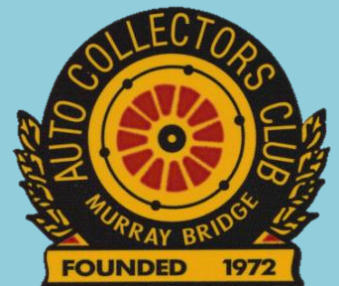




THE AUTO COLLECTORS CLUB OF MURRAY BRIDGE

**50TH GOLDEN ANNIVERSARY
CELEBRATIONS
1972 - 2022**

AUTO TORQUE - SPECIAL EDITION





PRESIDENT'S 50TH ANNIVERSARY REPORT

On behalf of the committee and all the members of the Auto Collectors Club of Murray Bridge I welcome you to our 50th anniversary.

Our club began in March 1972. If I pause to reflect on the birth of our club, I believe that we are indebted to the late Vernon Graetz who was the instigator in the formation of the ACCMB. It was his persistence in canvassing like-minded local vehicle enthusiasts-motivating them in true Vernon style to gather at public meetings in late 1971 and early 1972, with the aim of establishing a car club. The committee and inaugural members from that first official meeting in March 1972 formed the foundation of the club we have today. Sadly, Vernon did not live to see our club reach its 50th but I am sure that there will be a bottle of bubbly or two enjoyed and appreciated in memory of Vernon. This of course would be in keeping with true Vernon style. We are also fortunate to have some of our inaugural members celebrating with us today, and we thank them for their golden connection to our club.

How is a car club perceived by the general public? Some people have the impression that a car club is the domain of men who maintain, rebuild, and restore, tinker, and polish their club car so that it can be taken on a club run. Wives or partners then have the privilege to come on the club run.

This is not indicative of our club. It has always been inclusive of all family members, including children, to be involved in all aspects of our club- indeed, from its inception, wives and partners have supported their club in all aspects of its operations. In fact, wives and partners have held every position on the committee-including President, Secretary, Treasurer etc. Without their support, our club would not have experienced the success and growth that has been evident over the past 50 years. Thank you to all the wives or partners for your support both past and present and for your future support.



During our 50 years our club has had many hundreds of members from all walks of life. Some have been short term members, and some have had or continue to have a lifelong connection to our club. There have been many friendships born from our club. Whatever the connection has been, every member both past and present has contributed in some way to the success of this club, and we thank you for your contribution.

I wish to personally thank the 50th Anniversary Committee for their time, effort, and expertise in planning, contacting and co-ordinating this event. A 50th anniversary is a milestone and a great achievement. COVID-19 restrictions that we have encountered for the past 2 years added to the organising issues. Well done to the committee for overcoming many problems and allowing us to experience and enjoy this "golden weekend" of reminiscing our past, renewing friendships and past member connections, socializing, and enjoying our vehicles, whether they are 4 wheel or 2 wheels.

In conclusion, I thank you for your attendance for our 50th year celebration. It has been an honour to be the ACCMB president in this 50th year. Our club is 50 years strong, and I trust that it will continue to grow from strength to strength in the years ahead.

President Claude Minge

FRONT COVER PICTURES

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TOP: Inaugural Run to Mannum – 25/4/72. (See also page 5 photos).

From left: (two cars ranked) 1962 Holden EK Wagon (Joyce Burt and children); Unknown; 1963 MG (Peter Selleck); 1939 Dodge (Hurtle Nelson); 1939 Chev (Carol Nelson); 1937 Chev (Alan Hagger); 1939 Buick (Steve Chambers); 1936 Lasalle (Vern Graetz); 1960 Jowett Javelin (Alan Stevens); 1935 Buick (Lloyd Hart); 1937 Chev (Vern Graetz – driver Terry Franklin); 1928 Essex (Ron Clark); 1929 Chev Truck (Colin Lukey); 1928 Chev Buckboard (Graham Burgess); 1928 Overland Buckboard (Ross Regnier); 1925 Chev 4 (Eric Wehrman); 1925 Chev 4 Buckboard (Bob Burt/David Burt); 1923 Fort T (Trevor Rolland's); 1922 Dodge (Lloyd Hart); 1920 ? (Lloyd Hart); 1925 Overland Buckboard (Dennis Kuchel); 1918 Buick (Lloyd Harte).

Bottom: Vern & Cecily Graetz and their 1936 Lasalle. (Club Founder.)

PAGE 2 PICTURES:

Top & Middle Pictures: Kanmantoo Mine Tour 2013.

Bottom: Motorsport Park at Tailem Bend 2019.

PAGE 4 PICTURES: Vehicles on display at 40th Anniversary.

PAGE 31 - 36 PICTURES: Larger Photos in order of appearance, (interspersed with small photos depicting club members vehicles over the years.)

Club Cricket Team 23/3/2003

Neutrog Run 7/10/2021

Kegel 10 Pin Bowling Tanunda 9/3/2003

Presentation Dinner Woodside Hotel 30/3/1996 Ladies group then Gentlemen's group.

Pizza Night 2016.

Twin Bridges Rally 2006.

Classic Collectables Strathalbyn 2020.

Goolwa Run 28/8/2010.

Walkers Flat Static Display Aust Day 2017.

Pinnaroo Campout 2010.

Static Display Murray Bridge Show 28/9/1998.

Fish-a-thon Avoca Dell Feb 2007.

Kangaroo Island Rally 2012

Cullulleraine Rally 13-19/5/2004.

Clarrie's little car Zerna Picnic Coomandook 19/6/1988.

PAGE 36 PICTURES (Bottom Four): Vehicle breakdowns.

PROGRAMME OF EVENTS

SATURDAY 26th MARCH 2022

DINNER – MURRAY BRIDGE GOLF CLUB

Ritter Street

MURRAY BRIDGE

6:00 for 6:30 p.m. \$26.00 per head

DRESS – 1970s Style

SUNDAY 27th MARCH 2022

Meet at the Wharf Murray Bridge

At 8:00 a.m.

Leave assembled area for Inaugural Re-Run to Mannum,
leaving at 9:00 a.m. sharp.

BRING your own Morning Tea

CATERED MIDDAY LUNCH – back at the
Wharf Murray Bridge.

DISPLAY of all vehicles at the Wharf Murray Bridge.



OUR CLUB'S BEGINNING

Late in 1971 and early in 1972, Vern Graetz contacted a few local vintage vehicle enthusiasts to see if there was any interest in forming a club.

He arranged a meeting to be held on Wednesday, March 29th, 1972, in Dutton's building, in a room previously used by the late Mr Eric Doecke for his butcher shop. Twelve men, three ladies and four children (3 girls and a boy) attended the inaugural meeting of what was to become The Auto Collectors Club of Murray Bridge. The minutes of that meeting follow later.

A Committee was duly formed and consisted of the following:

President	Vern Graetz
Vice-President	Roger Ingerson
Secretary	Maxine Ingerson
Treasurer	Terry Franklin

A general committee consisted of fifteen members:

Cecily Graetz, Eric and Pam Wehrman, Alan Hagger, Dennis Borchardt, Kevin Cotton, Hurtle Nelson, Trevor Rolland, John Rowe, Brian Densley, Colin Lukey, Peter Emerson, Ray Warren, Judy Franklin, and Steve Chambers.

