

THE 'CON-ROD'

Official Newsletter

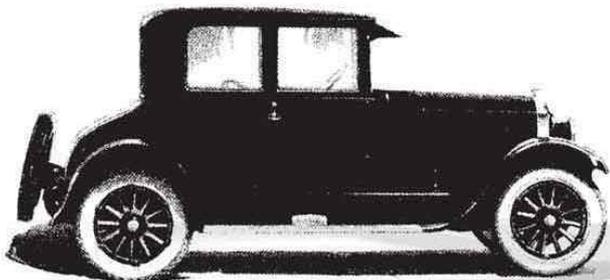
May/June 2022 No. 282



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The 'CON-ROD'

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

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

May/June 2022 no. 282

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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

CONTENTS

- | | | |
|----------------------------|--------------------------------------|--|
| 2. President's Report | 8. Front Cover story | 14. Minutes of meetings |
| 3. Narc Calendar | 10. Farm Shed visit. | 15. Mundoora Tractor pull details |
| 5. Kapunda Chapter | 11. Things you see & An epic Journey | 18. Yorke Peninsula tractor pull Flyer |
| 6. Anzac Day Run - Kapunda | 12. 4CV Renault Muster | 19. First women motorists around Australia |
| 7. Beetaloo Run itinerary | 13. Waikerie Show n Shine | 23. Workboat restoration continued. |
| | | 24. Classifieds |

PRESIDENT'S REPORT

As I write this report, winter has arrived with a vengeance so I hope everyone has had their flu jabs and is up to date with COVID shots.

At Club level, our meeting attendances have been quite good and those who did the Kadina Farm Shed Visit would have had an enjoyable day.

Looking ahead, we have mid week runs planned for June and July. The first will be to the Bundaleer Reservoir on Thursday, 16th June and I thank Ken and Jan Porter for initiating this with help from Ian Radford. It must be reservoir season, as the second in July will be to the Beetaloo Reservoir. John Birrell has arranged an excellent day for us on this occasion and I thank him. Details of both runs are in this issue. I have approached Dale Morphett and we can possibly plan a run to the seaside hamlet of Tickera in September.

Please note the change in date and venue of the Kapunda Chapter Life Membership Presentations. It will now be held on Sunday, July 31st at the Kapunda Bowling Club. This venue is much bigger as a good crowd is anticipated with, I hope, good support from the parent club. See details below.

This will be my last report as your President; the AGM being in July. I thank you all for the support that you have given me and Dianne over the last 3 years which has been made more challenging by COVID.

I have been lucky to have had a Secretary of the calibre of Moranne and thank her for the great behind the scenes organizational skills she possesses.

I think that the Club is in pretty good shape and, with your continued support, should stay that way.

Keep on NARCing,
Graham Correll

An Invitation

All NARC members are invited to a BIG Celebration.

The Kapunda Chapter is celebrating the awarding of 3 long serving club members with Life Membership. The event will be held at the Kapunda Bowling club, 19 Montefiore St .on the 31st. July 2022 commencing at 12.00. pm with roast lunch and sweets, along with a power point display and talk about the beginning and the demise of the Holden Car and associated products by Don Loffler. A variety of classic vehicles will also be on display.

The giving of thanks to life members will take place during the afternoon.

An all inclusive cost will be \$30.00 a head, so enter the date in your diary, come and enjoy an afternoon and learn more of our past with like minded people.

To book a seat for the meal, display and presentations please ring Richard Lang
0423524481. RSVP Wednesday 27th July 2022.

New Members

NARC would like to welcome new members:

Susan and Stuart Daniel from Pt Pirie who have a 1924 Willys Overlander

Ian Kirchner from Narridy who has several Track Marshalls

Neil Heinrich from Maitland who has several Packards, 2 Bedfords, a

VQ Statesman and a VB Commodore.

FRONT COVER

Roy & Norma Schopp's 1927 Dodge Sports roadster. See story Page 8.

Swap Meets

- June 12th** **KADINA** at Showgrounds, sites \$10 sellers 7.00 to 8.00am. Public 8.00am \$5
kadinashow@bigpond.com Ruth Mildwaters 0448 211 002 or 0474 720 716
- August 21st** **Willunga** at Centenary Park, Binney Road, Vendors 6am \$10 (2), buyers
7.30am \$5, under 12 free. Enquiries Sean McCracken 0419 812 817 or
seanandjomccracken@gmail.com
- September 18th** **GAWLER** Sport and Community Centre, Nixon Terrace Gawler.
Yvonne Eales 0402 905 978 See website.. <http://www.gawlerclub.com/>
PLEASE NOTE 25th Sept. The event Sedan is having is **NOT** the swap meet.
It is a trash and treasure sale. The swap meet will be held in July 2023.
- October 2nd** **BALHANNAH motorcycle only** at Oval, Sellers & Buyers from 7.00 a.m.,
Sites \$15 Entry \$5 (under 12 free) Brian Forth 0409 514 213; and Bill Lorimer
0411 544 353 after 6 pm or email secretary@vvmccsa.org.au
- 9th** **STRATHALBYN** Harness Racing Track Sellers 6am \$20 2 people
Buyers 6.30am \$5.00 under 16 free Greg 0428 886 500
- October 30th** **Clare** at the showgrounds. Gates open 7.30 Sites \$15 plus per person \$5.
Buyers \$5, under 14 free. Enquiries to Graham Goode 0418 894 731
- November 13th** **Regency Park TAFE** 137 Days Rd, Regency Park, traders 7am. \$20.00
Buyers 8 am. \$5.. 0418 605 475 or 0418 853 020 jack.pappin@hotmail.com

Other Events of Interest

- May 7th** **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 & 21st** **Mundoora Vintage Tractor Pull** at oval. Challenge runs start on 20th. Camping
and RV sites. Saturday night meals at sports club. Bring tractors etc to display.
Tractor pull entry \$10 Exhibitors free. Public \$8 **must pre purchase tickets** on
www.Eventbrite.com.au Kelvin Stringer 0428 354 218 kelvinstringer@activ8.net.au
- September 18th** **Dubs by the River** All VWs and VAG vehicles welcome. 9:30am Morgan
foreshore reserve. The morning will be shared with Twister Ski Boats. Old school
ski boats trip to Caudo Wines contact Terry Jackson on 0413 867 380
- October 16th** **Bay To Birdwood** details <https://baytobirdwood.history.sa.gov.au/the-event/>
- November 5th&6th** **Power Of The Past** Mount Barker Showgrounds Sunday includes Swap Meet
Greg Strike: 0402 411 609 Brian Kuerschner: 0418 854 565 see page 10.

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

LOG BOOK REMINDER

For those of you using the Club Registration scheme, please note that all log books need to be submitted to me for endorsement (or replacement), otherwise they become invalid after June 30th.

The procedure remains the same as in previous years – the steps you need to take are:-

1. Submit your membership renewal form along with your payment to Treasurer Mervyn Robinson.
2. **After** doing that, post or deliver your logbook(s) to me at the address shown below. If posting, please include a stamped, addressed envelope to help enable a prompt return.

