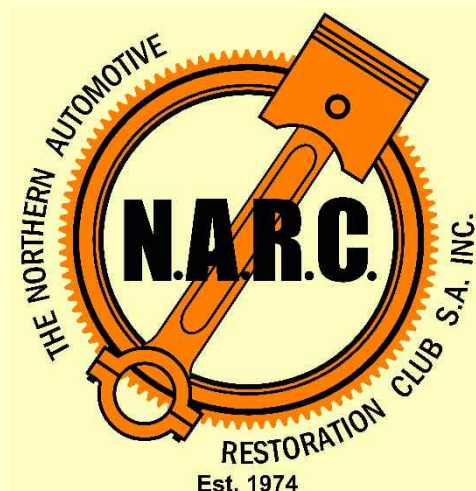


THE 'CON-ROD'

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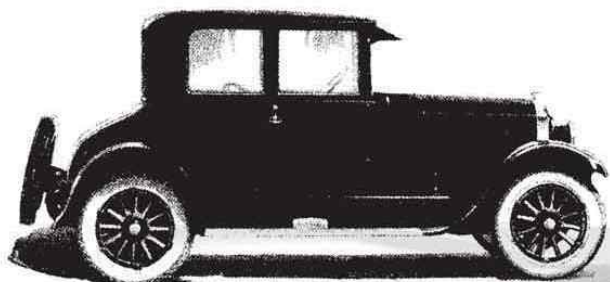
January/February 2024 No. 292



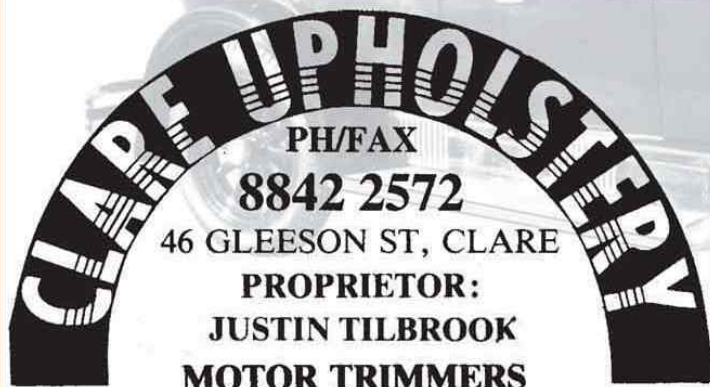
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NARC Northern Automotive Restoration Club

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 2024 no. 292

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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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**The Committee and Members of Narc offer their condolences to
Roy and the Family and friends of Norma Schopp and also
Liz and the Family and friends of David Kent**

PRESIDENT'S REPORT

Hello all

Thank you to Ian Roberts who once again provided us with two good movies to watch.

Also thanks to the members who set up in the hall and the other members who organised our meals.

For the pack up and clean up after our meal everyone pitched which made it easy.

Thank you

For the record there were 67 present with 5 apologies.

As announced at Blyth and in the Con-Rod our next event on February 8th will be at the Blyth Cinema with Prof. Toby Coates speaking to us about organ donation.

Friends and general public are most welcome to come along.

March 3rd will see our Swap Meet back on again so please be prepared to come along and help.

March 14th will be a meeting at Port Broughton.

March 24th is the Booleroo Steam Rally where there is to be a display of members vehicles.

So March will keep you busy along with every thing else that is happening.

Behind the scenes we have been working on the 50th Anniversary.

This will start where our club was initiated at the Crysyal Brook show with a member display on the Saturday.

The next day- Sunday we will be having a luncheon in Clare.

These two events will enable current and past members to celebrate our 50th Anniversary.

We need contact details of some past members so if you can help please make contact.

The time seems to be travelling faster this year already.

I hope you are all well and keeping cool with this latest hot spell.

As always keep smiling

Ian

NEW MEMBER

NARC would like to welcome new member Brenton Verrall, the son of long time Narc member Trevor whose cars Brenton now owns. These are a 1940 Harley Davidson, 1951 Buick Super and a 1961 Ford Fairlane.

FRONT COVER

Narc members who attended David Kent's funeral at Port Pirie. See story page 6

NARC Calendar

- February 8th General Meeting Blyth Cinema** 8pm Prof. Toby Coates as guest speaker.
He will be speaking on organ donation.
LOUD SHIRT night – wear a loud shirt or be fined!!!
- March 3rd Narc Swap Meet** at Clare Showgrounds **NOTE CHANGE OF DATE**
- 14th General Meeting Port Broughton** Golf Club at 8.00pm. Guest speaker Roger Jones from Crystal Brook who participated in the Beersheba re-enactment of the charge of the light horseman in WW1.
- 24th Booleroo Steam Rally.** NARC to display vehicles
- 30th** Deadline for Con-Rod submissions
- April 11th General Meeting Port Broughton** Golf Club 8.00pm
- 13th Laura Fair** Narc to display vehicles.
- TBA Mid week run**
- May 9th General Meeting** Snowtown 8.00pm Venue TBA
- 26th Pt Broughton Show n Shine.**
- 30th** Deadline for Con-Rod submissions
- June 13th General Meeting Port Broughton** at 8.00pm
- TBA Shed Day** Port Pirie area. Graham Burgess organising.
- July 14th A.G.M.,** Port Broughton Oval clubroom. 2pm Sunday
- 30th** Deadline for Con-Rod submissions
- August 3 & 4th Mundoora Tractor Pull** Narc to display vehicles. Entry form page 11.
- 8th General Meeting Port Broughton** Golf Club 8.00pm.
- September 11-14th NARC 50th Anniversary Celebration Rally.** Berri, Riverland, SA
more details closer to event. .Or contact Merv Robinson

