

Colour..... Vehicle Reg'n.....

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

Name ..... Email .....

Postal Address .....Post Code.....

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 vehicles 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 S.A. Inc.

President: Graham Correll.



# "SA HISTORY FESTIVAL"



~ YACKA MOTOR GARAGE ~

**MAY 2022: 1st: 8th: 15th: 22nd: 29th: Sunday**  
**Time: 10:00am - 5:00pm.**

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**1952 Fx** Early rebuild. **1954 Fj** Custom project.

**1954 Fj** Farm find **1961 Ek** Garden art.

**View** Garage equipment-parts early registration plates-enamel-tin signs-posters-models etc. **Sit** in lounges to **Browse** Books-magazines-photos. The new larger photo gallery contains many scenes from the (1920's)

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## FRONT COVER STORY

Mk 1 Triumph 2000 Automatic were first released in 1963. Our particular version was assembled in Sydney by Aust. Motor Ind. sometime during 1965. To my mind these cars were ahead of the times with the design work by the Italian designer Giovanni Michelotti, with all round independent suspension, (copied by Datsun with the 1968 1600 P510) front disc brakes, 4 speed manual gearbox with overdrive in 3<sup>rd</sup> & 4<sup>th</sup> gears, quad headlights, a modified Vanguard straight 6, 2 litre engine developing 95 bhp, top speed of 98 mph, with twin SU or Stromberg carbies, laminated windscreen, 14.5 gallon petrol tank mounted between the rear wheels behind the rear seat. Some 120,000 were built before the various models of the Mk 2 came on the market.

When purchased, our "Toy" was not running very well, had no bumper bars, no hubcaps, a loose steering column, along with other bits & pieces that needed attention. Original hubcaps were found, front & rear bumper bars installed, new spark plugs, electric ignition, carbies re-kitted, new electric windscreen washer bottle, upgraded high beam headlights, new carpet to the cabin along with some matching vinyl lining here & there. Now the "Toy" goes as per new.

Worth noting, a Triumph 2000 PI came 2<sup>nd</sup> in the London to Mexico Rally all those years ago. (and 4<sup>th</sup>. Other cars in top 6 were all Ford Escorts. The year was 1970.... Ed)



## The Chrysler A 57 engine

At the end of the 1930's America looked at Hitler's success over running Europe and realized that they had little tank building capacity. The Chrysler corporation was approached to build a factory and tanks. A new bombproof factory was built near Chicago with US government help. This was then the biggest factory in the world.

Everything was completed ahead of schedule. Chrysler announced they were beginning to build tanks 2 months ahead of schedule while Ford announced that they were 2 to 3 months behind building the engines.

The US government approached Chrysler to build an engine ASAP. The Chrysler engineers looked at what they could build with the existing tooling. They came up with 5 car engines (251 cu in (4.1 L) six-cylinder) bolted around a central crankcase. Gears on the end of the 5 crankshafts drove a sun gear on a shaft running through the central crankcase.

This engine became known as the Chrysler multi bank A57 the US army took one look at it and decided they didn't want anything to do with it, even though it performed very well. They preferred the massive Ford V8 that was derived from the rejected V12 Ford aircraft engine (no fault of the engine that it was rejected)

Other engines used included a converted radial aircraft engine and 2 GM 2 stroke diesels side by side using a common sump. A few caterpillar engines were also used.



**The gear train**

Other smaller European allies were also supplied with the A57. A total of 109 Lees and 7499 Sherman tanks were fitted with A57 engines.

Although Chrysler and the US army knew the A57 was a dead end they decided to see how good it was. In a test it passed the 400 hours, 4000mile trial with only one tank of the 4 tested not completing the trial. No other power plant approached anything like this result. In February 1944 it was deemed the most reliable engine.

It was classed as complicated as a German design but it worked.

During the war Chrysler on its own initiative developed a V12 tank engine that by far outperformed all the others. This was not taken up by the government as production could not be stopped for retooling. No doubt the end of the war was in sight

The Chrysler Arsenal plant was one of 11 plants in America producing tanks and Chrysler alone produced more tanks than Germany during the war. The Abrahams tank was developed by Chrysler with its multi fuel turbine engine. Chrysler's tank division has since been sold to general Dynamics.

All of American industry was producing materials for the war effort. Ford was building a B29 bomber every 63 minutes and Chrysler was building 5 engines for each bomber and 18 cylinders each at that.

What to do with the A57 engines was solved when Britain wanted tanks under the Lend Lease Scheme. Chrysler gave considerable support to the English training technicians and supplying spare parts. Britain liked the motor. Russia was also a prolific receiver of Shermans with A57 engines but they didn't like them.