If you are looking for a rapid turnaround of your book to enable you to use your vehicle for something specific, it might be worth checking in with me first to make sure I'll be around to help.

Graham Burgess

31 Kingston Road, Port Pirie, SA 5540

Phone (08)8632 4293 or 0407 793 876, or email gramarb@internode.on.net

FROM THE KAPUNDA CHAPTER

Chairperson	Richard Lang	0423 524 481
Vice Chairperson	Barry Rowett	0438 968 537
Secretary	Malcolm Johncock	0490 672 237
		oaklandkapunda@gmail.com
Treasurer.	Irene Woodcock.	0400 294 521
Property Officer	Trish Evans	0404 085 775
Vehicle Inspector	Geoff Rowett	0409 457 631

KAPUNDA CHAPTER CALENDAR

- JUNE 14th Tuesday. Visit Lindners Jaguar Collection at Tanunda. Leave Hill Street. 9.30am (note later starting time) \$10 entry. Lunch at Tanunda Hotel.
- JUNE 24th. Friday. Meeting at 7.30 p.m. Lutheran Hall South Terrace Kapunda Guest Speaker Dean Rohrlach, Deputy Mayor and retired High School Principal.
- JULY 31st Sunday **NOTE CHANGES** from 10th July. Life membership presentation Luncheon and Car Display at KAPUNDA BOWLING CLUB. Owing to greater interest we have changed to a bigger venue. Guest Speaker will be DON LOFFLER who will talk on the history of the Holden. Cost will be \$30/head for a 2 course (roast and dessert) lunch. You and your friends are invited. R.S.V.P. by Wednesday July 27th to Dick Lang 0423 524 481
- JULY 22nd Friday A.G.M. @ 7.30 p.m. in the Lutheran Hall
- OCTOBER 30th Sunday ANYTHING ON WHEELS RALLY Details will be in the next edition.
- MAY 2023. Expressions of interest for a small bus tour to the Lake Goldsmith Rally in Western Victoria.

The guest speaker for the April 22 meeting of the Kapunda Chapter was John Reed John recounted his life's experiences as an outback police officer. A very interesting talk. Our thanks to John.

Malcolm Johncock

N.A.R.C. Weekend at the Farm Shed.

The Kapunda members joined the parent club of N.A.R.C. for a visit to the Farm Shed at Kadina. Most Kapunda members went tenderfoot and stayed the Saturday night making a weekend away.

The Farm Shed is a credit to all those who have been involved. It is good to see the harvesting machines of my youth being preserved for future generations. South Australian made machines were represented by a Shearer XP88 self propelled (somebody had nicked the engine) a Horwood Bagshaw SP with a Hino engine but no Shearer CS power take off or Horwood Bagshaw P.T.O. Also absent was a Horwood Bagshaw OH self propelled with the Chrysler V8 engine.

But all in all a brilliant display.

Malcolm Johncock.

6 Anzac Day Run

Kapunda members gathered at Davidson's Reserve overlooking the Lake for morning tea and Irene's Anzac Biscuits. Following this we motored to the Good Karma Cafe at Eudunda. A very nice meal was enjoyed here.

After lunch we visited John Bruhn's collection on his farm east of Eudunda. This is not a collection of tractors and engines, but of wagons, strippers and harvesters with associated equipment of a past era. We understand he has some very nice cars hidden away. He was driving a Holden FB standard sedan on the day. Most of the collection is housed in new enclosed sheds.

I enquired how he got around the better half to be allowed to build new sheds to house his toys. His reply was that he just sold some shares.

This land is probably on the wrong side of Goyder's Line, but we were assured that it does rain (sometimes). Over the next rise was the beginning of the pastoral country which stretches to the Gulf of Carpentaria. This is not far from Eudunda. He has been known to occasionally run antique harvesting days.

A very interesting day.

Malcolm Johncock



At the Good Karma Cafe



Some of John Bruhn's collection



Remains of a Big E harvester



and a hay harvester

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The Classic Car, Train and Plane Tour of New Zealand will be a fantastic opportunity to visit some outstanding classic motorcar collections and car, train and plane museums.

11 – 28 February 2023

Leon Darley spotted this ad and is keen to go and is wondering if other members might also be interested. Leaves from Melbourne.

Organisers are Travelrite 1800 630 343
www.travelrite.com.au
reply to editor.

MID-WEEK RUN TO BEETALOO RESERVOIR Wednesday 6th July

Meet at Adelaide Square, Crystal Brook for a **10.30 departure**. The square is at the corner of Bowman St. (the main street) and Eyre Rd. Should morning tea be desired, arrive earlier and visit Kupsch's Bakery or Vault 35 in Bowman St.

We will travel via the Collaby Hill Scenic route above Beetaloo Valley to the reservoir where we park in sight of the wall, but water views will require a short steepish walk to a viewing area. Moderate fitness required!

From the reservoir we drive via a lookout over the Rocky River valley to the North Laura Hotel for lunch. They have a choice of \$12 lunches- see below.

After lunch a guided drive through Wirrabara forest to the Bluff lookout is available if you wish to do so. The last section is a steep and narrow sealed road. You may then make your own way home, perhaps via Wirrabara's silo art and/or call in to the Birrells in Beetaloo Valley for an afternoon cuppa.

Please note: - The majority of the run is on good, but unsealed roads. Winter weather may affect road conditions and determine your choice of vehicle for the day. Worst case scenario – we may have to postpone and will individually contact you the day before.

The hotel appreciates prior orders, so we ask that you advise us of contact details, numbers attending and meal choices *no later* than Sunday 3rd July.

Please ring after dark on 8636 2333 or email jbirrell@activ8.net.au

Fran and John Birrell

\$12 LUNCH MENU

SALT & PEPPER SQUID, served with fries, garden salad and aioli

BEER BATTERED FISH & CHIPS, served with fries, garden salad and tartare sauce

CHICKEN SCHNITZEL WITH GRAVY, served with fries and garden salad

CHICKEN SCHNITZEL BURGER, served with fries and garden salad

QUICHE, served with fries and garden salad

SWEET & SOUR PORK, served with rice

September 1st "DRIVE-IT DAY" "OLD CAR DAY"

Bethany Reserve; Bethany Road, Bethany 11.00am BYO Lunch

The first day of Spring, is promoted by the Federation of Historic Motor Vehicles SA as "Drive It Day". 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 11.00am on Thursday Sept. 1st 2022. The Gawler Club has organised runs to Bethany starting as follows:

Fremont Park, Elizabeth and also at Princes Park, Gawler 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.

Unlike the last 2 years, at this stage no Covid conditions apply, but please comply with any health conditions that may be advertised at the time of the event. In particular, please do not attend if you have cold or flu like symptoms.

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 85292504 or email e-torque@gawlerclub.com

Front Cover Story

I spotted this story while I was scanning the old copies of the Con-Rod.

A great story but told as a poem. I thought it was brilliant and deserved a repeat. I contacted Norma and asked for some colour photos which I received. I also received a version of the poem which had been revised in 1991 and not been published anywhere so here it is. Ed.