Swap Meets

- February 11th Mount Gambier** Malseed Park White Avenue 7 am to 1 pm
Includes Show n Shine \$5.00
- March 3rd Clare Narc Swap Meet** at Showgrounds **NOTE DATE for this year only**
Reverts to 3rd Sunday of March next year.
sites \$15.00 plus admission per adult \$5.00 Camping for sellers is available.
General Admission is \$5.00 per person. Children under 14 free.
Graham Goode 0418 894 304 or Craig Thomas 0409 001 242
- March 3rd Rod & Custom** Globe Derby Park Buyers from 7am Adults \$5.00 Children Free
Sellers Site \$20.00 including driver Enquires Scott McLay 0412555723

Continued over

17th Woodside at oval Sellers from 6.30am \$10 Buyers from 7.00am \$5
Chris 0408 850 315 Or woodsidecommerceassoc@gmail.com

April 14th Valley Hot Rodders Angaston Oval Sellers from 6:30 \$20 (admits 2 & site)
Public from 7:30 \$5 048811053

May 5th Port Pirie Yesteryear Day at Princess Park, 3 Chain Rd. Sellers site \$10 6.30 am
Buyers 8am free entry. David 0419 866 881 sellers Sat. overnight camping free.

Other Events of Interest

- February 11th Corvette Rock The Bay** Wigley Reserve, Glenelg, All Corvettes can enter.
Register <https://corvetteclubofsouthaustralia.com.au> Peter McBride 0417 857 153
- 18th All American Day** Gleneagles Reserve Ailsa Avenue Seaton Free entry to all
American vehicles 9am - 2pm Adults \$5.00 under 14 free Adrian Cowie 8264 9556
- March 3rd All British Day** at Echunga Recreation Grounds see below
- 17th Historic Motor Vehicle Gathering** See page 16
- 24th All Chrysler Day** at Gaza Oval, North East Road, Klemzig. 10am to 3pm.
Free Entry for all vehicles, spectators and swap sites.
Enquiries pawilliams1@bigpond.com <https://cccsa.net.au/acf/>
- April 7th GM Day** see page 12
- 13-15th VCCSA weekend Rally** Quorn see page 11 last edition of Con-Rod
- 14th GVV&CVC Gawler to Barossa** vintage run see page 12
- 14th Run To Reach** River Front Park Swan Reach cars and bikes pre 1994. \$10
lots of trophies for different classes Public gold coin donation Food stalls bar and
music all day with a great local band, Shane zakky_3@hotmail.com
- 21st PADARC Show n Shine** see page 12
- 26-28th Historic Racing Mallala** see page 12
- May 3-6th Oldsmobile National Meet** Murray Bridge. For more information
olds60@internode.on.net or Lorraine 0417 864 221, Barry 0412 483 310
- 5th Old Crocks Run** Victoria Park to Glenelg. See page 15 for details
- July 6&7th Wentworth Junction Rally** more details next edition or from editor.

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

40th ALL BRITISH DAY 2024

South Australia's biggest all British vehicle show with hundreds of historic and classic cars,
trucks, commercials and motor cycles displayed on two ovals.

Sunday 3th March 2024 at Echunga Recreation Grounds

This year we are celebrating 100 years of the MG marque.

Entry times Entrants: 9am - 10.30am Spectators: 10.30am - 3pm

Spectators and visitors Tickets are available at the gate from 10.30am to 3pm

Adults \$10.00 ea 6-18 years \$5.00 ea Family Ticket \$25 (2 adults +2 or more children)

FROM THE KAPUNDA CHAPTER

Chairperson	Alan Braham	0400 323 586	
Vice Chairman	Barry Rowett	0438 968 537	
Secretary	Malcolm Johncock	0490 672 237	oaklandkapunda@gmail.com
Treasurer.	Irene Woodcock.	0400 294 521	brianirene09@gmail.com
Property Officer	Trish Evans	0404 085 775	
Vehicle Inspector	Geoff Rowett	0474 176 656	
Auditor.	Richard Lang	0423 524 481	

KAPUNDA CHAPTER CALENDAR.

Meetings are held in the Lutheran Hall South Tce Kapunda at 7.30 pm.

Saturday, February 17, TWILIGHT RUN.

Robertstown Hotel for dinner at 6-30pm.

Meet at 5-45pm in the parking bay at the intersection of the Morgan Highway and the World's End Highway [Main Street and Robertstown Road] Eudunda..

Friday, February 23, MEETING.

Lutheran Hall Kapunda at 7-30 pm.

Brian Woodcock will speak on Bridges.

Sunday, March, 17 Visit to CLONLEA PARK at Gawler.

Meet Hill Street, Kapunda at 11-00 am. for the drive down to Gawler. A \$5-00 BBQ will be served. Bring your own drinks and a chair. Relax in a beautiful setting along the river.

Friday, March 22, MEETING.

Lutheran Hall , Kapunda at 7-30 pm.

Video on tractors you will probably never see and are ideal for tractor pulling competitions.

Malcolm's Musings

KAPUNDA CHAPTER EVENTS

Xmas Breakup Dinner.