The first Run was to Mannum, to the area next to "P.S. Marion", on 25th April 1972, leaving the Caltex Service Station on Adelaide Road at 10:30 a.m. Cars left Mannum for home at 3:00 p.m., crossing the punt and travelling via the opposite side of the river to Murray Bridge. Twenty-one vehicles took part.

A competition to choose a name for the club was held – the winner would receive free membership for one year. Terry Franklin was the winner. Our Club was named on 9th May 1972.

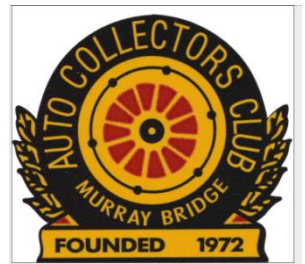
Our badge was decided in the same way, in October 1972, with Wayne Hollitt receiving a free badge for the winning design. "Founded 1972" was added.

The first Club Newsletter went to print in June 1972. Editors were Maxine and Roger Ingerson.

It was moved at the September meeting that The Auto Collectors Club become incorporated.

Meetings were held in the C.W.A. Rest Rooms from the 6th of June 1972, later changing to the Murray Bridge High School and then to our present room at the Combined Clubrooms in Johnstone Park.

The Club's membership in 1972 – 1973 grew to fifty-three members.



Inaugural Run photographs.



COPY OF THE HANDWRITTEN MINUTES FROM THE INAUGURAL MEETING, 29/3/72.

MINUTES OF INAUGURAL MEETING 29th March 1972

Those present at the Inaugural meeting of Vintage Car & motorcycle enthusiasts held on Wednesday March 29th 1972 were -

Messrs Trevor Roland, Hurtle Nelson, Peter Ennsan, John Luky, Kevin Bolton, John Rowe, Terry Franklin, Roger Ingerson, Eric Wehrmann, Brian Densley, Ray Warren, Vernon Grady, Mesdames, Judith Franklin, Maxine Ingerson, Pam Wehrmann and 4 Wehrmann children.

Mr Vernon Grady welcomed all those present at this the first meeting of Vintage, Veteran & Classic motor car & motorcycle enthusiasts.

Committed members were elected as follows -

PRESIDENT - Vernon Grady
VICE PRESIDENT - Roger Ingerson
SECRETARY - Maxine Ingerson
TREASURER - Terry Franklin

Extra members - Messrs B. Densley, K. Bolton, J. Rowe, T. Roland, H. Nelson, R. Warren, P. Ennsan - Mesdames, B. Grady, P. Wehrmann, J. Franklin. Messrs B. Wehrmann - C. Luky.

The officers of Publicity Officer & Patron were left to be decided at a later date. The Vice President would for the time be acting Publicity Officer.

It was mentioned that the Murray Bridge Sporting bar & Motorcycle club he. rooms might be available at a small fee for future meetings.

Annual Subscription was moved

It was moved that the Annual Subscription would be \$5 for males and \$2 for females.

John Rowe was asked to invite two members from the Murray Bridge Sporting bar & Motorcycle club to attend our next meeting.

A discussion followed regarding the proposed name of the club, and it was decided to leave the matter until the next meeting to give members a chance to think of a suitable name.

First run of the club was suggested for Anzac Day, April 25th 1972 with Mannum as the goal. Starting time was suggested for 11.30am and if possible at the Baller Service Station. Mr L. Harris would be approached to see if this would be suitable. A barbecue lunch would be held at Mannum.

The next meeting was decided for Tuesday April 11th 1972 at 8pm in Dutton's building.

LIST OF INAUGURAL MEMBERS (for the 1972-73 Club year)

†Vernon Graetz Cecily Graetz Ray Warren Colin Lukey Dennis Kuchel Yvonne Kuchel †Trevor Rolland Lesley Rolland †Graham Burgess Gail Burgess †John Rowe Joy Rowe †Hurtle Nelson †Carol Nelson	Jenny Nelson Terry Franklin †Judy Franklin Peter Sellick Shirley Sellick †John Faux †Mary Faux Bob Neindorf Marlene Altmann Chris Morris Roger Ingerson Maxine Ingerson Eric Wehrman †Pam Wehrman	R.W. Lowe †A. Hudd †J. Hudd Peter Pohl Kevin Cotton Rosalie Cotton Wayne Hollitt Lorraine Hollitt Murray Gould Sheila Gould †Ross Regnier Dennis Borchardt Angela Borchardt †Clarrie Tucker	Alan Hagger Marlene Hagger †Brian Shepherd Maxine Shepherd Steve Chambers Peter Lace †Keith Saint †Maurice Burt Bob Burt Joyce Burt Bob Turner †Peter Emerson Wayne Hollitt † denotes deceased
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Report on INAUGURAL RUN – Anzac Day 1972.

History was created on April 25th when twenty-one old soldiers of the newly formed Auto Collectors Club battled off to Mannum. The large variety of cars competing were in various stages of restoration and many added interest and excitement by only having the mice and spiders chased out, bird droppings brushed off and away they went.

Ross Regnier must be praised for the tremendous effort put into his Overland Six Roadster, and also, of course, Eric Wehrman for his nicely turned-out Chev Superior.

The convoy got away to a punctual start at 25 mph, which was later increased to 30 mph so that the lone Ford T could stretch its legs. The drivers took a spell some four miles out while the cars were lined up and impressively posed for photographs. All then proceeded on to Mannum, interrupting the journey for a number of water stops. For Leo and his Dodge Four it was a test to see which he would use up first – water, or grease for the water pump!

At Marion Park in Mannum steaks sizzled and corks popped. Stories were swapped as many envious people (IN and OUT of uniform) looked over the cars. Before the return trip commenced, a number of people were allowed to practise cranking the Ford, but the driver cut this short by allowing it to start and we all lined up to wait for the ferry.

The return journey was again a series of stops and starts for water, grease and the Ford driver again stopped to practise radiator filling and pumping tyres. The pace was stepped up, but I hear that Graham Burgess' National Chev still had the flying four in sight as we crossed the Bridge to a ticker tape welcome from the E & W S.

Vehicle dispersal from the Caltex service station was notable for its rapidity as many competitors "raced" for home while they were still going.

The First Run was certainly enjoyed by all and I'm mighty glad I went. See YOU on the next one.

"BRASSLAMPS"

OTHER CELEBRATORY ANNIVERSARY RALLIES/RUNS

10TH ANNIVERSARY (17TH June 1982)

Murray Bridge Auto Collectors' Club's second annual River City Rally was held on Saturday and Sunday, coinciding with the Club's 10th anniversary.

The rally attracted 67 contestants who arrived Saturday afternoon and marshalled in the Woolworths car park, some after travelling almost 160 km (100 miles).

The visitors were entertained at a barbecue tea on Saturday night at the local Scout Hall.

Contestants gathered in the same car park at 10 am Sunday and attracted a large crowd of spectators who saw Club Patron, Bruce McArdle, flag off the first cars.

Entrants toured around Murray Bridge before completing an observation on their way to Mypolonga, where judging was conducted, and a meal served at the Institute.