The Restoration of "Horace" our 1927 Dodge Sports roadster by (Roy & Norma Schopp)

In '76 it came our way –
 A vintage relic – "Roy, take it away!"
 The remains of a Dodge, a rusty buckboard,
 Came home on a trailer – to be restored.
 A new cab and tray, spanners here and there,
 The motor and body all needed repair.
 Balaklava's centenary was the target we set
 To complete this project and, yes, it was met.

On the road in just over a year,
 The public unveiling brought many a cheer.
 For the next ten years we had lots of fun
 In rallies, parades, an occasional Club run,
 While all the time searching, both near and far,
 For the right body – to make it a car.
 But that rare roadster shape we just didn't see,
 So it looked like a tourer our Dodge would be.

Then, out of the blue – we couldn't believe our ears –
 A friend said, "I've got one, I've had it for years."
 A quick trip up north; soon the deal took place;
 Some thought we were mad – "You swapped THAT for the Case???"
 But we were delighted, needless to say,
 And Merv. added the Case to his tractor display.
 Now let's get to work – just where do we start?
 It didn't take long to pull it apart.

A friend in Clare named Graham Goode
 Had turned his hand to vintage wood,
 So off went the Dodge for a complete remake –
 "About two months it will probably take."
 Next to the panel and paint shop it went,
 To try and get rid of each rust spot and dent;
 It seemed like forever, then at last the spray gun –
 Maybe soon our Dodge roadster would be looking A-1!

It was now seven months since the Dodge went to Clare.
 How much longer would it have to be there?
 Finally the assembly and hood bows, at last –
 Those trips to Clare would soon be past.
 There were sighs of relief, and much family delight,
 As the Dodge came home – what a beautiful sight.
 It was nowhere near finished, of that we were certain;
 The next stage? Upholstery, the hood and side curtains.

There was never a doubt who would do the trim –
 Noel's Trim Shop, of course – we took it to him,
 And three weeks later came a message by 'phone,
 "Your upholstery is finished, you can take it home."
 Our Dodge with a hood – it did look fine;
 Next came the chrome, to give it a shine;
 Then the engine, the brakes and electrics, too,
 There was still so much for Roy to do.

The finishing touches were still being done
 When a trip to The Centre was mentioned – what fun!
 Roy made a trunk to hold all our gear
 And we made that trip, in June last year.
 Fifteen years have gone by since the Dodge came our way,
 It's been a real challenge, I guess you could say,
 But we hope that the future will give us much more
 Fun and enjoyment as we drive our Dodge Four.

*Initially we rebuilt the Dodge as a
 buckboard, which is what it was
 when we got it, but the remains of
 the body shape made it very clear
 that this vehicle was originally built
 as a roadster, not a tourer.*

*The name 'Horace' was for one of
 the Dodge Brothers; we also had a
 1935 Dodge 'DU' sedan which we
 named 'John' after the other Dodge
 brother – John.*

*We still have the 1927 Dodge
 Roadster, but the 1935 Dodge was
 sold some years ago and now lives
 at Millicent.*



Norma Schopp

As found on a farm near Balaklava

*The first version
 before it was
 rebuilt as a
 roadster as
 shown above*



KADINA FARM SHED VISIT

On Sunday 15th May, 35 members met at the Kadina Farm Museum. It was good to see that our numbers included eight from the Kapunda Chapter. Club member and Kadina Farm Shed volunteer Brett Colliver gave us much pleasure in starting up engines on old harvesting machinery, tractors,



stationary engines, power plants, etc. Some of these hadn't been running for many years, but succumbed to Brett's knowledge and perseverance. It was good to catch up with club members who haven't attended for some time including Jeff and Val Roberts, Malcolm Mill, Jeff Polgreen and Darkie and Pat Fiedler. Pat

very ably arranged a sausage sizzle lunch for us which we all appreciated. Ivan Venning debuted his latest acquisition; a 1987 Cadillac which he had much pleasure in showing us, especially all of its bells and whistles. The President also had his 1927 model there and it was interesting to see the advances in motor car engineering over 60 years. All agreed, it was a most



enjoyable day and many commented that you would have to go a long way to find a bigger and more comprehensive collection of all things old.

POWER OF THE PAST

5th & 6th November 2022
Mt Barker Showgrounds

Exhibiting Veteran, Vintage & Classic Cars, Trucks and Motorcycles (Historic Registration eligible vehicles).

Heritage Stationary Engines, Machinery
And Tractors

Displays & Sunday Swap meet

Please note, motor vehicles may be entered formally for the two days and be eligible for award judging, or casually entered for either day. Entry forms will be available mid 2022.

For further information Please contact:

Greg Strike 0402 411 609. Brian Kuerschner 0418 854 565. Allan Wheaton 0408 899 775.

The things you see Trev Naismith

On a quick visit to Waikerie over Easter, I was amazed to see this fabulous Ferrari 330 America parked nonchalantly in the main street with the passenger side door left wide open. The 330 was from 1963 or '64 with the body built by Pininfarina. In that era, Ferrari had relationships with a number of coach builders who would style and build a body to the wishes of the owner- as well as Pininfarina, these included Touring, Scaglietti, Zagato, Vignali and Bertone. (this was a fairly common practice- Rolls Royce had the same arrangement with Park Lane, Mulliner etc)

The Ferrari in question is powered by a 4 litre V12 engine. The '330' designation refers to the approximate displacement in cubic centimetres of each cylinder. This car was fitted with superb Borrani wire wheels and Pirella Cinturato tyres which is what Ferrari originally fitted to the car in the 1960's.

If you think the style of this car looks a little familiar, you may be right as Farina sold variations of this design to a number of other manufacturers including Lancia for the Flaminia, Fiat for the 124 Sport Spider and Peugeot for the humble 404 (the lovely 404 Coupe which never came to Aus., best demonstrates this unmistakable connection.)



(I had to put this in as all Ferraris should be RED! Gives a better idea of the styling Trev is talking about too. Ed)

Trev also spotted this very original T Ford at a Willaston petrol station.



An Epic Trip.

Phil and Mirva Harrison left their home near Brisbane in their 1959 Renault Dauphine to drive to the Renault 4CV Muster in the Barossa Valley in April (see next story)

The little Dauphine is a 4 cylinder rear engine water cooled car of 850cc mated to a three speed gearbox. Other participants at the Muster had travelled from Perth so the Harrison's decided to join them on the return leg. With a group of other Renault enthusiasts including Dave Hicks from Birdwood in his mid 60's Renault R8, they motored successfully across the Nullarbor to Perth and then toured the South West of Western Australia calling at Albany and Esperance before heading back to Brisbane via South Australia.

They overnighted at Clare and Winston Francis kindly made his workshop available for a change of engine oil and a top up of gear oil before the Harrison's set sail for Brisbane via Finley (near Deniliquin) By that evening, they had completed another trouble free run to Mildura.

Phil is a former long serving President of the Renault Car Club of Queensland. Not a bad effort in a car 63 years young!

They made it home safely to Brisbane having travelled 7,842 MILES over 7 weeks!
From Trev Naismith

Renault 4CV Mini Muster in the Barossa.