Our dinner this year was held at the Freeling Hotel on December the 10th. A very good meal with a good attendance
This was in spite of an extended power black out in Freeling. for a couple of days beforehand. This resulted in the Freeling Street Party being cancelled. The dinner went off as if nothing had happened. Congratulations to the management.

Australia Day Breakfast

Held at the Ebenezer Community Centre.

Members made their own way to Ebenezer for this event. As usual the breakfast was superb with bacon and eggs followed by pancakes and then a short ceremony. A large crowd attended and it was well worth going.

Malcolm Johncock

DAVID KENT

NARC lost another of its founding members recently with the death of David Kent on 15th December from lung cancer diagnosed earlier in the year.

David was an active member of the Club until recent times – Kent's buses being used for many a Club outing, including trips to the Bendigo and Ballarat swap meets, always with David in the driver's seat for the most part.

David never got more than a short distance into the restoration of an Austin 7 - he had a particular love of them, although most of the family's participation in Club runs was in the Dodge 4 Tourer. After all, with Diedre and three kids in tow, the Austin would have been a little undersized and underpowered, particularly as a trailer was often hooked on behind carrying a hefty BBQ to cook for the masses. As mentioned at his funeral service, if David was at a BBQ, he was generally part of the catering crew on the back side of the hotplate, tongs in hand.

Although I'd known David since the formation of the Club, our association took a step forward in the early 1990's when I bought my 1925 Buick and decided a motor rebuild was in order. New white metal bearings had to be poured and machined, during which process we got to know Jeff James in Adelaide who was looking to scale back his work in that field. It was while reassembling my motor David and I decided we could make a bit of money to further our hobby by starting a small business together doing similar work. Jeff was more than happy to give us a few pointers on the white metal side of things which I took on, and David had the mechanical knowledge needed and contacts in the industry to enable us to outsource work we couldn't do ourselves.

More than a few motors belonging to Club members were worked on by David both before and during this association, and he was always available to offer a diagnosis or advice on things mechanical.

When it came to heavier vehicles David was always a GM man at heart, having a strong affinity with Detroit two-stroke diesels. He rebuilt quite a few in his younger days, mainly for use in the AR Kent bus fleet. As time passed, those motors were superseded in the industry and David found a new way to combine his love of two stroke diesels with his developing interest in road transport – the Commer Knocker. The utterly unique design of the motor proved irresistible.

Starting with a battered farm hack from Narridy, David set about restoring his Commer in the late 1990's, and completed a first class rebuild with pretty much all the work being carried out in-house, apart from the chrome-work and upholstery, after which he rallied it quite a bit.

Latterly, with partner Liz Martin, David was instrumental in setting up the Stories From The Road museum in Port Pirie – a fine legacy of his lifetime involvement in the industry.

David also served NARC for several years as part of the team responsible for administering the Conditional Registration process, and his value within the Club can be attested to by the turnout of members who attended his funeral service at the museum on Friday 29th December (see photo on the front cover).

He'd have hated such public recognition. Sorry David, but you don't always get your own way!

Graham Burgess

BLYTH MOVIE NIGHT 11th January

Kelvin and I left home with the temperature being 41 degrees, but arrived at Blyth with 37 degrees.

Both cinemas at Blyth had 2 movies viewing for us at 4-00pm. We chose the comedy movie first being "About my Father" which was released in 2023. Robert De Niro starred as the Father and it was about the life of Sebastian who played him self.

About 70 members all walked to the Hall for a meat cold serve with salads. Graham Burgess made the fresh fruit salad served with ice cream. Thank you to members who helped set up the tables and chairs and then afterwards in removing them all again.

After tea we went back to the main theatre for the quiz that Ian Roberts prepared for us. He had 14 questions (with some having 2 parts) relating to pictures of cars and tractors and also some about flowers. Ian donates the prizes and our usual winner this year was Leon Darley again as he is so good at naming vehicles. The movie was 'Gran Turismo' also a 2023 release based on a true story of a team of underdogs, who risk it all to take on the most elite sport in the World of motor racing. The young main character was Archie Madekwe who played the racing car driver Jann Mardenborough, who loved the gamer simulator machines and won a competition to drive in a real racing car. Jann won on the Le Mans racing circuit coming from the back of the field.

Thank you Ian for 2 new movie releases from 2023.

There were apologies from Ian and Jenny Denton and Beryl Button. Beryl has had a stroke on 21st December. Her grand daughter Georgia phoned her on her way back to Adelaide and registered that Beryl was talking with difficulty, so she took her to Port Broughton hospital. She also drove her to the Royal Adelaide hospital where she had an operation to relieve the clot. Beryl turned 93 of age on 2nd January and is doing great for what she has gone through.

Pam Stringer

Highlights of the Oakland talk Kapunda Chapter Jan 19th

Edward Murphy ran the Oakland buggy works. By 1908 he could see the writing on the wall. There was no future in horse drawn vehicles so he launched his first automobile, a two cylinder with a Brush engine This was an anticlockwise rotation engine. He found that two cylinder engines were not all that popular. In 1909 he launched a four cylinder car as a running mate to the two cylinder

Billy Durant, the founder of General Motors was watching Murphy with considerable interest, concerned that Murphy was going down the same path he was planning. He convinced Murphy to sell a 50% share to General Motors Later in 1909 Murphy suddenly died at a young age and Durant was able to buy the balance of Oakland for General Motors.

The two cylinder was dropped for 1910 and later a six cylinder was introduced. Oakland dominated the hill climb competitions against formidable competition from the Marmons and Fiats..