It was on the way to Mypolonga that the only incident occurred when a visiting driver ran into the rear of the oldest car in the rally, a 1916 Buick, owned and driven by Murray Bridge man Mike Sigston.

Protruding spring shackles on the front of the visitor's Ford ripped several spokes from the left rear wheel on the Buick and dented its petrol tank.

However, both cars were able to continue – the Buick after a wheel change. Mr Sigston said later he thinks he can find another wheel 'somewhere', but he's doubtful about finding another fuel tank.

Visitors were taken on a guided tour of the Mypolonga Co-op before returning to Murray Bridge where a presentation evening was held in the Rambler Football Clubrooms.

Most Popular Vintage Car Award was won by Mr G Bell, with his 1926 Austin Seven; Most Popular Classic Car Award was won by Mr R Irvin, with his 1934 Chrysler, and the 'hard luck' trophy went to Mr B Jellett, because his 1934 Austin lost oil pressure.

Mr J Blesing's 1950 Holden was judged to have travelled the most distance to get to the rally – 90 miles, and Mr Sigston's Buick was the oldest vehicle. The observation trial was won by H Pullar.

Entrants were farewelled, again from the car park, on Monday morning.

The above article was reproduced from an article in the local Standard Newspaper at the time.

20th ANNIVERSARY

NO HITCHES FOR AUTO CLUB RALLY

A tour of Portland wharf and a visit to Warrnambool Car Club were among the highlights of Murray Bridge Auto Collectors Club's 20th anniversary rally.

Eleven veteran and vintage cars left Murray Bridge at the end of last month for an 11-day odyssey which covered nearly 2000 kilometres.

A spokeswoman for the club, Mrs Joan Davis, said for the most part the trip went without a hitch.

'This trip wasn't trouble-free, but all troubles were reasonably minor, and the good times certainly outweighed the problems.'

The rally took car club members south-east to Padthaway and Mount Gambier, and then across the border to Portland, Warrnambool, Ballarat, and Swan Hill (Vic.)

*Also taken from a Standard newspaper article at the time.
Run held 30th March – 9th April 1992.*



From left: Alan Hagger, Marlene Hagger, Dave Davis, Michael Davis, Joan Davis, and Brian Kuchel with some of the vehicles in the 20th Anniversary Rally.

25th YEAR RE-ENACTMENT RUN TO MANNUM AND RETURN (6th April 1997)

What a lovely sight it was to see so many cars turn out for the 25th Anniversary Rally. After leaving Woolworths' car park, (Photo.) they all assembled about 10 kms out, on Mannum Road, for a photograph, the same as they did when the first run took place.



On to Mannum where we all gathered at Arnold Reserve and during the day had many 'lookers'.

A 25 question Quiz was conducted along the main street of Mannum. It was easy when you knew the answers, but you had to have the same answer as was on our sheet! It was won by Gaynor Burt with Rodney and Kerry McCue 2nd. Thanks to Vernon and Dutton's at the Lights for the Prize.



Lunch at Mannum under the trees by the river was most enjoyable and made even better by the beautiful Anniversary sponge cake and the streusel cake from McCues Bakery. Thank you, Rodney, Kerry, John, and Dawn. I think after the lovely meal and cake (at the dinner on Saturday night (Photo.) and then more cake Sunday) I need to stop eating for a week or two!!

Across the Ferries and on to Burdett Lookout where we had afternoon tea and enjoyed the gale force winds!

I think overall the entire celebrations for the 25th year have been an outstanding success and congratulations must go to President Joyce and all her helpers who made it such a memorable occasion.

Eric and Pam, thank you for helping us arrange the Sunday run, and sorry you couldn't have come all the way, but part way was better than not at all.

We noticed there was another black Ford on the Run. Good on you Hurtle. Maybe we can convert some of the other Chev owners to see the light!!



Reproduced article from the Club's Newsletter, Auto Torque, April 1977 edition, and written by Marlene and Brian Kuchel.

30th ANNIVERSARY 2002

The 30th Anniversary Club Dinner was held on the 23rd of March 2002, at the Riverside Hotel at Tailm Bend with 43 members and 1 visitor attending. The Club had their own room, and each member chose their meal and selected their salad or vegetables.



After the meal, they were entertained by a group of 5 members, called "Random" and as the evening was an Irish Theme, the Yarns and Ditties were mainly Irish. Congratulations to Members who dressed in green for the occasion. Their votes went to Mal in his long green wig. (Photo.) Vernon Graetz, our Club Founder 30 years ago, presented trophies to Club Winners for which they deserve Club congratulations. Life Membership Certificates and Badges were presented to 4 worthy members for their efforts over many years. Namely Joyce and Bob and Joan and Dave.

The delicious cake (Photo.) was then cut for all to enjoy. A fun filled evening for those who attended.



This event was followed by a 30th Anniversary Tour, which left on the 16th of May. 11 cars and trailers, caravans and Camper Vans left the clubrooms for morning tea at the Whispering Wall, travelling through Gawler and Tarlee to Auburn for lunch. Time was spent at Mintaro to view the Martindale Hall before finishing for the day at the Clare Caravan Park for a cold night.

The following day through Yacka, Gladstone to Laura visiting Joan McDonald to view sculptures and paintings, then lunch at Melrose and the craft shops to finish the day at Quorn Caravan Park, booking in for 3 nights.



Saturday was spent on the steam train ride through Woolshed Flat to Port Augusta (2 Photos.) and return. The evening meal was at the Transcontinental Hotel, where the train car captain entertained the group on his keyboard. During the next day, some toured Warren Gorge in the morning, before the group visited Brian Powell's orchard property on the outskirts of Quorn. Then the menfolk went through the Pitchi Ritchi Railway workshop, whilst the womenfolk visited the shops and art gallery.

Next day, on the road again, to visit Kanyaka Ruins, then into Hawker for an overnight stop, an antique sale viewing, shops, and the usual art gallery visits, finishing with dinner at the "Old Ghan Railway Restaurant. Tuesday, the group left Hawker, travelling south through Cradock, Carrieton, with lunch at Orroroo incorporating a visit to a garage to see interesting old vehicles undergoing restoration and a large hall of Yesteryear Costumes and Antiques from 1830's to 1930's. Overnight rest stop was at Peterborough and a visit to Colin Campbells to view artwork and blacksmithing.



Merv Robinson's farm on Jamestown Road, to view his vast array of memorabilia, dozens of tractors and even an army tank and then a quiet afternoon in Burra filled the following day, with Thursday 23rd May the final day, taking the journey back home, ending a 30th Anniversary successful and enjoyable Tour. (The above is a brief summary of articles which were written for the Club's newsletter, Auto Torque, April 2002, and June 2002 editions.)