Fifteen diminutive 4CV's from all over Australia made the trip to the Barossa Valley for the Renault 4CV Register 'Mini Muster' on the weekend of 9-10 April; 2022. The 4CV were better known in Australia as the Renault 750 and were produced by Renault from 1947 until 1961. They were the first Renault to sell more than one million units and were one of the cars responsible for mobilising Europe after WW2 during a period of pronounced austerity. Other makers did likewise including Citroen with the 2CV, Volkswagen with the Beetle and Fiat with the 500 'Bambino'.

In an era when vehicles were taxed according to their horsepower rating, the 'CV' is an abbreviation of '*chevaux- vapeur*' which translates as horsepower. Make no mistake, these Renaults are a tiny car although surprisingly roomy inside with access aided by wide opening front 'suicide' doors. The cars were designed in secret during WW2 despite Renault being under strict orders to focus on military and commercial vehicles to support the German war effort. Aided by new technology on the production line, Renault mobilised quickly at the end of the war, to have the 4CV ready for public unveiling in 1946 and available for purchase the following year. The French public initially named the cars "la motte de beurre" or the 'little pat of butter' due to their size and shape and the first cars delivered were all painted with surplus paint seized from the vanquished German Army that was intended for Rommel's Afrika Corp which were a sand yellow colour!

The cars were powered by a rear mounted, 4-cylinder water cooled inline engine of 760cc displacement mated to a three-speed gearbox. They were reputedly good for 100km/h and when motor sport recommenced after the War, the tiny Renaults won the Index of Performance at the Le Mans 24 hour race.

The 4CV's were exported widely throughout the World with all the right-hand drive cars being produced at Acton, West London in the UK. They were exported to Australia in CKD form and assembled in Sydney. The cars were marketed in Australia as the Renault 760 and with the reduction in engine capacity to 747cc, they were subsequently known as the Renault 750. Interestingly, the 4CV's were also produced in Japan by the Hino company and a few have survived.

Ann and I took my R8 Gordini for a quick trip down to Chateau Tanunda on Saturday to catch up with the Muster. With cars coming from as far away as Queensland and Western Australia, it was a unique opportunity to see the little cars parked on cobblestones reminiscent of France. Some of the cars were familiar to me including a white 750 from Victoria which once belonged to the late Ken Perry, one of the 'founding fathers' of the Renault Car Club of S.A. Ken's daughter Pam learned to drive in the 750 and after disappearing for many years, the car turned up in Victoria for sale. The good news is that it's now owned by Pam with engineer husband Phil Lemm fettling the car back into good working order.

Retired hydrogeologist John Waterhouse has had a long relationship with his little 4CV. John has had his 4CV since university days and met his wife Alex at uni as she also drove a 4CV. John, resident of Perth these days, still has the same car and has travelled all over Australia in the 750 along with his 1965 Renault R8.

As well as the fifteen 4CV's at the Muster there were a selection of other classic Renaults including two R8's, my R8 Gordini, an R16, a Dauphine, two Caravelles and rare Floride 'S' from Queensland.

The next Muster is scheduled for Echuca in 2023.

Trev Naismith



Pam Lemm's car

Waikerie Show and Shine.

From Trev Naismith.

Saturday 30th April saw Ann and I make the trip to Waikerie for the Show and Shine held on the expansive community sports centre playing fields. It was immediately apparent this was a well organized event with a large number of market stalls and a great array of food vans adjacent to the car show. Interestingly, the local Chamber of Commerce was the organizer of the event and not a car club.

The diversity of cars was very good and given the relative proximity to the state border, there were a number of cars from Mildura and elsewhere in Victoria. My votes went to a Chev delivery van in 'Waikerie Bakery' livery which



reminded me of a Chev butchers van that used to call when I was a kid. As a motor scooter tragic, I was impressed with an early Vespa that had been beautifully restored. The rear engined fraternity was represented by a brilliant red Porsche 356 SC.



I



was taken with a Pontiac Grand Prix Coupe from '67 or thereabouts that was beautifully restored. A tiny Honda S800 Coupe was a rare sight to see.



In conclusion, although the cars were not displayed as well as NARC's Clare Valley Show and Shine, it was a very good event that is worthy of being included on NARC's calendar in future years.

Minutes of previous meetingsMEETING – Thursday 7th April 2022 at Port Broughton.

President welcomed 34 Members and visitors, 20 Apologies.

Agreed Minutes of previous Meeting be Accepted.

Correspondence was read and Received.

Financial Report was presented and Accepted.

MOVED “Fees for 2022-23 be Full Member \$50, Pensioner \$40, Associate/Family Member \$30”
...Motion was Carried

Clare Valley Cruise for Cancer raised \$1,731.90 (from entries, Club subsidy, raffle and donations)

MOVED “The Club increase donation to \$2,000” ...Motion was Carried

Registrar had nothing new to report

Federation had been contacted re Number Plates.

Editor requires photos for the Con Rod.

General Business:

Membership Applications received and Accepted

Graham Goode spoke about Swap Meet at Clare Show Grounds on Sunday 30th October 2022.

Kadina Farm Shed Visit on Sunday 15th May. AGREED – Members to have Lunch and a Guide.

Allan Pitchers spoke about 100 years back to Mildura.

Next Meeting – Thursday 12th May at Port Broughton.

Trevor Naismith gave a run down on the Mintaro weekend which was a success.

Future consideration to pursue Grants to keep entry fees low. Good venue, poor location, not the spectators. Flyers, Advertising and Radio to include Port Pirie. Entry Forms be sent on line and processed on line where possible. Consider Budget for out of pocket expenses.

AGREED Two events to be held on Weekend.

Dianna Correll gave an extensive coverage on a Power Point Presentation. The start of the Cruise, a line up of the vehicles and views at Pikes Winery. The Show'n'Shine commentary covered all vehicles and their owners, all winning entries and Prize winners.

President closed Meeting at 9.48pm.

MEETING – Thursday 12th May 2022 at Port Broughton

President welcomed 38 Members and 16 Apologies.

Agreed Minutes of previous Meeting be Accepted.

Correspondence was read and Received.

Financial Report was presented and Accepted.

Check Federation Wed site for Events.

Editor advised photos and stories always required.

General Business.

Graham Goode advised Swap Meet still being considered for Sunday 30th October.

Kadina Farm Shed Visit - Meet at Matta House Car Park and take a chair

MOVED “\$12 Entry Fee be paid by Club”Motion was Carried. Barbecue Lunch \$10pp.

A.G.M. following discussion it was MOVED “A.G.M. will be **Sunday, 17th July at 2.00pm**.in

Port Broughton Football or Bowling Club, venue to be decided” ...Motion was Carried

June, Wednesday 15th: Visit Bundaleer Reservoir, BYO picnic lunch and chair etc.

July, date to be decided: Visit Beetaloo Reservoir

Allan Pitchers advised Gawler Swap Meet will be 25h September.

Leon Darley spoke about a New Zealand Trip, 28th February 2023.

Next Meeting – Thursday, 9th June at Port Broughton.