For the model year 1916 Oakland introduced a V8. This was deleted in 1917 along with the four cylinder when the US entered the First World War and the factory moved over to war production. Oakland stayed with six cylinder motors until 1930. The six cylinder motor was an OHV unit that was progressively upgraded over the years. By 1922 it had full pressure lubrication.

GM bought the Scripps Booth marque and this was marketed as an up market offering for a couple of years using Oakland running gear.

In the early.1920's General Motors Research gave Oakland a design for a copper cooled engine to develop. This was a total disaster and Oakland refused to market it. Chevrolet then produced a four cylinder version. All 700 examples were recalled and destroyed.

Continued over

New developments from General Motors Research first went to Oakland for further evaluations and marketing.

In 1924 Oakland introduced a new side valve engine, the 6-54 series. Later this engine had the world's first production harmonic balancer. In 1927 this was further improved and in 1928 the modern rubber insert in the front pulley was introduced. The Yellow Cab Taxi Company used Oakland running gear in their cars.

The model year 1928 saw the introduction of a larger side valve six cylinder engine, the All American Six. This engine lent itself to many modifications. When they couldn't plane the head down any further an Oakland Register Member redesigned the combustion chamber and had new heads cast. He knew what he was doing as he worked at Holdens making Monaro's go faster for Bathurst. Only problem with all this was the diff. ratio wasn't suitable. It was found that the Toyota Land Cruiser diff had the right ratio. This required minimal machining to fit the Oakland housing and the axle splines fitted straight in.

All this works well. Some years ago I went with a group from Ballarat to a rally at Merimbula. We took two days to get to Lakes Entrance, Jim in his 1928 Model averaged 70 mph on his GPS from Melbourne in one day.

The introduction of the second generation V8 coincided with the stock market crash at the beginning of the great depression. This was a 90 degree design that required a counter rotating shaft to balance the motor. 1931 saw the last Oakland roll off the production line.

In 1926 Oakland introduced a cheaper companion car as did many manufacturers at that time. The Pontiac was sold as a six cylinder for the price of four. It had an engine of a larger capacity than the Oakland but it could not outperform the parent marque. This engine was coupled to a Chevrolet 4 transmission, not a good choice. That being said, it sold better than the Oakland immediately and continued to do so until the Oakland was discontinued.

1928 saw the introduction of a new engine matched to an Oakland transmission. This made a good car even better. The 1929 body styling followed the lines of the Oakland. After the stock market crash in 1929 the few buyers around had the choice of the V8 Oakland or the Pontiac Six.



The Pontiac was cheaper to buy, cheaper to run and it looked nearly as good as the Oakland but it had a cheaper finish. Only five V8 Oaklands were sold in South Australia, so the market was depressed. The V8 Oakland was the first V8 to race at Indianapolis and the story goes that Henry Ford was so impressed with its performance that he went home and began work on his famous flathead V8. He raced a V8 at Indianapolis in 1931.

The Oakland V8 established a reputation for reliability. In 1932 with the demise of Oakland, the Pontiac was offered with a V8. 1933 saw a straight 8 replace Oakland designed V8. The straight 8 engine was much cheaper to build than the complicated Oakland V8.

The company name was changed from Oakland to the Pontiac Motor Company and so ended a chapter in motoring history.



Oakland V8 Indy car.

YESTERDAY'S POWER RALLY, MILANG -20th & 21st January

The GPS stated that Milang was 3 hours and 25 minutes away taking 254 kms to get there from home at Mundoorra. Kelvin and I left home with a trailer as Margaret Rose asked if we could bring down the small tractor and sled that Kelvin had made for the children to have a go at challenging themselves using a pedal tractor. David Mildren loaded up 2 of Kelvin's Deutz tractors (the 3 & 4 cylinder) plus his own 1970 Fiat 900 on his truck to travel down on Friday.

We travelled past towns that had the Tour Down Under – bicycle race go through. Langhorne Creek was still in a party mood at the wineries after the bikes had whooshed past. Some crops in the area had not been harvested because of the huge amount of rainfall that they had received, and the grain is now down graded.

We unpacked at The Shore Motel and waited for David to advise us that he had arrived to unload the 3 tractors at the loading ramp. We walked to the hotel for drinks and talked to our neighbour in the pub. We then went to the caravan park which has fish n chips with other food items on Friday nights.

Over night the tractor pull track had been heavily watered and this made the track heavy but every competitor had the same conditions. Saturday was cooler in the morning but reached 38 degrees in the afternoon, but a breeze was blowing and that helped. Last year Grant Harvey and Trevor Scott had to go home as there was fires quite close to their properties. So this year Grant Harvey did not enter the pulls but did put his Ford cars on the oval for display as he was worried about fires again this year.



The tractor pulls got under way at 9-00am with the lowest horse power under 15hp put behind the mini sled. The other sled also got started with the other competitors of 20hp up to over 80hp tractors. Steven and Tanya Cook from the other side of Melbourne travelled over with 3 Major tractors. There was a record number of 54 entries. Ladies also had a go. Sally Sharland had her challenge on Leon Wittwer's 1963 Nuffield 342 from Waikerie. Both Sally and Leon pulled the same amount for their challenge runs on the day. On Sunday Trevor Scott's wife Cheryl had a go with his 1959 caterpillar and she pulled a full pull of 100 metres. The youngest entrant was Johnny Mackintosh only 14 years old and Ben Allen 16 years old who helped out over the weekend at various jobs. Richard Miller brought his small 20hp John Deere to smudge the track level for each competitor. Barry Potts and Geoff Rowett also got on the JD to help get rid of mounds off the track. Geoff brought 2 tractors - a Case and a John Deere and also put on his truck a Massey Ferguson of Jeff Humble, whom competed for the first time ever in tractor pulls. Jeff towed his caravan down and he thoroughly enjoyed the weekend. Saturday night we had a two course meal at the Milang Bowling Club along with others from the Rally.