40TH ANNIVERSARY 21-22 APRIL 2012



As I write this report, I look back on what we, the Organizing Committee, consider to have been a great weekend, with tremendous participation from all of you, who did your very best to keep to the schedules we had set. I congratulate you all and extend many thanks to you



for the way in which you appreciated the problems which we faced, not only with getting all the vehicles away on the Sunday, but to feed over 180 people on the Saturday night and in excess of 200 on the Sunday. The dinner on the Saturday night was booked out and our thanks certainly go to the Golf Club and its helpers for getting everyone served in just 30 minutes - and what a great meal it was, as well. Your cooperation, again,

was excellent and we commend you on that. Congratulations go to all the trophy winners for the past year and to our six new Life Members, who were all very well deserving of the recognition. With 82 cars taking part in the Re-enactment Run, we were able to get all of them away in 25 minutes, which was the time we originally scheduled but did not expect to happen. To all the volunteers who assisted with parking, marshalling and other chores during the day, we again recognise your efforts as being a very essential part of the proceedings. After so many years as Club members, it finally occurred that the entire Wehrman family and its four historic vehicles, were able to participate. What a great achievement and very well done. Once again, our timetable for the entire run was able to be kept, with all participants' cooperation, and we concluded parking on the Johnstone Park Oval on time. We do not have verification as yet, but we believe that 82 cars on one Run is an all-time record for the Club, and it is good to realise that so many were prepared to take part in what was a very important occasion for us and all Club Members, inaugural, past and present.



(The above partly reproduced article written by Jeff Martin has been taken from the Club's newsletter, Auto Torque, June 2012 edition.)

THE DIAMOND T BUS STORY

One of the more interesting stories from Club history is that of the Diamond T 33-seater bus.

In February 1973, there was a suggestion from the membership that the Club look into purchasing a bus for Club outings, etc. Moving forward to October 1974, the late Hurtle Nelson informed the Club membership that he knew of a 1939 Diamond T, 33-seater passenger bus, in reasonable condition. The bus was owned by Graeber's Bus Service of Lobethal and had been on the road until 1967. The going price was \$200 and included in that price was another bus, of the same model, which could be used as spares. It sounded like a bargain.

The executive committee was despatched to have a look at the bus. They discovered that:

- The interior was reasonable
- The motor, gearbox and diff were, supposedly, goers
- The bus had been under cover, except for the rear end
- The back boot was a little rusty.

However, the bus had one great feature – it had a boot at the rear and a parcel carrier which had been made to hold 2 x 18-gallon kegs of BEER. Wow! What a purchase this could be – A PUB ON WHEELS!

The committee returned and put a motion to the members that the bus be purchased. Donations were requested and \$75 was promised. It was carried that the bus be purchased and so it was, in November 1974.



Early in 1975, the bus was brought to Murray Bridge, on Hurtle Nelson's semi-trailer, (Photo.), and the work started to make it roadworthy. Working Bees were organised. The bus was cleaned, seats were washed and oiled, etc., etc.

In 1975, the late Allan Stevens, who was a Club member, reported on the brakes and duly removed the master and all the wheel cylinders and took them to Adelaide for repairs by Tilbrook Brake Service for a cost of approx \$70. This done, Allan Stevens refitted same.



Eventually, after many Working Bees, the bus was ready for a run. That first run was to Woods Point and, apart from a leaking water pump, the need to adjust the brakes and the diff pinion bearing and replace the seal, it apparently performed reasonably well.

On the 6th of December, 1975, The Bus was entered in the Murray Bridge Christmas Pageant (Photo.) and, again, put in a satisfactory performance.

In 1976, The Bus needed a police inspection. The Murray Bridge police did not have the authority to judge if The Bus was roadworthy or not, so it was suggested that it be taken to Adelaide to be inspected. Over the following years, The Bus was used for a few Club and charity outings, but finding drivers was difficult, there was too

much red tape from the Motor Vehicles Department and the running costs started to become a problem, let alone finding somewhere to house The Bus. (The building of a shed is another story on its own.)

In February 1979, much discussion took place at Club level, and it was decided to sell The Bus. It was duly advertised in papers round Australia for the grand sum of \$750. Failing selling it, it was suggested that it be taken to the Birdwood Mill. In November 1979, Roger Ingerson and Jerry Wilson purchased The Bus for \$500 and, in 1980, they drove The Bus to Perth (Photo.) and back and later sold it to a Rock and Roll band in Melbourne, to be used to cart the band members' gear around. Later, The Bus turned up in a truck wrecking yard, in Adelaide, and from there to the Birdwood Museum.



In its Public Transport days, The Bus carried the then Premier, the late Sir Thomas Playford, to Parliament House. It was also the bus which carried student, Pam Wehrman (inaugural and current Club member), to school each day.

The Bus now resides at the Birdwood Mill Museum, (Photo.), and it is rumoured that the Government spent some \$247000 in restoring The Bus. When you next visit the Mill, you may like to recall the history of The Bus!

THE SHED

When there is a vehicle, there should be somewhere to house it!

In the early days of the acquisition of The Bus, Hurtle Nelson offered to the Club a section of his property at Northern Heights for the erection of a shed to house the bus. Some second-hand roofing iron was purchased from the Holy Cross Lutheran Church at 10 cents per foot, a transaction largely in the hands of Paul Kruger. John Rowe was asked to draw up plans for the shed.

The State Planning Authority got into the act, requiring from Hurtle Nelson advice on what the land was used for at the time and about what the shed would be used for. A quote was received from Patterson Bros for an all-timber frame shed. Timber versus steel was discussed. Alan Stevens offered to donate an 18-foot steel truss with 2-foot gable for the shed. John Bartel was seeking information on used, steel telephone poles. 6 old railway lines were purchased for approx. \$40 and were to be used for the uprights. Peter Sellick arranged the purchase of several hundred feet of rusty piping for shed trusses for \$64, plus two doors for \$3.50.

In October 1975, two working bees were held, when all the trusses were welded. Another working bee was organised for holes to be dug and frame being erected. Hurtle Nelson offered the use of a concrete mixer,

Keith Saint a welder and Alan Hagger 1½ inch water pipe. Only 5 members turned up for the working bee, but the welding was completed, 3 posts were erected with the remaining posts ready to stand.

It was becoming difficult to get people to the working bees, no-one attending one organised in June 1977. However, in July, despite a meagre attendance, all posts were erected bar one. In June 1978 the last post was erected. A quote for \$238 for shed timber was received from Max Kuchel.

After the bus was sold to Roger Ingerson and Jerry Wilson, it was suggested that they may be interested in completing the shed. They were willing to complete the northern side of the shed. A working bee in August 1980 finished the doors.

By December 1980, the iron had been placed on the northern side of the shed. Hurtle Nelson was contacted regarding the sale of the shed. A figure of \$580 was deemed to cover outstanding debts. In February 1981, at a special meeting of the Executive Committee, following the general meeting and regarding the sale of the Shed, it was moved by C Zerna and Seconded by P Sellick that the shed be sold for \$580. The motion was carried, and the Shed was sold to Hurtle Nelson.

REPORT FROM THE CHAIRMAN OF THE 50TH ANNIVERSARY COMMITTEE

Welcome everyone, on behalf of the members of the Auto Collectors Club of Murray Bridge, we hope you have a great weekend. Whether you are an inaugural member, current member, past member, or none of these, we sincerely hope that you seize the opportunity to renew some old friendships, relive some old memories and remember some of those that are not here. Half a century is a long time, lots of things happen, both good and bad, but I am sure some of the memories from those years will generate lots of laughs, because lots of very funny things have happened in that time as well.