Other smaller European



**Sherman Tank**

## A Builder fulfils a Wish

G'day. You've probably heard them talking about me. Well, here I am standing in front of you and you can make up your mind yourself. If you like me, I'm pleased to know you and if you don't, it's no skin off my nose. Dud Forrest is the name. The builder. The hold-out. I know what they say about me. My business must be going badly if I'm still getting around in a pre-war car. A 1937 Graham, to be precise. Yes, I like Grahams. Pity they went out of business. To make matters worse, my truck is also pre-war, a 1939 Dodge. I'll bet you didn't know that Dodge trucks were originally Grahams, before Dodge bought the truck production from them. Admittedly, that was back in the twenties, but it's still the reason I got the Dodge. I'm even so much of a stick-in-the-mud that I live in an old house, not a stylish new flat-roof place with picture windows as you might expect a well-off builder to have. Old cottage with extensions, on two acres at the edge of town. In the eyes of some people, that really confirms that I'm not doing well. We



keep a cow and some chooks and have a dam that the kids go swimming in. I can't imagine a better life.



Of course, if I went out and bought a new car and built a new house today, the same people who run me down behind my back would then be saying that I must be charging too much to be able to afford all that new stuff. I don't work for people like that. The people whom I do work for know that I do a good job at a fair price and they don't care what I drive. Take Fred Kloetzke. I just

finished a big extension, a dining room and three bedrooms, on his old farmhouse. Did it properly, too; double brick, rendered to match the house as well as I could, old-style windows and a gable roof so it fits in with what was already there. Fred likes to do things properly, but of course, being a farmer, he can afford to. Now all his kids have a room of their own and he has a guest room as well. He told me not to bother giving him a quote, he trusted me to do a good job and to charge a fair price. Well, while I was building it, I thought of several ways to save money, nearly a hundred quid in total, and I passed the savings on to him. I wouldn't do that for most people, but I did for him because he treats me well. Some people don't like those old Lutheran farmers, but I reckon they're OK. Their handshake is as good as any signed contract and they always pay promptly.

It's amazing what nonsense you read about old cars. I read in a magazine that if you have a pre-war car that's not a Chev, Ford or Chrysler product, your main pastime will be trying to find parts. I'm glad that there are people who write such drivel, because it puts other people off buying Grahams and means that I can get all the parts I want cheaply. There's a bloke in Adelaide who has a big stock of them and is happy when I buy something. I know what we'll get when the Graham finally gives up the ghost, though. My wife Alice loves those post-war Studebakers, and I'm partial to them myself. They're still bringing high prices, around 650 quid, but we can afford that. I asked Alice if she'd like a newer car, but she just said, "What for? The Graham gets us wherever we want to go!"

Because I don't spend my dough on new cars, I've got a good bank balance, so I then asked her if she'd like a mink coat. Now, people who see Alice at church or in the Ladies' Auxiliary wouldn't believe that she can swear like a bullocky, but I declare it's just as true as that I'm standing here, she just looked at me and said, "I'd look bl\*\*\*y stupid scything the grass in one of them, wouldn't I?" She can swing a scythe as well as any man and she looks after the yard and the chooks and the cow in her spare time. I knew what I'd like to have done with some of the money, though. I'd long had a hankering to buy a sports car and to try my hand at track racing, but I was sure Alice would not approve and I didn't even bother mentioning it to her. Pity, though, the early MGs were dropping in value and you could pick one up for around three hundred and fifty hundred quid.

After I had finished the job at Fred's place, the school holidays had started. Since we hadn't had a proper holiday for over a year, Alice and I took the kids down to Christies Beach for a week. That's a place south of Adelaide, up on a cliff but with a nice beach once you get down to it. There's a good caravan park there, and we stayed in the van I had built and every day we walked down the cliff-face and went swimming. It's a bit different, swimming in salt water compared with swimming in the dam back home, but the kids loved it, even if they did have to wear bathing suits. Anyway, one evening we went for a walk along the esplanade and Alice saw a place with a "For Sale" sign on it, and she got this idea that we could buy a week-ender and go there all the time. I didn't like the idea. The maintenance on a sea-side property is high, and the way the cliff at Christies Beach looks to be eroding, I'd say that the beach-front properties won't be a long-term investment. As luck would have it, just then a bloke in a cream '50 Holden pulled up and asked if we wanted to see inside. Alice couldn't resist that, so we went through it. It proved to be split into two flats, rented out regularly by the agent so that it gave an extra income to the owner. The way Alice got so excited the agent bloke must have thought he had a certain sale, but I looked at it with a builder's eyes and saw that the guttering was rotted, the roof was rusty and leaking and the timber in the windows was in an advanced state of decay. We said we'd think about it, and back in the caravan, I told Alice that it would be more trouble than it was worth. She said that we had enough in the bank to buy it and fix it and she also thought that I, being a builder, could do it cheaply. I reminded her how many hours it took to drive here and she reluctantly gave up the idea, though she kept saying, "If we had a place here ....." Alice is a sensible woman, though sometimes she gets a silly idea in her head.

On the way back, we stopped at a town on the edge of the Barossa Valley, a place called Angaston, and we liked it so much that we spent a couple of extra days in the caravan park there. That's the big advantage of a caravan over owning shack or a holiday flat. You can set up wherever you want to, and when you want to see something new, you just move on. We went through a winery and took drives in the country round about, having a good look at everything. The kids were really happy, but I put my foot in it by saying, "This is a nice place, we could buy a flat here as well and come here all the time!" Some joker I was talking to in the pub back home reckoned that sheilas like a bloke with a sense of humour, but I can tell you it's not true. Not only did Alice not appreciate my little joke, but I was in the doghouse for weeks afterwards.