Vintage Tiger moths and other aircraft flew over the Milang oval several times on both days. Several Rolly Park speedway racing cars were on display at the oval. The strawberries and ice-cream went down a treat with the hotter weather conditions. The Royal Flying Doctor Service had their flight simulator on hand for people to go through to put themselves in the seat of a pilot or nurse and see what the inside of a RFDS plane is like. Red Cross also had clothing and goods for sale at very reasonable prices.



Rolly Park cars with RFDS simulator behind

Continued over

Sunday the temperature was only 21 degrees and I was wearing a jumper. On the oval a huge number of cars were displayed and stationary engines were unloaded and set up for display on both days.

The star attraction on both days was the John Fowler & Co Steam Traction Engine 8hp built in 1909 and owned by Simon Huntington from Mt. Compass. He had several helpers to get the engine all fired up for it's pulls and to help drive it. During one pull he had too much water in the boiler and the audience got a spray of water on them. Poor Simon had to get up early each day to get the fire ready and hot for his challenge runs down the track.



NARC members that attended the weekend were Merv and Aileen Robinson, Dean Manderson (who had his miniature steam traction engine and carriage to take children for rides throughout the weekend), John Birrell, Paul Wilson, Richard Lang with a friend, Geoff Rowett, Shane Carty, Nick Correll, Ian Kirchner and his wife Bernadette, Kip Newbold from Victor Harbour, Mike and Mary Osborne from Ardrossan, Tom Chapman from Clare, plus ourselves. Nick Correll helped out with the announcing of the tractors on the day along with Rex Neville and Trevor Scott took over the mic when Caterpillar's competed. Nick Correll drove his Massey Harris down to the Milang Hotel with a flag flying to promote the tractor pulls.



At 2-30pm there was a book launch in the Milang Hall. The book was about the Butter Factory, which has been restored back to its former glory. Back then everybody had cows and took their milk to the butter factory or had the cans collected at their gates. Milang had several dairy farmers in the area and their families contributed to the book.



Commencing at 3-00pm was the presentation of the trophy winners from the Rally weekend. The tracked caterpillar participants were announced first, then the wheeled tractor pull competitors. Kelvin came 2nd with a score of 94 with his 3 cylinder Deutz as he had pulled 2 full pulls. He had not pulled 100 metres at Milang before.



Meals were at the Hotel over the weekend and we ordered Barramundi and roast pork of the day on Sunday night with a group of friends. Monday we packed up and drove home in cooler weather. Thank you to Milang Vintage Machinery Club for putting on a great weekend.

On 3rd and 4th August **Mundoora** will hold their 2nd **Vintage tractor pull**, participants can email: mundooratractorpull@gmail.com to request an Entry Form which is also on Page ??? It will cost \$10-00 for participants even if they enter several tractors. We would also like displays of cars, trucks, motor bikes or tractors and stationary engines. Entry for the driver is free but passengers pay \$10-00 same as adult gate entry. Those displaying vehicles etc need to fill in an Entry Form and sign the indemnity form and forward payment to Ron Whyte email:- mundooraprogress@gmail.com - thanking you from Pam Stringer.



Mud and Dust Vintage Tractor Pulls 2 days

11

3rd and 4th August 2024

MUNDOORA COMMUNITY PROGRESS ASSOCIATION INC.

PO Box 623 Mundoora 5555 South Australia

Celebrating 150 years of the Hundred of Mundoora

ENTRY FORM -2024

Entries close 20th July 2024

Dear Enthusiast of the Tractor Pull welcome to our 2nd challenge of Vintage Tractor Pulls -'Mud and Dust'.

We cordially invite you to bring your tractor, exhibits, family & friends to the weekend 3rd-4th August 2024.

All tractor pull participating, the tractors must be pre-1988.

TRIALING LADIES PULLS on SLED.

Classes are: Under 20-29hp, 30-39hp, 40-49hp, 50-59hp, 60-69hp, 70-79hp, 80-99hp, Open Class

Some crawlers will be up graded to the next horse power grade because of their extra traction.

There are sure to be Vintage Cars, Stationary Engines, Farm Machinery, displays of remote controlled trucks, earth moving equipment and Tractors Pull events with ladies competing. We will have craft stalls and displays for the ladies and things for children. Pedal Tractor Pulls in challenging themselves with a Kids Sled.

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.

NAME: **SPOUSE/PARTNER:**

POSTAL ADDRESS:

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

EMAIL:

CLUB AFFILIATION: **JUNIOR ENTRY** (17 years and under) Name

CAMPING please tick: Friday Saturday Sunday Number of Persons

I would like to enter tractors in the pull. If an entrant wishes to enter both Tractor Pull and other Rally display, **the cost will be one fee of \$10.00 per person.**

Adults -passengers \$10 per person same as general admission, children under 14 free.