Guest Speaker John Birrell had attended the Corowa Military Vehicle Gathering in N.S.W. The 42nd annual gathering of Amphibious Jeeps and lots of Haflingers. John showed many pictures and related stories of various land rovers, jeeps and centurion tanks, he also explained the working of a large searchlight. John and Fran enjoyed an amazing time away. Visited Aust Frontline Machinery for Exclusive Military Auctions, an Aircraft Museum, a Motor Bike Museum in Rutherglen and the Borgward Rally in Canberra.

President closed Meeting at 9.40pm.



MUD and DUST

VINTAGE TRACTOR PULLS

MUNDOORA OVAL SA

CHALLENGE RUNS: Saturday 20th August 2022

Sunday 21st August **VINTAGE TRACTOR PULLS**

BRING YOUR TRACTORS & COLLECTABLES FOR DISPLAY

Stationary Engines

Motor Vehicles Display Remote Control Models

Registration Details/Contact: Kelvin Stringer mobile: 0428 354218

email: kelvinstringer@activ8.net.au

Facebook Group: 'Mud and Dust'

Entries: through entry forms close 22 July

Tractor Pull participants \$10.00 pp

Exhibitor's car driver free

Passenger's \$8.00 p/p

Spectators: to be paid on EVENTBRITE

Adults \$8.00

Children under 14 Free

RV Park at Town Area

Camping Ground at oval

Two Caravan Parks at Port Broughton -16 kilometres away

Fish and Chips at Mundoora Community Club Friday night

MEALS at MUNDOORA COMMUNITY SPORTS CLUB Saturday night

Every entrant must have own Public Liability eg NHMA insurance

Loading Ramp available: Truck height & drop deck height

Family Fun: Food & Drink outlets **Licensed area (NO BYO)**

Pedal tractor pulls for kids, rocker cover race, miniature steam train rides, face painting, demonstrations. Stalls: craft, metal arts, garden ornaments, honey chilli etc

Entry forms and Insurance application form are available to download on www.narc.org.au in Word form to fill out and email back. Printed next page

Mud and Dust Vintage Tractor Pulls

20th and 21st August 2022

MUNDOORA COMMUNITY PROGRESS ASSOCIATION INC.

PO Box 623, Mundoorra 5555 South Australia

ENTRY FORM -2022

Entries close 20th July 2022



Dear Enthusiast of the Tractor Pull,

Welcome to our inaugural run of Mundoora Vintage Tractor Pulls - 'Mud and Dust'.

We cordially invite you to bring your tractor, exhibits, family & friends to the weekend 20th and 21st August 2022.

All tractor pull participating, the tractors must be pre -1988 and under 100hp.

Classes are: Under 20hp 21-25hp, 26-30hp, 31-35hp, 36-40hp, 41-45hp, 46-50hp, 51-55hp, 56-60hp, Open Class Steel Wheel-under 30hp, over 30hp, Tracks -under 25hp, over 25hp

There are sure to be Vintage Cars, Stationary Engines, Farm Machinery, displays of rocker cover races, remote controlled trucks, earth moving equipment and Tractors Pull events. A first and a second prize / certificate will be offered in all sections of the horse-powered Vintage Tractor Pulls. We will have stalls and displays for the ladies and things to do for children: Pedal Tractor Pulls in challenging themselves to Pull a Kids Sled, plus face painting. Food and drink stalls are provided with a BBQ running hot all day.

We will have unloading equipment, tractor ramp, 2.5 ton forklift and plenty of man power. Water will be available on site. Night time security will be on watch for the Friday and Saturday night.

This event is run under the NHMA Guidelines Australia wide (see below).

ALL ENTRANTS & EXHIBITORS MUST HAVE PUBLIC LIABILITY INSURANCE.

This may be checked on the day and you must have your up to date card and I.D to participate in pulls or display. We look forward to your participation at the Mud and Dust Vintage Tractor Pull Rally and hope you will enjoy the weekend. More information & assistance to organise insurance is available from Kelvin Stringer 0428 354 218 or kelvinstringer@activ8.net.au or on facebook group:- '**Mud and Dust**'.

INDEMNITY FORM

All entrants, owners, drivers or exhibitors enter and participate solely at their own risk.

The organizers, promoters and sponsors of this event, their agents and employees accept no liability for any loss or damage suffered by or to any entrant, owner, driver, or exhibitor by any means, act, or omission or through any circumstances, and the entrant thereby agrees to indemnify and save harmless the organizers, promoters and sponsors of this exhibition, their agents and employees, all actions, suits, claims, proceedings or demands for damages or loss whosoever/howsoever arising out of the entrant participating in the exhibition/rally.

Participants must have adequate Club Insurance.

Entrant Signature:..... Date...../...../.....

Junior Entrant Date...../...../.....

Guardian of Junior Entrant Date/...../.....

Exhibitors - vehicle driver free, passengers \$8 per person, children under 14 free

Exhibitors of vehicles, tractors, stationary engines, motor bikes or any other display-

Item: Vehicle or other..... Extra Adults \$8 each..... Total \$

EFT: use your surname as reference and send receipt to Ron Whyte email: mundooraprogress@gmail.com
Credit Union SA. BSB:805-007 Acc no 00122156 Mundoora Community Progress Association Inc.
Cheque or Money Order payable to: Mundoora Community Progress Association Incorporated.
Send Payment and forms to: Ron Whyte –Treasurer, Mundoora Community Progress Association Inc.
PO Box 623, Mundoorra SA 5555 **Email:** Ron Whyte: mundooraprogress@gmail.com

Mud and Dust Vintage Tractor Pulls

20th and 21st August 2022

MUNDOORA COMMUNITY PROGRESS ASSOCIATION INC.

PO Box 623, Mundoorra 5555 South Australia



NAME:

SPOUSE/PARTNER:.....

POSTAL ADDRESS:

CONTACT PHONE NUMBERS: (M).....(H)

EMAIL:

CLUB AFFILIATION:

JUNIOR ENTRY (Persons 17 years and under) Name:

Participants signature:.....Your Insurance Policy

FREE CAMPING please tick: Friday Saturday Sunday Number of Persons

I would like to enter tractors in the pull. Entry fee is **\$10.00 per person**. Entrants can display other tractors/items free.

Make					Description	
Year					Horsepower	
Serial no. / Rego.						
Please X category	Tractor pull	Engine	Vehicle	Machine	Tractor	

Make					Description	
Year					Horsepower	
Serial no. / Rego.						
Please X category	Tractor pull	Engine	Vehicle	Machine	Tractor	

Make					Description	
Year					Horsepower	
Serial no. / Rego.						
Please X category	Tractor pull	Engine	Vehicle	Machine	Tractor	

Make					Description	
Year					Horsepower	
Serial no. / Rego.						
Please X category	Tractor pull	Engine	Vehicle	Machine	Tractor	

Make					Description	
Year					Horsepower	
Serial no. / Rego.						
Please X category	Tractor pull	Engine	Vehicle	Machine	Tractor	



Dear Enthusiast,

The Inaugural YPCVTPA inc. Price Tractor Pull 6th & 7th August 2022

Welcome to our first event. We cordially invite you to bring your tractors, family and friends along to what we anticipate to be a successful weekend. This year we will be taking part in the 140th birthday celebrations of the PRICE township.