About 12 months ago, the nucleus of the committee came together, consisting of myself, Darren Fountain, Terry Mabbitt, Graham Edwards, and Jan Hall. Along the way, we co-opted Maureen Edwards, June Mabbitt and Brenda Cowie to tackle the requirements for the Sunday lunch, Elaine and Roy Bretag to put together some memorabilia, Yvonne Mach to put together a magazine and Marlene Hagger, Roy Bretag and Yvonne Mach to take care of the invitations. Along the way we have sought and received assistance from many others and to look at the way the whole show came together was just fantastic. There was minimal guidance given or asked for, they all just knew what was needed and did it. Fantastic. Now that was just as well, because lurking in the background for the whole time was the ever-changing Covid requirements, just waiting to throw a spanner in the works when we thought we had things organised. On top of that were the various health and personal issues that befell most of us at some stage. But as I write this, it seems that all is running smoothly again, so let's keep our fingers crossed. Graham Edwards, as is his usual style, has done more than his share of getting the show up and running, so thanks a lot, Graham.

It is also fair to say that the forethought of the 40th Anniversary committee in leaving a great swag of records and data, particularly regarding inaugural and past members, has been invaluable. Without that legacy, we would have much, much more work to do.

Errors? I am sure that there are some, some we have fixed, some we do not know about, but we have really tried to get it all right. In 50 years, people go in all directions, scatter all over the place, change names and all sorts of things. If we have missed anyone, got something wrong, then I am truly sorry, but rest assured, we tried.

There have been a number of businesses that have assisted us as sponsors, as well as others that have supplied equipment and help in other ways. I do not intend to list them here, in part because I do not have a complete list of them at this stage. Please have a look through the Murray Valley Standard feature on our club, as well as other advertising at the dinner and as usual, "support those who support us". The

Rural City of Murray Bridge and staff have given excellent assistance particularly with our display at Finlayson's Reserve at the wharf, as well as facilitating a grant to help financially. Likewise, the Mid Murray Council and staff have been extremely helpful with our run to Mannum's Mary Ann reserve for morning tea. Many other businesses and individuals have assisted and continue to help as the weekend progresses. Thank you all. Without all this assistance it is unlikely this event would have even occurred.

The 50th Anniversary committee really hope you all enjoy this milestone event in our club's history. We hope the memorabilia and photos have jogged your memories and reminded you of people, places, and events of the past. We hope you have renewed some old acquaintances and friends. In short, we hope you have had a good time!

So, will the Auto Collectors Club have a 100th Anniversary? What will the members be restoring, Teslas? Well, I don't know, and I won't be there, but I do hope that the club continues well into the future, promoting the same sort of comradery and ideals that it always has. On past performance, I am sure that it will.

Good luck in the future and happy (preferably historic) motoring.
John Courtney, Chairman, 50th Anniversary Committee

LIFE MEMBERS

1979	† P. Kruger	2005	M. Kuchel	2012	J. Courtney
1994	† C. Zerna	2005	B. Kuchel	2012	V. Courtney
1994	† H. Zerna	2008	S. Hoffmann	2012	† L. Cowie
1998	E. Wehrman	2008	B. Hoffmann	2012	B. Cowie
1998	† P. Wehrman	2008	† V. Graetz	2012	T. Julian
1998	A. Hagger	2008	C. Graetz	2012	R. Julian
1998	M. Hagger	2010	† J. Fountain	2016	G. Edwards
2001	† M. Fountain	2010	N. Schubert	2016	M. Edwards
2002	J. Burt	2010	M. Schubert	2018	R. Bretag
2002	R. Burt	2010	K. Schubert	2018	E. Bretag
2002	J. Davis	2011	T. West		
2002	† D. Davis	2011	L. West	† Denotes	Deceased





AUTO COLLECTORS CLUB MURRAY BRIDGE HONOUR BOARD

<u>PRESIDENT</u>		<u>SECRETARY</u>		<u>TREASURER</u>		<u>PATRON</u>	
1972-1974	† V. Graetz	1972-1976	M. Ingerson	1972-1978	T. Franklin	1975-1982	Claude Minge (Senior)
1974-1976	R. Ingerson	1976-1977	† P. Wehrman	1978-1985	† K. Saint	1982-1989	Bruce McArdle
1976-1978	D. Borchardt	1977-1978	A. Borchardt	1985-1989	A. Mader	1990-1992	Graham Klingberg
1978-1979	K. Cotton	1978-1979	† P. Wehrman	1989-2001	A. Hagger	1992-2000	Eric Wehrman
1979-1983	A. Hagger	1979-1981	B. Boerth	2001-2004	L. Hunter	2000-2002	Clarrie Zerna
1983-1985	P. Sellick	1981-1983	† P. Wehrman	2004-2012	J. Courtney	2002-2004	Joyce Burt
1985-1989	† M. Fountain	1983-1986	† P. Klingberg	2012-2016	J. Martin	2004-2009	Bernard Hoffmann
1989-1991	M. Zerna	1986-1990	M. Klenke	2016-2020	R. Kaak	2009-2012	Ted Julian
1991-1993	† D. Davis	1990-1991	† P. Wehrman	2020-	J. Hall	2013- 015	Claude Minge
1993-1994	B. Hoffmann	1991-1998	† M. Fountain			2016-2017	Howard Wright
1994-1996	† D. Davis	1998-2004	C. Clothier			2018 -	Bob Hunter
1996-1998	J. Burt	2004-2010	† M. Fountain				
1998-2000	† M. Fountain	2010-2021	B. Cowie				
2000-2001	† D. Davis	2021-	P. Geiger				
2001-2004	T. Julian						
2004-2005	R. Hunter						
2005-2007	T. Julian						
2007-2008	J. Burt						
2008-2010	G. Munro						
2010-2013	G. Edwards						
2013-2014	R. Bretag						
2014-2017	J. Courtney						
2017-	C. Minge						



Mr Bruce McArdle, of Coomandook, seated in his beloved Swift. — Photo courtesy the Pinnaroo Border Times.

Club mourns loss of Patron. The Auto Collectors Club Murray Bridge is mourning the loss of its patron Mr Bruce McArdle who died on June 8th at age 78. He was an active club member and loved nothing better than attending club functions so that he could sit and talk about anything automotive.

His knowledge of cars, trucks and tractors was acquired during many years of reading and practical work and his comments were always of interest and value to other members. During his 10 years as member, Bruce restored a 1947 Ford and a 1913 Swift, his pride and joy, which he would trailer to functions, drive in parades, or have on site for static displays. It did not worry Bruce that club members' children would sit in the Swift. He would tell the story of how he bought the car many years ago, for a few pounds with the intention of making a speed car for Rowley Park Speedway – something he was glad he never eventuated.

The distance from his home at Coomandook did not deter Bruce's enthusiasm to attend meetings, and he will be sadly missed by all members.

(The above information was reproduced from an article in the local Standard Newspaper at the time.)

INAUGURAL MEMBERS CORNER

From when I first knew Vernon, he talked about starting an old car club in Murray Bridge, listing blokes he knew and the 'old cars' they had in their sheds! Needless to say, he was proud when a group of 20 interested people turned up in March 1972 for that first meeting. He was also very proud to be the inaugural President and invested much time and effort, along with others, into the success of the Auto Collectors Club. This followed a couple of months later by the inaugural run to Mannum. Although I was pleased, he had fulfilled his Car Club dream, my interest and excitement at the time was preparing for our 1st child, Sonja's arrival in May.