Exhibitors driver free of vehicle, tractor, stationary engines, motor bike or other display Total \$

Please circle entry: Tractor Pull		Vehicle	Truck	Stationary Engines	Stall
Other.....					
Make	Model	Description	Year	Horse-power	
Make	Model	"	"		
Make	Model	"	"		

EFT: ANZ Bank BSB: 015 693 Acc no 329600554 use your surname as reference and send receipt to

Ron Whyte email: mundooraprogess@gmail.com Mundoora Community Progress Assoc. Inc.

Cheque or Money Order payable to: Mundoora Community Progress Association Incorporated.

Send Payment and form to Ron Whyte Treasurer, Mundoora Community Progress Assoc. Inc.

PO Box 623, Mundoora SA 5555

INDEMNITY FORM

- (a) All entrants, owners, drivers or exhibitors enter and participate solely at their own risk.
- (b) 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.
- (c) Persons must ensure they have adequate Club Insurance.

Participants signature:

Your Insurance Policy

ALL ENTRANTS MUST HAVE PUBLIC LIABILITY INSURANCE.

We look forward to your participation at the 'Mud and Dust' Vintage Tractor Pull Rally and hope you will enjoy the weekend. More information is available from Kelvin Stringer mobile 0428 354 218 or email:- mundooratractorpull@gmail.com or kelvinstringer@activ8.net.au - facebook website: **'Mud and Dust'**

Tractor pull regulations as per NHMA guidelines



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ALL HISTORIC RACING



APRIL 26, 27, 28 APRIL 2024
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Tri Five Classics Association Inc. Presents the
38th

Sunday April 7th 2024

Any relevant COVID conditions required by SA Health will be adhered to on the day
Gawler Sport and Community Centre Nixon Terrace
Gawler South Australia



Displaying GM Vehicles Past and Present
 Trophy's for over 30 categories

First 250 cars entered will receive commemorative plaque

BUICK, CADILLAC, CHEVROLET, HOLDEN, OLDSMOBILE, PONTIAC

Food & Drinks available onsite

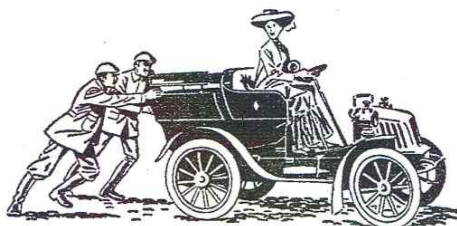
Entrants Welcome from 8.00am / Public Welcome from 10.00am

Entry Fee: Adults \$5.00 Families \$10.00 Concession \$3.00

Enquiries Tony Meade 0419 812 091



Office use only: Entrant No: _____



THE GAWLER VETERAN, VINTAGE AND CLASSIC VEHICLE CLUB (GVV&CVC)

INVITE YOU TO PARTICIPATE IN THE NINTH ANNUAL

GAWLER TO BAROSSA VETERAN & VINTAGE RUN

SUNDAY April 14th 2024 - FOR ALL VEHICLES UP TO & INCLUDING 1930

Motor Cycles & Commercials included

SPONSORED by **STEINBORNER** **AUTOMOTIVE-BAROSSA** **Barossa Council**
& Federation of Historic Motoring Clubs S.A.

\$10 ENTRY Per Person

INCLUDES Morning Tea & BBQ Lunch

Meet at the Immanuel Lutheran School 11 Lyndoch Rd. Gawler East. Enter from Daly St.
 Assemble from 8:00 am for 9:30 am start for Veteran & M/C - 10:00 am start for Vintage.

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

Area for trailer unloading at the Council car park & Start location.

Area for trailer parking & loading at the Finish.

Veterans & M/C Flagged off first with a clear break from the Vintage group.

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

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

Food & drink also available from Lyndoch Bakery.

Vehicles will be on display at the Finish at Tolley Reserve Nuriootpa for a BBQ picnic lunch.

Club BBQ, Tea/Coffee, are available. Local vendors are also available just across the road.

Bring table & chairs.

A fun day with lots of prizes & trophies including President's Trophy, Sponsor's pick of the day,
 Motor Cycle of Interest, fashion of the era, etc.

PIRIE AND DISTRICT AUTOMOTIVE RESTORERS CLUB Inc

Host: Port Pirie Show and Shine

57 Albert Tce PRINCES PARK—PADARC CLUBROOMS

SUNDAY 21st APRIL 2024



40TH ANNIVERSARY

Trophies

Local Sports
 Club Display



SATURDAY EVENING CRUISE 20th APRIL 6.00PM TILL LATE
MEET AT BOAT RAMP.



Food Stalls
 Cold Drinks



10.00AM TO 3.00PM Entrants Vote- 11.00am till 1.30pm. Presentation : 2.30pm

FREE ENTRY

Info: Terry 0409 527 571 or Mick 0417 846 668

Phizackerley's Pharmacy has been an institution in this town since I began the business in 1920, at the age of 26. Now, thirty-nine years later, an era is coming to an end, and I am looking forward to retiring. My brother-in-law Hugh Yeomans, who fancies himself as a humourist, suggested that I only sell the business to someone with a name like Phillips or Pfeiffer, so as to preserve the alliteration of Phizackerley's Pharmacy, and his wife Agatha, who is just as bad as her husband, said that something like Christie's Chemist would be a good alternative. However, a man named Grantham has bought it, and I am confident that he will continue the business in the same professional way that I did.



Almost of much of an institution in this town is my 1949 Riley 2.5 Litre. It has served me wonderfully over the past ten years and has covered a huge mileage. Now, sadly, the time has come for it to retire too. Herein lies my problem. Rileys are no longer available in Australia, and those that are still offered in Britain aren't really Rileys, but rather they are ordinary BMC cars with Riley grilles and twin carburettors. The real Riley was a very special car, and there are but few cars have the qualities that could provide me with the same degree of owner satisfaction that the Riley has given me.