When I got back, I put up a new brick bathroom and laundry for Alby Elgar at the back of his house, which joins on to his shop. It was good to get back to work, given that I was still getting the cold shoulder at home. Alby and his family had been making do with a galvanised iron lean-to, so they were very happy that I got the job done quickly and made it look really posh and up to date. Alby paid me in cash, which I like; the tax man needn't find out exactly how much I received, and Alice doesn't need to know either. She keeps a tight rein on the purse strings, but when there's no paperwork, she just has to believe what I tell her. Fred Kloetzke had also paid cash, so I had built up a nice little nest-egg in the tobacco-tin at the back of the tool cabinet. Almost enough for an MG.

On Friday, I had to take the truck to Adelaide; it was loaded with rusty iron pipe and galvanised iron from Alby's old laundry and bathroom and from several other jobs before that. I planned to take it to Brown, the scrap dealer, and get a few quid for it, then pick up a load of fibrous plaster sheets for the new ceiling I'm putting in at Norm Phizackerley's house and then to Otto's timber yard the matchboard that I'm getting for the panelling in the new house I'm going to build for Jack Butler. I hitched the trailer to the truck with the thought that, when I'd picked up all the other stuff I needed, I just might get around to a few used car dealers and there just might be an MG TC on it when I got back. I figured that if a bloke is already in the doghouse, he might as well do it properly and give the little lady something to really grizzle about.

Everything went smoothly, I got rid of the scrap and had the other stuff loaded on the truck, so I drove to West Terrace and had a look at Para Motors. They only had one MG, but it was so worn that I wouldn't have given them two bob for it.



I looked at several other dealers, but none had anything, but one of them told me of a dealer on Goodwood Road who dealt in sports cars. I drove out there, and noticed a nice TC on the street, dark green with the grille painted red, and a bloke walking out of the car yard looking a bit glum. I'm an outgoing sort of joker, so I said, "G'day" to him, and he said, "You don't want to buy an MG, do you?" I asked what he wanted for it and he said he had to have three hundred quid that afternoon. I took it for a drive around the block. Brakes and suspension solid, no smoke or noises from the motor, gearbox good. I took out my wallet and counted out thirty red-backs. The bloke was over the moon. We went to his joint out in Unley and he wrote out the receipt and gave me a handbook and workshop manual. It seemed he was buying a new house, his wife was pregnant, and they hadn't come up with the full amount that they needed for the down-payment. The dealer had realised he was desperate and only wanted to give him £250. I was a bit worried that the MG might be on hire purchase, but he gave me a folder with all he'd spent on it, including his purchase receipt – he'd paid £500 for it two years earlier, so I was getting a bargain. I felt a bit sorry for him and tossed him an extra tenner, and he gave me some books on hotting up MGs. I put down the ramps, drove the MG up on the trailer, lashed the front axle to the front and headed off, as did the bloke and his wife in an old Standard Flying Pennant; I guess they were going to settle for their house. I hope everything went well for them.

I had been expecting Alice to be furious about the MG, but she just looked at it and went back into the house. The kids were very excited, and all wanted to go for a ride in it, but of course I could only take one at a time. Alice worried me. If she'd done her block I would have known where I stood, but she never said a word about it. Anyway, on Saturday I drove to the Nuffield dealer in L- to get the TC new plugs and points. Their head mechanic proved to be a kingpin in the MG club and CAMS, so I left as a member of the MG club and with an application for a CAMS licence and an entry in the next races at Port Wakefield. He gave me a lot of tips on competition driving and told me of quiet stretches of road where I could practise, which is how I spent the afternoon. Of course, in an old MG that cost three hundred quid I could hardly become the Gold Star winner against cars that cost four grand or more, but I had a lot of fun and even got a few places, mainly in handicap events. I also met a lot of nice blokes, including a joker who was a big-name doctor in Adelaide and had been the original owner of my MG. He even let me drive his Jag in a few races and came out with his family to visit at our place.



My next building job was a new kitchen on a farm some sixty miles away, and rather than drive the truck out there every night and morning, I stayed in their shearers' quarters for a week. Before I left, I could sense that Alice was planning something and I was worried, so I cleared a place in my storage shed for the MG and I even changed the lock on the doors, just in case she got any silly ideas.



When I got back, I wondered why the Graham was standing in the shed where I usually park the truck. I raced to the garage – and there stood a shiny blue '47 Studebaker! I had known that Alice was planning something, but I shouldn't have worried about it – as I said, she's a sensible woman and when she does something, it's usually right. That weekend, we took a long drive in the Studebaker and then I took Alice for a spin in the MG.

*Footnote: Alice was actually happy with her husband's new hobby, and even tried her hand at driving in the ladies' section at club gymkhanas. Today, Dud's grandson Doug (who lives in the same house and is the local builder, as were his grandfather and father before him) cherishes the MG and competes with it in historic racing.*

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