Vernon bought the LaSalle from its 2nd owner in the mid 60's, to launch & retrieve his ski boat!! M.H. Kruger the Murray Bridge Baker, bought it new in 1936, he then left it to his housekeeper, who was happy to sell it on to Vernon soon after.

Originally the LaSalle didn't impress me much, although I did like cars, Monaro's, sports cars, and convertibles were more to my taste. Vernon would have liked it to be one of our wedding cars in October 1970, but a modern Brougham and a Premier won over! The LaSalle was however, used for many other people's Weddings over the years, as well as numerous School Formals.



The LaSalle was always Vernon's pride and joy, and we enjoyed over 50 years of family motoring fun. We entered every Bay to Birdwood and in 1982 we were proud to be one of the 10 Concourse d'Elegance finalists (photo). Also participating in many Murray Bridge Christmas Parades (as 'herself' as well as a 'German Staff Car' for Hogan's Heroes float), most Kernewek Lowender's (Cornish Festivals), "All Australian Days" and numerous other car gatherings. He was always happy to enthusiastically demonstrate to like-minded car enthusiasts, the tremendous torque of the "Straight Eight" engine, from a very slow pace, or up a reasonable hill, in top gear!!

She graciously shared her 'stable' over the years with 1937 Chevrolet, Holden 1955 FJ, 48/215 Sedan & Ute, Holden EH & EK, 1972 LC GTR XU1 Torana, 1955 BMW motor bike, "S Model" Valliant, 1975 Mercedes Benz 450 and the grand finale, a 1981 Bentley Mulsanne.

Contributed by Cecily Graetz

Our memories of The Auto Collectors Club Early years.



I still remember the first meeting held in an old butcher's shop where Dutton's car yard is now, sitting there with my 3 sisters was quite exciting, and the thought of being able to drive around in our old Chevy with other likeminded people was something to look forward too. But I'm sure there are other people that can relate the first meeting better than a 10-year-old kid so I will leave the details up to them.

Going on a club run was so much fun and a true family event, there were many families with kids our age that made swapping cars all the more fun. The oldest car would lead off and no one overtook, when a corner was turned someone always stayed and waited for the stragglers, so no one got left behind. Sure, we had presidents and secretaries but when it came down to it, we all just did our thing. Observation runs were a favourite amongst us kids, with all of us trying to be the first to see the next clue. Dads beautiful old 1925 Chevrolet Tourer was an armchair on wheels with the most comfortable back seat ever but believe it or not we used to argue over who would sit on the rear floor.



The Christmas party was a true experience for kids of all ages, egg and spoon races, sack races, name those parts contest and of course the all-important Santa and gifts. One particular Christmas function that I remember was just at an oval somewhere and a large scrub area that defiantly entertained me for a long time.

As a family we have always been involved with Dad doing 15 years as the registrar and a spell as Patron as well. Mum was secretary many times and you could always find her in the kitchen. Julie and Jane printed the magazine for 2 years on an old hand operated machine. Dianne was always by Mums side

in the kitchen and is still a member today with her Husband Neil Burbidge. Currently I am the Membership Officer. Family life took us all our separate ways as we grew up, but we always grabbed the magazine

whenever we visited Mum and Dads place to see what was happening. As a family we would meet with other members outside of the club atmosphere because we had made some true lifelong friends. May and Paul Kruger are ones that come to mind, a beautiful Indian Sidecar (Photo. Sept 1973 at Pioneer Vehicle Exhibition.) that Paul was more than keen to take you for a ride in, we would sing up a storm as May played the piano. I asked Dad recently what was one thing that he missed most about the club of old, "the people" was his immediate response. I hope you have enjoyed our memories of the club of old.

REMEMBER, OUR PRESENT IS TOMORROWS HISTORY, MAKE MEMORIES AND HAVE FUN.

Kind regards from the Siblings of the Wehrman Family, Dianne, Julie, Jane, and Trevor
On behalf of Life Members, Eric, and Pam Wehrman



I remember the companionship of all the group who attended the runs including the women partners. There were lots of young children who mixed and played well together. There were no hassles on the outings. A few of us have remained good friends over the years and when we reconnect, it is like you can pick up where you left off as we have the car club group as something in common. Fond memories of those earlier times.

Contributed by Maxine Williams



In 1972, on our very first run to Mannum, we parked our old vehicles at the Mary Anne Reserve for lunch. The local police turned up, as he was told there were a lot of unregistered old cars there, but we were on a special permit. While we were there, a lot of people had a turn of cranking Trevor Rolland's old model T – Ford. You don't see people cranking cars today.

Contributed by Marlene & Alan Hagger

Before "The Auto Collectors Club" I had grown up in Murray Bridge. Looking back, I grew up amongst the cars that were in use in Murray Bridge every day, and now they are all very old cars.

Some of our members will remember some of them. Near our house in Thomas Street was Noel Lehmann, who had an A model Buckboard, (Photo, me aged 6 in Noel's Model A) a Black Singer convertible, with RED trim (had some good trips there), and next in about 1953 the first VW beetle in Murray Bridge. Sid Mugford had an Essex Tourer in which we would go mushrooming down Poltalloch Station way, then he got an Austin A30, and that car we went shooting pigeons and rabbits out around Brinkley. Burt Schulz next door had a Hilman Minx, Mr Robbie in Hawke Road had an old sedan car, then got a black diesel Vanguard. Alan Barker (Barker Drycleaners) always had a big Chev sedan. Then in Ida Street were Nelsons Truck yard which had a variety of trucks for fuel/freight, and also milk trucks, full of Milk cans. Eric Nilson had a Vauxhall Wyvern, Lawrence Eckerman had a Prefect Ute to carry eggs around, Mr Tregilgus had a Vauxhall two door convertible then had a Bedford Ute. Bert Sharrad on Adelaide Road had a black Ford Customline with a Pink Flash down the side, a very impressive vehicle.

There was also an old guy who came past our place twice a week from up on White Hill with a horse and Sulky, going to the street via, Thomas and Standen Street, well into the late 50's. He used what was a track through the scrub alongside the main road.

Mums three Aunties used to come up from Adelaide in an A Model Tourer, and I would get the job of "opening the big white gate at what is now the Museum, her uncle would come from Adelaide in a Riley Sedan, and later an Armstrong Siddeley.



(Photo. Murray Bridge main street pre-1930).

The other thing I vividly remember during the 50's summers were the Knocker Commer semis coming through Murray Bridge of a night-time, you could hear their distinctive sound from Budaricks roadhouse in the east to the top of White Hill in the West.

Then there was Kretchie the baker with his horse and cart up to about 1960, Mr Lucas (Greengrocer) with a Chev or Mopar Ute for deliveries, Bill Gilbert grocer with Kombi van, and later a Bedford Truck.

Dad had a Triumph bike with a Dusting sidecar, then a 1950 Prefect, and in 1954 bought a new 100E Prefect.

His boss Clem Pfeffer had a 40' s Willy then a British Mk1 Ford Zephyr, and the outstanding car I remember was Eric Doecke's Studebaker with the curved windows front and back, which used to sit out the front of his butcher shop, which is where "The Auto Collectors Club first met, and a club was formed from that meeting.

