



NEWSLETTER No. 3

September 2011

The Mid-North Muster

PORT PIRIE

5th to 9th April 2012

Countdown - 6 months!



Your Committee

Meet your committee for the 2012 National Rally;



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Interests: Morris 1100 and MCVs



How to contact us

Please feel free to contact any National Rally Committee member if you have a specific question or just want further information. Email contact is preferred as it gives us time to reply.

Who does what

Chairman: Allan Price

Secretary: Paul Young

Treasurer: Lorraine Price

Catering & Accommodation: Ron & Anne Atkin

Program, Events & Entertainment: Brian Triplow, John Dudley

Memorabilia & Rally Bag: Allan & Lorraine Price

Sponsorship: Allan Price, Joy Watson

Rally Data & Entries: Joy Watson

Editor: Steve McNicol

Committee Person: Craig Smith

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Editorial

Newsletter No. 3 already and only about six months to go. Planning for the event is stepping up and so far, touch wood, things are going well.

Ron and Anne have been busy organising the catering and it is all locked in. You will receive your meal order form with this newsletter.

Likewise Allan and Lorraine have been busy with regalia and for this rally we are concentrating on clothing. Please note the cut off date for both meals and regalia is now 31st October.

Brian and John have organised some great runs for you along undulating and sealed scenic country roads. We are going to some destinations you would not normally visit, including one town only a stone's throw away from where Jack Nixon lived for a while as a child. But I had better not say any more or I might ruin the surprise.

At the back of this newsletter you will see an entry list. It is current to mid-August and contains paid up entries only. If you are not on the list you are not entered in the rally. For those with expressions of interest only and want to join us in Port Pirie please enter ASAP to ensure you continue to receive rally mailings, the final newsletter and other entry benefits. We still have quite a number of people in this category and would hate for you to miss out. As my old boss used to say 'Do it Now'!

While still on the subject of entries if you decide to change your vehicle to something different to the one on your entry form please don't forget to let Joy know so that we can update our records.

You may recall in the last newsletter we wanted to know who would prefer their newsletter sent by email. Despite the fact it would have been in colour we only had three responses. Needless to say we dropped the idea, but thank you to those three people who did reply.

In closing I have an apology to make to the Port Pirie Regional Council. In the last newsletter (Sponsors - page 2) I referred to the Rural City of Port Pirie. I should have said Port Pirie Regional Council. To me it doesn't seem that long ago that I was calling on both the District and City councils at Port Pirie, but that's another story.

Steve McNicol

National Rally Book

Don't forget that we need a good quality photograph of your vehicle to include in the rally book. Every qualifying vehicle entered will be featured together with the rally number and name of the entrant(s). We already have almost half of the entries covered but would like to include everyone.

We have mentioned the word 'qualifying' in reference to vehicles. This is because we have a few vehicles entered that do not qualify for inclusion in the rally under the nationally accepted criteria. This primarily applies to such things as concours. To explain to those who are new to national rallies this quite simply means moderns, other makes and modified vehicles. These vehicles are most welcome to take part in all other events and we look forward to seeing them and their owners. In fact we encourage fellow register members to attend irrespective of the vehicle they drive. All entrants will still be entered in the rally book but if their vehicle doesn't 'qualify' it will not be illustrated and cannot enter concours.

Accommodation Report

If you have not yet verified your accommodation booking and paid a deposit, if asked for, then you are well advised to check up on what you arranged to ensure that it still stands. Remember, the onus is on you to ensure that you have definite arrangements in place to avoid problems when you arrive at the venue at Easter 2012.

You have been asked to give us details of meals required on the meal form enclosed in this mailout. Please ensure that you complete it fully and state any special dietary requirements that you may have so that we can inform our caterers. Costs are shown on the meal form.

Please feel free to call or e-mail us if you have any queries regarding accommodation or meals.

For further information contact:

by Phone: 08 8389 3272

by E-Mail: pommieron@internode.on.net

Ron and Anne Atkin



1937 Morris 8/40 Ruskin Roadster - Allan & Lorraine Price

Allan purchased the car as a trailer load of pieces in March 2003 from a club member and restoration started soon after. He had to make all of the timberwork and most of the structural steelwork that holds the body to the chassis.

Partway through the rebuilding he put it aside to restore a Morris Z Ute and a Wolseley 24/80. It sat in his mother-in-law's shed for a number of years collecting dust. He lost interest in it until he sold the Wolseley.

In early 2010 he decided to finish the car and he completed it in December 2010.



Its first Club outing was in January 2011 to the Annual Nuffield day, where it received the people's choice trophy.

On researching the background of the car Allan found it was sold originally by Motors Ltd in Adelaide to another Morris dealer, Lenroc Ltd..

The chassis was built in December 1937 and shipped from the UK on the 5th February 1938 on the Steamship *Narkunda*. It arrived at Port Adelaide on the 14th March. The body, made by Ruskin, was mounted on the chassis on 18th March at a cost of forty seven pounds, It was painted black with a green interior. The car was delivered to Lenroc Ltd on 22nd March 1938. From there he knows nothing more about the history and the life of the car.