The Tractor pull will be run over the Saturday and Sunday of this weekend as will many other activities. There will be a bar running both afternoons of the event and plenty of food vans etc on the Sunday. We will probably have the BBQ going most of the day Saturday. As we have a bar on site we ask no BYO alcohol.

We will have a loading ramp nearby and a forklift on site to assist with unloading any exhibits. We will have 6 classes for the tractor pull which you will be placed in according to horsepower.

ALL ENTRANTS MUST HAVE PUBLIC LIABILITY INSURANCE. This may be checked on rally day. If you do not have this insurance you may join YPCVTPA for a annual fee of \$50 this will provide the adequate level of insurance. Or another club of your choice that is affiliated with National Historical Machinery Association.

We look forward to your participation at the "PRICE TRACTOR PULL & 140th CELEBRATIONS" and hope you enjoy the weekend. Further information is available from Nick Correll on 0417840340 or Shane Carty 0418804833.

Yours Faithfully,

Nick Correll President Y.P.V.C.T.C inc. Shane Carty Event Assistant

ENTRY FORM

Price Town oval Parnell Tce PRICE 6th & 7th August 2022

To: Shane Carty P.O. Box 29 PRICE SA 5570 email shane.carty@bigpond.com

FULL NAME:

ADDRESS:

CLUB AFFILIATION:

CONTACT PHONE NUMBER: EMAIL:

Please be sure to submit all entries by 1st of July 2022. Please circle the option you would like below.

Option 1 enter Tractors in the pull @ \$20 per Tractor \$

Option 2 join YPVCTC inc. @ \$50 per person plus enter Tractors @ \$20 each \$

My Cheque / Money Order for the amount is attached and made payable to Yorke Peninsula Classic & Vintage Tractor Pull Club inc. for online transactions please use your name as reference.

BSB 105103 Account No 025133640 Account Name: YP CLASSIC & VINTAGE TRACTOR PULL CLUB.

INDEMNITY FORM

(A) All entrants, owners, drivers or exhibitors enter and participate in this exhibition solely at their own risk.

(B) The organizers, promoters and sponsors of the exhibitions, their agents and employees accept no liability for any loss or damage suffered by or to any entrant, owner, driver, or exhibitor by any means, act, or omission or through any circumstances, and the entrant hereby agrees to indemnify and save harmless the organizers, promoters and sponsors of this event, their agents and employees, all actions, suits, claims, proceeding or demands for damages or loss whatsoever arising out of the entrant participating in the event.

Entrants Signature: Date: / /.

		Category	Tick
Brand/make		Engine	
Description		Vehicle	
Year		Tractor	
Horsepower		Machine	
Serial no./rego		General	
		Tractor Pull	

Add separate sheet as needed for extra tractors displays etc.

Usual NHMA guidelines for tractor pulls apply.

From The Sydney Morning Herald Sat 30 Oct 1937

THE SYDNEY MORNING HERALD. SATURDAY, OCTOBER 30

FOR WOMEN

FIRST WOMEN TO DRIVE ROUND AUSTRALIA.

12,500 Miles in Six Months.

The first journey by car round Australia ever undertaken by a woman driver entered on its final stage on Thursday when Miss Catherine Gregson, a 23-year-old Tamworth girl, left Melbourne for Sydney.

Miss Gregson is accompanied by her mother, Mrs. G. Gregson, of Wayfield, Loomerah, New South Wales, and Miss Sybil Sale, of Hobart, Tasmania.

Mrs. and Miss Gregson left Sydney on May 9 and during the six months of their tour they have covered approximately 12,500 miles. Motoring inland from Sydney the overlanders proceeded by way of Broken Hill to Central Australia where they were joined on arrival at Alice Springs by Miss Sale.

SAND MATS.

They found the use of "sand mats" essential in the wide, dry water-courses of the Hugh and Finke Rivers, but did not again have occasion to use them throughout their journey, although numerous unbridged rivers had to be crossed on the long run through North-East Australia. "Many people who go to Central Australia," said Miss Sale, "did so expecting to see the particular type of scenery to which they were accustomed in the south. The scenery there, however, was remarkable for the magnificence of its vivid colour effects in blue, red, purple, and orange."

The party motored to the famous Palm Valley, and Miss Gregson is the first woman to penetrate this wonderland vastness at the wheel of a car. Later, she further proved her skill as an overland motorist by reaching within a few miles of the coast of the Gulf of Carpentaria down the difficult and unfrequented Roper River track.

BUFFALO HUNTING.

During a leisurely stay in Darwin the Misses Gregson and Sale took part in buffalo hunting and crocodile shooting. After leaving Darwin the overlanders motored through the picturesque Jasper Gorge, and the valley of the Victoria River to Wave Hill, following the main track through the Kimberleys back to the coast at Derby. From here they proceeded along the coast to Broome and Port Hedland and again motored inland to Marble Bar. A long detour was made from here to Roeburne, whence a return was made to the main inland route at Roy Hill Station and the journey continued to Perth.

The 1750 miles stage to Adelaide, including the crossing of the vast Nullarbor Plain, was completed without incident. Miss Gregson remarked that the 210 miles stage to the Madura homestead, after leaving Balladonia for Eucla, on the Great Australian Bight, was the longest distance between habitation anywhere on the route round the continent.



MISS C. GREGSON, who is on the last stage of her journey round Australia by car. She is the first woman to drive round the continent, and she was accompanied by her mother, Mrs. G. Gregson, and Miss S. Sale. On the front of the car can be seen a buffalo horn, which she secured during a buffalo hunt in the Northern Territory.

USE OF A COMPASS.

"Before we left the safety of the cities," explained Miss Gregson, "almost everyone warned us against undertaking such a journey as we were setting out on. However, we encountered no serious difficulty or danger whatever, nor did we at any time feel that we were lost when the track in parts was not so easy to follow. We carried a compass, but it served mostly to prove that the moon each night rose in the wrong part of the sky." The total cost of petrol and oil worked out at about £85.

(the yearly average wage was about £235 Ed)

From the West Australian Friday 8 October 1937

HOLIDAY ON THE ROAD Women Motorists in Perth.

AFTER seven months camping experience Mrs. G. Gregson and her daughter, Miss Katherine Gregson, can turn a tent into a home even in the most barren lands.

Having travelled extensively in other countries, Mrs. Gregson and her daughter, whose real home is in Tamworth, New -South Wales decided to see something of Australia. Packing their equipment on a utility truck they set out on May 6 and travelled leisurely overland through Adelaide. Alice Springs, Darwin, Wave Hill and various stations to Perth. Although they saw a number of natives, and met with few other travellers no doubts or fears have marred their trip.

They plan to spend a couple of days in the city before continuing through the South-West to Esperance and thence home to the East. "We must complete the whole trip by road, the old car would feel insulted if we put it on a train." Miss Gregson explained.

At Alice Springs the party was augmented by Miss Sybil Sale, of Tasmania.