My son Charles has done very well for himself – he is a lecturer at the University – although, unfortunately the nickname he first acquired at the local primary school, “Fizzer”, has stayed with him, no doubt aided by the fact that his teaching subject is Physics. Charles has bought a car which I very much like, a

Rover 75, a motorcar of undoubted appeal. Dignified in appearance, of impeccable performance, it also pampers its driver and passengers with leather, fine timber and quality carpeting. I spoke to Howard Graeber, who services my Riley, about it and he said that servicing the Rover requires expensive, special tools to do any mechanical work, which several other people confirmed. It would be too inconvenient for me to drive to Adelaide every time the car needed service, so I gave up that idea.



I have visited the Royal Show and gone through the Motor Pavilion, and also studied some motoring periodicals, and have found a few contenders. The Armstrong Siddeley is a glorious car, but as I am retiring. I don't really need a large car any longer, and I also think I would be wise to put less money into a car and more into investments which will assure me of a comfortable retirement. Its price is £4250, which really puts it into the class of being a millionaire's car. I am not poor, but I have invested my money in a lot of shares in reliable companies, such as Ansett Airlines, Cambridge Credit, John Martin's and similar, which will give me a secure retirement and for which my children and grandchildren will surely be grateful when my wife and I have passed on.

Two other British cars that I seriously considered were the Humber and the Wolseley.



The Humber Hawk, at £1598, and the six-cylinder Super Snipe, at £1825, would be very good buying, being finished and equipped in the best tradition of a British luxury car. Although both give good performance, however, neither has that sporty feel of the Riley that I so value. Similar comments apply to the Wolseley 6/90, at £2295. It is a large car, bigger than a retired couple needs. The fact that it comes only as an automatic will tell you all you need to know about its lack of sporting character.



Continued over

As a point of interest, it had shared its body with the Riley 2.6 Litre, which has now been withdrawn from the market. Doubtless it had too little appeal for real Riley enthusiasts like me. I very seriously considered the Jaguar 2.4 litre, a car that actually fulfilled all my requirements admirably. It is, again, a rather large car and its price of £2382 would have required me to sell some of my shares portfolio, but above all it was when I investigated the cost of insurance and of maintenance that I had to reluctantly accept that it would have been a strain on my retirement income.

You will no doubt be surprised, given my Army record fighting the Germans in the First World War, that I should have seriously considered German cars. I was, indeed, very dismayed when my daughter Lenore was being courted by Horst, a German immigrant. As I got to know him, however, I came to accept that he was an educated, refined and very considerate man and that I could not but like him. I have, with time, come to believe that we who fight wars are merely pawns in the hands of politicians and bankers who are, above all, interested in their own power and profit, and have even developed a conciliatory feeling towards conscientious objectors. I might add that I am glad that Lenore has left her school nickname, "Squash", behind her. Lenore Phizackerley was first called "Lemon Fizzy-Drink", then "Lemon Squash" and finally just "Squash". Children are very ingenious in thinking up nicknames, but never consider what distress this causes the parents of the child involved. At any rate, Horst drives a Mercedes Benz 190, which is a quality car in every sense of the word, but definitely not a sporting one.



Of very different nature is the German Borgward Isabella TS, which is truly a sportsman's saloon and a bargain at £1775. I liked everything about it except for its interior fittings. Vinyl seats and an ivory-coloured dashboard and steering wheel show the world of difference between German and British taste. No doubt someone who lives in a modern house like Jack Butler's would feel at home in it, but how

could I step out of my study or lounge, with their leather armchairs and genuine walnut panelling, imported from the Old Country a hundred years ago, to drive that?

I put the purchase of a new motorcar out of my mind for the time being to concentrate on a project that was dear to the heart of my wife Audrey. Now that I am retiring, we shall spend a lot of time together at home, and she decided (and I agreed) that it would be very pleasant to take our morning tea in the open air during fine weather. To this end we wanted to have a patio with a pergola over it, adjacent to the Drawing Room, with access from a pair of French doors. We had earmarked a sum of money for this project, and I had called Dud Forrest, the builder who had already installed a new ceiling for me, to come and look at the job. I wondered idly whether he would drive his old 1937 Graham or the 1947 Studebaker, but a throaty roar announced that he was proceeding up the drive in his racing MG. The aforementioned Hugh Yeomans and his wife Agatha are quite

enthusiastic motor enthusiasts, never missing a veteran car rally or a motor race meeting, and I always get a report on Dud Forrest's successes in his MG. Recently he outlasted a number of much faster cars – it was a very hot day, which taxed both highly stressed racing engines and drivers who were less used to working in hot conditions than Dud, who had recently put a new iron roof on



a house on a 100° day – and finished outright third in an open sports car scratch race. I went out and inspected the car. A lot had been done to lighten it since I had last seen it; the mudguards had been cut down, the folding roof, bonnet side-panels and bumpers removed, a small racing windscreen had replaced the original, and no doubt many more things under the skin that I couldn't see. "Nice car!" I said, "Although not quite what I could take my good wife to church in!" Dud Forrest laughed, and said, "If you bought an MG, I reckon you'd be happier with a Magnette!" That stopped me in my tracks. Why hadn't I thought of the Magnette?