Sunset across the water - Port Pirie.

Port Pirie

By now just about everyone would have seen the rally promotional DVD that was produced by the local TV station to promote our rally and which gives a good insight into this vibrant and energetic city - thanks to the support of the Port Pirie Regional Council. However, a 'pocket' history may fill in a few gaps for those wanting to know a little more background information.

Port Pirie was originally occupied by the Nukunu indigenous tribe and the area was called "Tarparrie", a name which is believed to mean "Muddy Creek". Matthew Flinders was the first European to see the location in 1802 as he explored the Spencer Gulf by sea. An early explorer, Edward Eyre, reached the area by land during a trip further north to Port Augusta. Also further north John Horrocks discovered one of a number of passes through the Flinders Ranges to the coast. That particular pass is now named after him - Horrocks Pass.

Port Pirie was originally called Samuel's Creek after the discovery of Muddy Creek by Samuel Germein. In 1846 Governor Robe named Port Pirie Creek after the John Pirie, the first vessel to navigate the creek when transporting sheep from Bowman's Run near Crystal Brook. In 1848 Matthew Smith and Emanuel Solomon bought 85 acres (34 ha) and subdivided it as a township to be known as Port Pirie.

The government town was surveyed in December 1871 by Charles Hope Harris. The thoroughfares and streets were named after the family of George

Goyder, Surveyor General of South Australia, with the streets running parallel and at right angles to the river. In 1873 the land of Solomon and Smith was re-surveyed and named Solomontown. On 28th September 1876, Port Pirie was declared a municipality with a population of 947.

A smelter was built in 1889 to process ore which was transferred by rail from the rich mines in and around Broken Hill. In 1915 Broken Hill Associated Smelters (BHAS) was processing lead and zinc ore at the smelters. By 1934 it became the largest lead smelter in the world.

Port Pirie today has a population in excess of 13,000. It was declared South Australia's first provincial city in 1953 and is the state's second largest port.

Back in the days of steam a heavily laden ore train arrives at Port Pirie.





PADARC and 6/80 & MO Club members cars on display in Gladstone main street for Farmcog 2002.

Gladstone

The township of Gladstone is situated 209 kms north of Adelaide and only 37 kms east of Port Pirie. It was named after one of the British Empire's most illustrious statesman, The Right Honorable William Ewart Gladstone.

The town's rich heritage is an interesting mix of farming, railways, military and the famous historic Gladstone Gaol. It is now the location of the largest inland grain receival facility in Australia.

Once one of the major railway junctions in the mid-north Gladstone also became one of the very few stations in the world where three railway gauges met.

The town's heritage is closely linked to the railways and it developed rapidly with the arrival of the railway in 1877. When Port Pirie became the main Spencer Gulf port the railway was used to transport grain from the fast expanding agricultural areas to the east. The narrow gauge (3'6") was extended through Jamestown to Peterborough and north from Gladstone to Laura and later extended to Wilmington. The narrow gauge railway line to Wilmington was closed to passengers in 1969 and the final grain trains used the line in 1988. It was ripped up by the end of 1992.

A broad gauge (5'3") railway line was laid from Hamley Bridge to Gladstone in 1927 to allow goods to be transported from Adelaide. Transhipping then became necessary to shift goods from the broad gauge to the narrow gauge wagons.

In late 1969 construction of the new east-west standard gauge (4'8½") railway line was completed. Gladstone, Port Pirie and Peterborough all had the three gauges, but Gladstone was unique in that no other railway station yard had the three gauges interlaid together within the one siding.

Progressively railway facilities at Gladstone were withdrawn, buildings dismantled and rail lines and point systems were removed. The railway station was officially closed in 1991 and was recently sold as a private residence. A few samples of mixed gauge trackwork were retained and can be seen just a few metres from the main street - look for the grey narrow gauge van.

Today various trains still use the standard gauge line, including the continued transportation of lead and zinc from Broken Hill to Port Pirie. There are over 80 train movements through the town a week, with between 10 and 15 freight trains daily depending on the day of the week. The 'Indian Pacific' train currently passes through twice a week.



A narrow gauge goods train departs Gladstone bound for Wilmington, past the livestock yard, in November 1969. Gladstone Gaol today.