CAMPING IN COMFORT. When interviewed yesterday Miss Gregson was still attired in the khaki shorts and brown open-necked shirt in which she travels. "I've worn this type of outfit all the way from Darwin, but travelling through central Australia it was wintery, so I wore overalls." Her mother, however, prefers washable frocks. "I don't have to do any of the work and we carry a petrol iron so it has been no problem to launder our things as we went along," she explained. None of the discomforts so often attached to camping have been endured by the party. The trip was planned as a holiday and the equipment is amazingly complete. A water-proof tent (which has only been pitched on rare occasions, a bed under the stars proving more attractive), petrol stove and iron, petrol lamps, folding easy chairs, soft rubber mattresses which are inflated when necessary, ample cooking utensils and a folding table being, but a few of the articles which have been cleverly stowed away on the truck.

"Food? We were able to carry supplies of fresh foods through central Australia, but from Darwin southwards- we have used chiefly tinned goods, although, thanks to the outstanding hospitality of the West Australian people, we have averaged at least one meal a day at some station or township homestead. So as to be on the safe side we have carried ample provisions for a month and have never been short of fresh water." In fact, so comfortable has been their camp that during the seven weeks the party spent in Darwin they camped on a beach about two miles from the town in preference to staying in Darwin itself. Tall and as brown Miss Gregson admitted that she was the mechanic of the party. Despite the fact that she only had time to devote three weeks to a course before leaving Sydney she announced proudly that they had never been forced to send for male assistance to get them out of difficulties. Punctures, broken springs and other such troubles she has coped with ably. The roads had been easy to follow, except-in some parts of our North-West. Between Oodnadatta and Alice Springs heavy sand had been met with, but this did not find them unprepared, as they carried wide strips of matting to put under the wheels. With mud-guards somewhat the worse for wear- and the front bumper decorated with two large buffalo horn souvenirs of a visit to a buffalo camp-the utility truck attracted considerable attention as it travelled up the Terrace shortly after 3 p.m. yesterday.

They had travelled from Pithara during the day and were full of enthusiasm for the beauty of the West Australian wildflowers. "In fact we were so taken with the variety and colour of your flowers that had it not been for mail which we knew was waiting us in Perth I doubt if we would be here now," Mrs. Gregson added.

At first no-one took any notice of our statement and then it suddenly dawned upon everyone that my mother and self were in earnest. "But why?" and "A girl could never drive her mother there!" were chorused on every side of us. We assured them that it was possible and warmed to the task as the fresh and stale information concerning overland roads was constantly given to us. We became so feverish with knowledge that we announced our intention of continuing to Darwin from Alice Springs. This piece of news so astounded our hearers that we ventured to state our intention of returning via Broome, Perth, and the Nullarbor Plains. Words were useless thereafter.



We spent three weeks at an Institute of Mechanical Tuition enough to make me realize how little I knew about a car. For the last hour before our departure from Tamworth whilst I was heaving last moment oddments into the truck, my brother was following me about with a piece of string (instead of wire) and a couple of bits of wood and a pair of pliers endeavouring to instil into my brain the art of tying a Cobb & Co hitch.

We decided upon a half door coupe utility truck without knee action. Her colour description was Coronado Tan which gave her the name of "Coronado" - commemorating the Coronation of King George VI and Queen Elizabeth. Our truck however, carried her own crown - two extra spare tyres and the tent strapped on top of the coupe. To complete the picture her front mudguards had been discarded. A wee shield was placed at the back of the wheels to protect the body work from stones and gravel but at Ivanhoe NSW we found them insufficient to keep mud and that black soil from covering the entire truck. So thereafter "Coronado" bore galvanised iron wings which were exceedingly roomy when handling the front springs, or greasing her. The modern streamline mudguards are a curse to the overlander.

My lists for spare parts and tools had been reconsidered by many people but as no two people travel or camp quite the same way, we were doomed to travel with too great a load. We thought that it would prove cheaper to carry bulk stores from Adelaide to Darwin where we could restock before continuing on to Perth but our springs crystallised from overloading.

We had a 14' x 6' tent with a 14' x 6' veranda flap. The poles were heavy. For a country which is dry throughout the winter months a wigwam tent for emergencies would have been sufficient. And what a boon a wigwam mosquito net (cheese cloth) would prove! The nights are cool and dewy so that a hiker's sleeping equipment, eiderdown, sleeping bag and waterproof covering is best. Our cold air mattresses, sheets, blankets, and eiderdowns were very comfortable but how clumsy. The light picnic table and chairs were never a curse. Dunlopillo cushions in cretonne covers - the woman speaks! - are a necessity.

Maps were obtained and our approximate route announced. Leaving our Tamworth home on 6th May, Sydney on 9th May, and Adelaide about 15th, our only time limit was to move on at our ease so as to escape from the north before the arrival of the monsoon rains. It became a recital -westward through Broken Hill to Adelaide - where we desired to gain more hints and the latest information before journeying north via the Coober Pedy opal fields to Alice Springs. To Darwin. Through WA to Halls Creek to Derby and Broome, and the inland route from Pt Headland to Perth. Returning overland (not by sea) via Adelaide and Melbourne to Sydney. A stupendous notion for a girl with little practical experience!

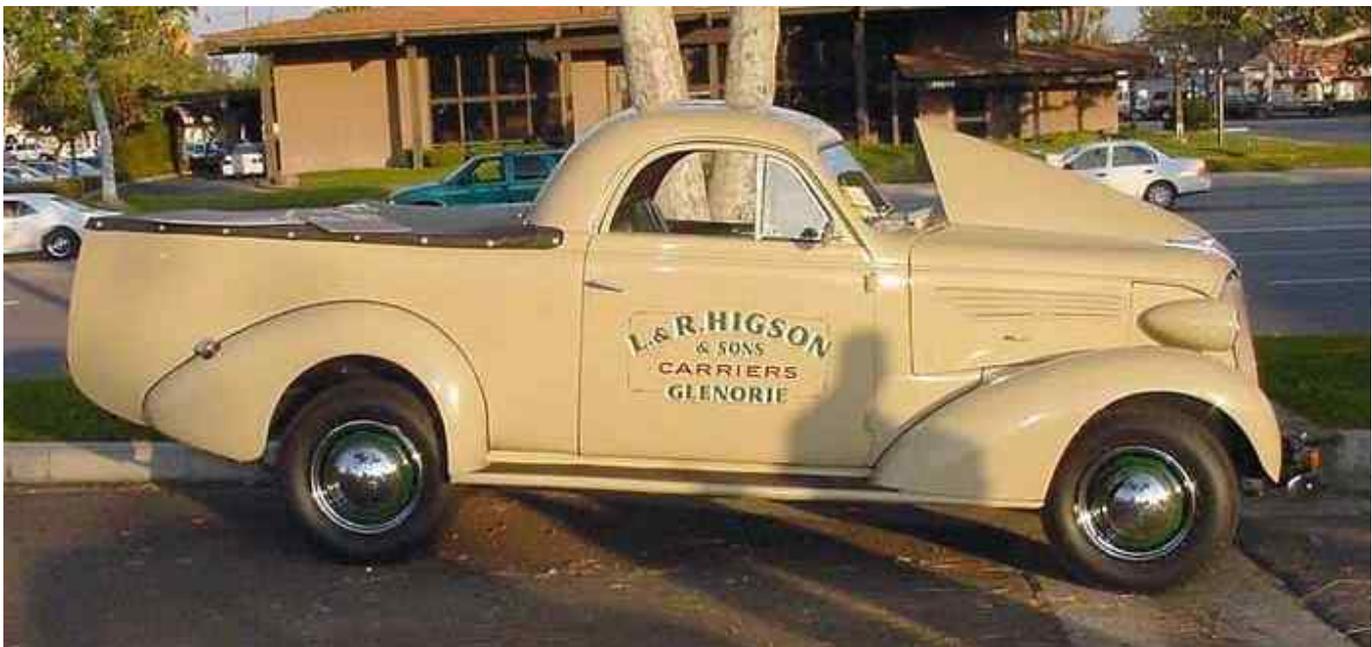
But that was how it happened! There had always been that desire to go to the Centre and the opportunity had arisen. People's scepticism drove us onward - having got so far why not further? If we reached Alice Springs we could continue to Darwin and Perth (there may never be another chance).