The other thing that caused amazement to me as a youngster was when the Council tarred Thomas Street from Standen Street to Adelaide Road. The tar was sprayed on, gravel added, and a proper and real STEAM Roller was used to roll it all down, very slow, noisy, and dirty, but to a six-year-old very wonderful. In the late 50's a stationary engine replaced the steam engine.

So, you can see that we all grew up with old cars all around us. At the traffic light intersection, there were 3 garages all servicing and selling new vehicles. Carnes Garage where the petrol station is now, sold Dodge Desoto, Plymouth, Vanguards, Chryslers maybe Morris, Hillman, Simcas. Dutton's sold Holdens, Chevs, Vauxhalls, and other British cars. Bartletts were on the Standen Street apex and sold English and American Fords.

I already had my 1930 Dodge when an article appeared in the Standard. I think Vern Graetz had the idea of getting a club together, and had put this article together in the Standard, suggesting that all the old vehicle lovers of Murray Bridge should meet with a view to forming a club with the view of preserving our old vehicles, using them, and socialising together, over a picnic lunch, and a wine or two. The first meeting attracted a good crowd in the old butcher shop, a very enthusiastic group I must say, and in no time after a couple of months the club was up and running.

The first run was to Mannum, with about 30 old cars, and about the same in moderns, and we had a photo shoot on the way with the cars angle parked along a straight stretch of the road, and then at Mannum we lunched down by the punt in Arnold Park. (Photo).



We were a very young club, with a very young membership, and as our numbers grew, so did the number of children. I reckon they outnumbered the adults, at the Christmas runs, which were usually at Clayton, or Braeside (near Strathalbyn) a working farm. Each family would come along with relatives or friends, and there must have been 150-200 people at some of the Christmas functions, they were great get-together, and of course Santa would roll up in a vintage car, being chased by hordes of children of all ages.

There was normally a run every month.

With young children, and renting a house, not a lot of work got done on my Dodge, but club members were very good at lending us a vehicle to drive, so we didn't always have to go in our modern. (Modern being a 72 6cyn Cortina which I think one of our newer members has restored such a vehicle now).

Must be getting old.

There were a few older members of course, who usually got the job of taking the grandkids on these runs.



(Photo. Early run to Birdwood Museum. Ross Regnier Chev at front, Jimmy Courtney Cev BB, Dennis Borchardt Chev, Maurice Burt BB, Alan Hagger Chev, Peter Lace Oakland?). Our oldest members in the early days were Paul and May Kruger, I guess in their late 70's early 80's, and they had a Chev Tourer, but they preferred to arrive anywhere in their bright red Indian outfit, which Paul had restored prior to the club, and were very devout members for a long time.

Paul was made Patron of the club, I think for the fact that he was a wealth of knowledge, when it came to old vehicles, a fine gentleman, and also, he was "The Elder Statesman" of the club.

Vern Graetz was the first elected President, and with Vern in the chair the meetings were never very serious events, with lots of laughter, but with a good committee the jobs got done.

Very early on a magazine was organised, and has continued to the present, so to all the magazine Editors "a Great Effort" to have kept all the members informed for 50 years.

Our early members came from not only Murray Bridge, but from a large area around, such as Coomandook, Tailem Bend, Mannum, Bridgewater, Wistow.

Many friends were made over the early years, in my case with Trevor and Lesley Rolland, who had a T model, but Trevor passed away from a Tumour very early in the Clubs history, and other members have moved away, or changed their interests, but the club has continued to grow, so I often wonder what it is about 1-2- 4-6-8 little pistons that has captivated so many peoples interest for so long.

Contributed by Kevin Brincat-Cotton

MY memories of early Murray Bridge Auto Collectors Club Runs all involve our MGTF 1500

I remember going on one of the earlier runs to Mannum in it on what I think was quite a wet day.

Periodically the car stopped, and we blamed the rain getting the distributor cap wet.

Later we found the overflow hose from the radiator was missing and water was blowing straight back onto the motor!

I also remember a display of vehicles in the now RSL building put on by the club. What was the reason? I forget!! Which cars were present??

A challenge for you older members is to give me the history of the RSL building. I can remember its occupants from 1965 onwards, I think.

The third very early trip I can remember was to Kuitpo Forest for a picnic lunch. This was really quite a long trip for many of the older cars that were in the run all that time ago.

A final challenge to older members is to let me know of the oldest car that was ever in the club.

Where did that 50 years go?

Contributed by Bob Neindorf.

MEMORIES OF CAR CLUB EARLY DAYS

My Father, Len Kuchel had a business on Old Mypolonga Road, now Kuchel Road, and was a member of the M. B. Sporting Car Club around the time of the mid 1950's. Fred Kuchel, Brian Kuchel, Reg Hennig and John Hennig, just to name a few, were also members of the club. They, and others, would bring out their motorbikes to the business on Saturday mornings and my dad would weld up megaphones to put on the bikes. On Sundays the club members would all go out to Christian's paddocks to participate in Gymkhanas, and I would go along and watch them.

Also, at that time, there were dune buggy weekends in the sandhills down at the Coorong. Another member of the group, Vernon Graetz, purchased a vehicle in unrepairable condition body wise, and I made this into a dune buggy called "Astron". But a change in regulations, resulted in the cancellation of these types of activities. In about 1956, I purchased a 1923 Overland Roadster, had also joined the Sporting Car Club, and we often entered the "Old Bombs Trials" (Photo) ending up driving through the mud on the river flats by the meatworks.



In the early 1960's, Vernon Graetz purchased his Lasalle and brought it to the workshop to be tinkered on. He had quite a collection of cars and they were all brought out from time to time, so we could keep them in good working order. Other people in the group were purchasing cars as well, and Vernon started discussions in setting up a car club. Hence the Auto Collectors Club Murray Bridge was founded.

On the Inaugural Car Club run, Yvonne and I took our two young daughters, Kerryn and Tania in our 1923 Overland. We did not use the dickie seat for this run since the children were too little. Following a picnic stop at the reserve at Mannum we crossed the river on the ferry and returned home to Murray Bridge via Cowirra. There is a big hill on this route and a couple of cars had heating problems to overcome. I remember the "Diamond T Bus", that the club owned, which was stored in Hurtle Nelson's shed, and is now currently at the Birdwood Museum.

In 1976, we purchased a 1947 Chevrolet Fleetmaster, (and we still have this vehicle), in original condition with one owner from a deceased estate having done just 37000miles. This made it easier to undertake longer club runs, being more comfortable with the three children, as our family now included our son, Jason.



With the Chev, we started participating in the "Southern Tour", which was run by the HMVC Club, and our club was invited to join them on these outings. Then we began to do the "Bay to Birdwood" event, (Photo), the first trip was in 1980 and we have entered 22 times. In 2005, we joined in on the "Copper Coast Cavalcade" which is an alternate year event to the "Bay to Birdwood", which suited our car vintage. In the meantime, we have participated in the

usual car club runs, Kangaroo Island trip, Kingston SE trip, Pinnaroo runs, Hindmarsh Island, Barossa Valley and Clare, Swan Reach, Walkers Flat, just to name a few. Back in the early club days the Klingberg Family from Rocky Gully put on a daytime chicken barbeque event, it was chickens, and then there was the Hagger's with their evening barbeque and bonfire night (Photo 2011). The Courtney's Pizza Night is also great fun and the Christmas Party's at Tungkillo, and Palmer, the Twin Bridges Rally's and Club Anniversaries were not to be missed. In the early club days, we took the children along. It was often full days with early starts and late finishes but great family outings. Then they got tired of this, so we took friends. Then the friends bought cars and joined in.