Entry List - August 2011

First Name(s)	Surname	Year	Make	Model	Entry No.
Michael	Arahill	1938	Morris	14/6 Series 3	026
Ronald Geoffrey	Atkin	1952	Morris	Oxford MO	003
John	Baguley		Modern		076
Ray	Bakes	1958	Morris	Minor	069
Geoffrey Lynne	Barnes	1953	Morris	Minor	058
Keith	Beare	1964	Wolseley	24/80	055
Jeff	Beatty	1926	Morris	Bullnose	087
Graham	Best	1969	Morris	Mini Cooper S	049
Derek	Black	1948	Morris	10	054
Steve	Bradbrook	1948	Morris	8/40	089
Geoff	Brown	1946	Morris	10/4 Series M	061
Peter John	Burgess	1935	Morris	8 Series 1	047
Peter John	Burgess	1938	Morris	8/40 Series 11	147
Peter	Cardwell	1948	Morris	10	050
Frank	Church	1930	Morris	Minor OHC	070
Kenneth	Coad	1961	Morris	Oxford Series V	024
Maureen	Cole	1965	Morris	1100	074
Graham John	Cowled	2001	Falcon	AU	057
Julie	Craig	1960	MG	A	020
Neville	Crick	1949	Morris	Minor Lo/Lite	077
Mike	Davey	1953	Morris	Oxford MO	005
Graham	Dixon	1948	Morris	8/40 Series E	088
James	Donley	1949	MG	Y	053
John	Dudley	1949	Morris	MO Oxford	052
Donald James	Fleming	1938	Morris	8/40	078
Brian	Ford	1937	Morris	8/40 SI	043
John Edward	Franson	1957	Morris	Minor 1000	030
Robert	Freeman	1959	Wolseley	1500	086
John	Fryirs	1925	Morris	Cowley	012
Donald	Gear	1948	Morris	8 Series E	062
John	Gerrand	1928	Morris	Cowley	014
Phil	Gibbs	1963	Morris	Major Elite	023
Jim	Gold	1938	Morris	12/4	007
Peter	Greening	1938	Morris	Series E	063
Neil	Grierson	1928	Morris	Oxford	068
Colin	Hall	1951	Morris	Oxford MO	019
Bruce	Hamilton	1939	Morris	Series E	013
Denis	Harding				079
Tony	Healy	1927	Morris	Cowley	032
Sean	Ingram	1948	Wolseley	14/60 Series 111	066
Beverley	Inshaw	1950	Morris	MS6	015
Colin	Jones	1962	Morris	Major Elite	064
Kerry	Kaehne		Morris	8/40	081
Geoff	Knapman	1951	Morris	Oxford MO	044
Ewan	Lambess	1929	Morris	Minor	072
Shirley	Leitch				009

Entry List - August 2011

First Name(s)	Surname	Year	Make	Model	Entry No.
Peter	Lobb	1949	Riley	RMC 2 1/2 litre	073
Colin	MacDonald	1953	Morris	Commercial	037
Kevin	Markham	1938	Morris	12/4 Series 3	036
James (Jim)	McIndoe	1936	Morris	12/4 S2	040
Steve	McNicol	1951	Morris`	Oxford	008
Peter	Mills	1958	Morris	Minor 1000	046
Gary	Moore	1957	Morris	Isis	056
Arthur John (Jack)	Nixon	1948	Morris	Series E	029
Malcolm	Noad	1925	Morris	Cowley	016
Alf	Padgett	1951	Morris	Oxford Series MO	011
Stuart	Pickett	1933	Morris	Major	059
Allan	Price	1937	Morris	8/40 Series II Roadster	001
Wayne	Price	1951	Morris	Oxford MO	082
Terry	Prodger	1925	Morris		022
Jim	Robinson	1933	Morris	Oxford	075
Ian	Ryrie	1936	Morris	8/40	039
Jeffrey	Schaefer	1960	Wolseley	1500	025
Donald	Schilling	1961	Morris	Minor 1000	083
Gary	Schulze	1958	Morris	Minor	067
Craig	Smith				035
Kevin	Sonter	1946	Morris	10/4	006
Ross	Steel		Morris		004
Geoff	Taylor	1965	Wolseley	6/110 Mk 11	060
Bob	Terry		Modern		085
David	Terry	1960	Morris	Oxford	042
Bronte	Thomas	1938	Morris	8/40 Series 2	021
Robyn	Towell	1962	Morris	Major Elite Series 2	027
Brian Robert	Triplow	1938	Morris	8/40 S11	030
Garry	Troth	1953	Morris	Oxford	065
Bob	Tuckwell		Morris	Six/Marina	041
Trevor	Turner	1924	Morris	Cowley	080
Mostyn	Upton				084
Jack	Vears	1953	Morris	Oxford	071
John	Waterman	1951	Morris	Oxford MO	017
William (Bill)	Watson	1956	Riley	Pathfinder	002
Ian	Whitelock	1969	MG	B Mark 2	018
John	Wien-Smith	1929	Morris	Minor OHC	028
Kerry	Williams	1952	Morris	Oxford	010
Jim	Wilson	1948	Morris	8 Series E	033
Neville	Wilson	1936	Morris	12/4	035
Andrew	Wilson	1967	MG	B	038
Peter	Wood				051
Paul	Young	1959	Morris	Minor 1000 2 dr	048

Please check your details and if they are incorrect or incomplete let us know so that we can update our records. This information will also be used for the national rally book - plus we will include the various state for each vehicle entry.

Check our website for rally updates: www.morrisregistersa.org