The outward appearance mattered little. However, it was necessary for me to gain further knowledge of the mechanism. I did show an aptitude for machinery and grease and received a few headaches puzzling over the electrical system which I am still slowly endeavouring to master.

Nothing that we had listed seemed to be indispensable. Our personal luggage was down to a minimum. And receiving spare spring leaves by airmail was not to be sneezed at. I should have carried rations from one store to the next with a fortnight's spare supply and another fortnight's extra emergency quota.

A lecture at a CWA meeting whetted my mother's and my appetites to see the Northern Territory. My mother could always make money go a long way. WWI widow with pension - she fed us on her pension. I had an inheritance from my father - already diminished because my mother had persuaded my aunt who was a trustee of my father's estate to use some of that money as fares for my mother and I to England and back. So I cashed more principle for essentials and all petrol was charged at Shell Depots and paid for upon my return.

I spent six weeks in Sydney doing a mechanics course at one of those small private schools - stripping down a Morris Minor and putting it together again. I loved that but on days when I had to learn the electrical system I always went home with a headache. A cousin who had been on the land in his youth had a garage and he made out a list of the essential spare parts and tools which I got at cost price. One wizard tool was a clamp to put on springs where the leaves broke so that you could drive to a place where there was a ramp or pit where you could fit a new spring. I spent a lot of money on having springs flown into main centres - it was not until I reached Perth that a garage was able to tell me why I broke so many springs. I had a ton weight in a half-ton truck and the 1936 utility was the first utility to be fitted with 'soft' springs so that the utility would ride like a car. He changed my rear springs to the load-carrying type. So all the hidden potholes in the limestone country of the Nullarbor road never broke my springs again. Neither my brother or that cousin or anyone had checked on those facts before I left NSW.!!!

A
37

Chevrolet Half door in the colour Coranado Tan as was the intrepid traveller's vehicle.

RAAF Workboat restoration Chapter 6

Continued from July 2021 Con-Rod

When you restore something over time that is missing many parts you need to keep an ear to the ground and use your networks to find the parts you need. Ebay is a good source for finding rare parts but too many people watch American Pickers and other TV shows and think their rusty stuff is worth a fortune. Sometimes it is, but most of the time if you are patient you can find a part the same as one advertised for thousands on the internet laying in someone's back yard or shed and get it for a reasonable price.

With feelers out looking for Chrysler motors a friend of mine gave me a phone number of a bloke who gave me the number of another bloke and so on. Eventually I found a guy who had a Chrysler motor in his shed that had come out of a forklift. He had intended to do it up one day and said it was in fair condition for a rebuild. The price was only fifty bucks. I wanted to find a good engine block as the one I already had, had water damage and would be expensive to machine but for fifty dollars I only needed to use a couple of parts to be of value. After we loaded it onto the trailer he mentioned the oil used to go milky after a short time of running, not a good sign.

With the motor in Gordon's shed the strip down began. The next day I received a text message. Good news and bad news. The good news is the parts you ordered are here, but the bad news is the engine is useless. It has a crack in the block and a couple of loose sleeves.



The crack in the block

There are many ways to crack an engine block. The most common way is to overheat the engine until most of the coolant boils away. Whilst the engine is still hot just add cold water. Most likely you may hear a sizzling sound followed by an expensive sounding crack. You have just conducted an experiment in rapid expansion and contraction and now have an engine block that is now useless for the purpose originally intended.

At least the process of rebuilding the motor had begun. Sometimes you need a trigger like this to kick off the next step.

With the underside painted the next challenge was to turn the hull over and begin work on the other side. There were a few things I needed to consider before the big day. Firstly I had to build some sort of trolley to remove the boat from the shelter it was under as there wasn't enough room to roll it over under the low roof. I also needed to make another trolley to accommodate the hull after it was turned over so I could return it to its shelter. The second trolley needed to be as low as possible so I could access the topside for working on when it was under the shelter. For this I needed another trailer axle which I found in my friend Bob's junk yard. It was still attached to an old wooden framed caravan that was



Roll over, note the cross bracing.

beyond repair, so I went to visit with a carton of stout and a reciprocating saw. Finally I needed to cross brace the inside of the hull as the stress of rolling it over might distort its shape, particularly when it rested on its side causing damage to the structure. This I did with lengths of timber I salvaged from a building demolition and a bunch of very long wood screws.

Erecting temporary frames in 3 locations inside the hull I cross braced side to side in the shape of an X and side to side at deck level. Slings were used to lift one side and turn the hull but careful not to lift the hull off the ground. Ground sheets were used to protect the paint as the hull rotated. There was a tense moment as the balance point was reached whilst on its side. When at its maximum lift the boat rolled a small distance under its own weight from one side of the balance point to the other.



Confident that the internal bracing was strong enough to protect the hull from distortion I was relieved when the slings went from tight to loose and tight again as it rolled without a creak or sound. Gently it was lowered until there was no load on the slings and the hull rested upright.

With the hull returned to its shelter the wheels were removed from the trolley and it was lowered as close to the ground as possible. Work could now begin on the plywood deck and the painting of the decals on the side.



Measuring the letters and numbers on the old plywood skin they were then drawn and masked on the outside of the hull as precisely as possible using the historic photo to verify their scale and location. To get the roundel as round as possible I located the centre on the old skin and measured the distance from the centre to the outer point of the colours. I then located as accurately as possible the position of the centre of the roundel on the hull. Using a long piece of scrap wood (similar to a ruler) at one end I used a sharp nail that was placed on the centre point location as a pivot. At the measured locations on the scrap wood I located a fine point marker. As this tool was rotated around the sharp nail on the centre point, the marker left a perfect circle that could be used as a masking line.

With the markings painted on the side and the deck timbers fitted another chapter of the restoration was complete and a significant milestone reached. The boat was now upright for the first time in many years and work could begin on the final stages of the hull restoration.

With the engine rebuild well underway in Gordon's shed my next focus is to complete and paint the deck and fitting out of the steering gear.



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