As soon as I could, a few days later, I travelled to the town of L-, where the Nuffield dealer is, and inquired about the Magnette. I was told that they were still available, but that the new

model, which would have the same Farina-styled body as most of the other BMC cars and which was already being sold in the UK, would not be built in Australia, but rather be fully imported and therefore cost a great deal more. As I prefer the distinctive styling of the current model, I ordered one at once, and (no doubt because I was buying an almost-obsolete car) received a very good trade-in valuation on the old Riley.



My new Magnette was delivered quite soon, and Audrey and I loved it at once. Once I had accepted that it was a great deal less powerful than the old Riley, I enjoyed driving it enormously, and it is certainly a pleasure for us both to take trips in it. While retaining all the qualities that mark a quality English sporting saloon, it has a refreshing post-war polish about its styling and finish.

When Dud Forrest came to work on our patio and pergola, I made sure that I thanked him for the recommendation that had so influenced me, and also had pleasure in showing him the car. His reaction, I must say, was rather unexpected: he said that he had learnt a lot about MGs and would be able to modify the motor and suspension of my Magnette so that I could participate in saloon car racing, and that he would also help me with the finer points of race driving and with getting the CAMS licence. I am afraid that my refusal may have been too brusque. While he still completed the building job to his usual standard of excellence, he was silent and uncommunicative for the whole time that he was working on my property. I have not mentioned the incident to Hugh and Agatha Yeomans, for I fear that they would side with Forrest and that they, too, would try to get me to take to take up motor sport. The name "MG" seems to affect some people that way.

Marius Venz

Thank You Marius.

I would like to acknowledge and thank club member Marius Venz for the series of entertaining yarns that regularly appear in the Con-Rod. These beaut yarns (which remind me very much of the work of Eudunda's Colin Thiele) reflect an earlier era when times were simpler and life seemed to move at a different, less hectic pace. The names are all familiar and I'm sure you'd still find similar family names in places like Ebenezer, Bethel, Neukirch, Koonunga, Hansborough and of course, Eudunda and Kapunda. I reckon if Marius were to compile these yarns into a book, it would sell well and I'd certainly be in the queue to buy a couple. Keep up the creative work Marius!

Trev Naismith

Invitation -- Old Crocks Run

Attention - All veteran and vintage classic and modern cars, bikes and commercial vehicles. These are invited to The Old Crocks' Run on Sunday 5th May 2024. This will be the 90th anniversary of the old crocks' run. There are two classes;

- pre 1935 vehicles and
- vehicles from 1935 to the present day.

The run leaves Victoria Park Grandstand and will travel to Wigley Reserve at Glenelg. It will be a family day with the vehicles on display for the public. There will be pennants for all vehicles and entry fee includes a \$5 donation to Variety. Please put your entries in now to ensure your place in this event. Entry fee is \$30 per car or commercial vehicle and \$20 for motorbikes. For more details contact the club on

8373 4899 or email manager@sportingcarclub.com.au

Organised by the Sporting Car Club of SA as part of the club's 90th anniversary

Con-Rod Unclassifieds

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

Ad may still be on website when not on this page

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

WANTED

Holden FB or EK sedan body. Something far from good, but to look good from afar, once painted up roughly, just for a weekend display. Something that some would describe as "garden art, or yard art" would be adequate. No mechanicals required. Brett Colliver. Ph. 0408 855 389

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HQ Holden ute 1974 restoration or parts car. 3 speed on floor, bench seat, GTS dash, 202 motor. SNU 208. contact John. ph. 0493 522 074.

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rpg11711@gmail.com Burra



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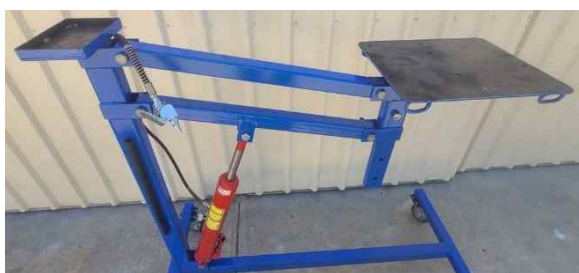
1983 Toyota Cressida 116,000km, Excellant condition, five new tyres, regularly serviced. S916 CRS \$8,000 ono Maurie Milan, 0427 311 743 Balaklava



WANTED

1990-2008 **Honda** CR125, **Kawasaki** KX125, **Suzuki** RM125 or **Yamaha** YZ125. For keen teenagers to restore. Jenny 0427 866448 or carunna@bigpond.com

FOR NARC MEMBERS USE ..Free



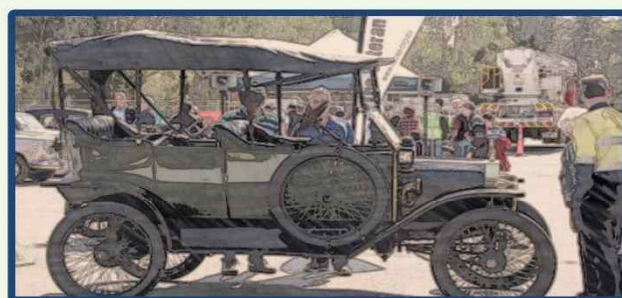
Geoff Wall made this neat gearbox lifter and will make it available to any member for free. 0438 685 005 wallg61@outlook.com Kadina



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Vest Colour: Slate Sizes 8 - 22

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- Same fabric as Jacket above
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- 2 side zip pockets and 1 chest zip pocket
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