Much of the runs were incident free, but we did have one incident on the run to the Barossa. Our car just stopped in the area near Dennis Scarman's out in the Cambrai area. The ignition coil just died. All the instant usual club help and advice quickly became available. Luckily, we had a spare in the boot, which saved the day, and was hooked up temporally to get us going again and then sorted out properly when back home. We only had one flat tyre in all the trips we have done, and it was on a very steep hill. We soon discovered if you lift the car with its standard jack by the rear bumper, the car wants to slide back down the hill and we had no stones nearby to help the problem. There was Yvonne with her foot hard on the brake to hold the car, while the wheel was changed.

We feel privileged to have been club members for its first 50 years and to witness firsthand how it has grown and flourished to its present state. We wish the club and its members continued success for the future.

Dennis & Yvonne Kuchel

SHORT EARLY CLUB HISTORY

Early in 1972, when Vernon Graetz and I worked for Dutton Motors, I asked him, did he think the town should have a vintage car club? We both agreed, and so a meeting was arranged, for those interested, to be held in a vacant shop nearby.

This meeting was well attended, Vernon was nominated for and accepted, as the first President.

The first run was to Mannum Reserve and return, it assembled and proceeded from the Caltex Service Station (now Chinese Restaurant) on Anzac Day 1972. About 40 vehicles participated in this run.

Throughout 50 years, the club has had, and still has members who are prepared to devote their time to office work, Office Bearer's positions, Newsletters, Run Organising, Logbooks, etc., just to name some of the duties.

Joyce has been the only lady to be President, so far.

(Photo. Presentation Dinner 2003 – Fancy Dress Winners.)

My best wishes to the club and members.

Regards Robert Burt.

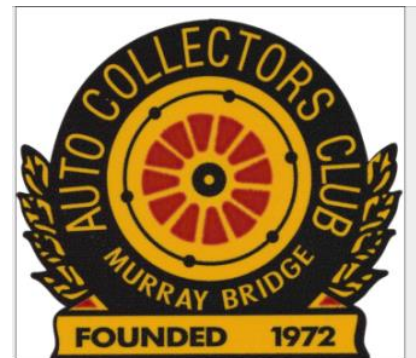


In 1972 I joined the newly formed Murray Bridge Auto Collectors Club. More than likely this was instigated by a former work colleague, Eric Wehrmann, at what was then known as E&WS department, later to become SA Water. I had gained employment there as a temporary measure in 1969 but continue to work there for the next 48 years until my retirement five years ago.

Soon after I joined the club it was announced at one of the monthly meetings that there was a competition to design the club badge that would be judged at the next meeting. As I was quite handy with pencil and paper, I decided that I would enter this competition. As was usual back then I left everything to the last minute. Hang on I think it's still the same now, because if they haven't extended the deadline for this story, I wouldn't have written this.

So, with two days to go to the deadline I started feverishly designing and drawing, only finishing it on the afternoon of the meeting. I was lucky enough to win that competition and that is the badge that you have today.

I still have the rough designs for that drawing, but not the one that I submitted to the competition. It may be in the club archives hopefully. I do however have the award that was given to me for that design.



Over a period of time, I purchased a Ruggles truck and a Chevrolet truck with the idea of restoring them but due to the pressures of a young family and trying to build a new house decided that I could not afford the time or the money and sold them and resigned from the club. I have never lost interest in old vehicles however and I never miss the opportunity to admire them whenever there's an opportunity.

Contributed by Wayne Hollitt.

Wow, who would have thought that some 50 years ago some well lubricated minds were planning to start an organisation that would turn into this, and who thought that 50 years later it is still alive and well.

I still remember some of the discussions that took place and the first meeting in the ex-Charlie Lucas fruit shop in the Dutton Motors where the current car yard is now. Vernon Graetz organised the venue and although I don't remember all who attended, I do remember Vernon, Roger Ingerson, Dennis Kuchel, Wayne Hollitt, and myself. (Strange how memories fade as the years rolls on by.)

We decided that we would advertise and call a meeting to see if more people were interested in forming a club. So, we advertised in the Murray Valley Standard and by word of mouth to whomever we came in touch with and so the journey began.

Our first run was to Mannum and from then on, we had numerous runs. Just some included a trip to the Barossa, Charlston, Tailem Bend. We also invited other Clubs to come to Murray Bridge, which all proved to be successful. There was a campout weekend at Pinnaroo which became a regular event. (Photo. Terry in his 1953 Mark 1 Armstrong Siddeley Sapphire taken in Jan 1986 for a local newspaper article.) Some of the members took vehicles to the Bay to Birdwood run and I believe some still do, and this has become a major State event.



It will be interesting to see what happens over the next 50 years with the transition of motoring heading in all sorts of directions. Would anybody like to predict how vehicles will be propelled? Will it be Electric, Hydrogen, or will it revert back to Steam?

Happy and Safe Motoring everyone. Regards Terry Franklin.

Auto Collectors Reminiscences

I remember going to meetings and runs with Dad in the early days- not being old enough to drive. There were only a few of us (I didn't count), so it was like family, with everyone joining in the activities.

Not many of the members had restored vehicles, so Vern Graetz' La Salle was a standout! Break downs were not infrequent, and everyone pitched in to help. Dad's (Hurtle Nelson) Dodge, Chev did not stand out as being rough and ready as they did later.

I have less than fond memories of the first run. Being Anzac Day, and me being in the Guides, I went to the Dawn Service and breakfast hike as was traditional. The plan was that I would then meet the rest of the family and travel with them in the Dodge to Mannum. I arrived home to find no one there. When after a considerable time had elapsed without anyone showing, I started to wonder if I'd been forgotten. Of course, it was not like that at all. Eventually they turned up and we went (on our own as the others were long gone) to Mannum. My brothers tell the story of Dad frantically towing the Dodge round and round in a desperate attempt to get it started, which finally worked.

I remember driving on runs with my 'L' s and thinking that life just didn't get better than that! Dad was, as always, generous and allowed me to drive his precious Chev although I was on my 'L's. One not so happy memory was driving to Milang in Dad's Chev and breaking a piston. Needless to say, Dad was NOT impressed.

I was very happy to have a car to drive when I got my licence that was eligible to take on ACC outings- a 1954 Wolseley 4/44. I happily chugged along in it- for once not embarrassed about its lack of performance. It was a typical old English car- overweight and underpowered.

Contributed by Jenny Ashton.

A HISTORY OF OUR CLUB MAGAZINE

(By Lyn West)

Over the past 50 years, our Club Magazine, the “Auto Torque”, has been an integral part of the general running and management of the Auto Collectors Club of Murray Bridge. Until technology brought us the internet and all that it offers, our magazine was the main source of communication and information for our members, along with Club Meetings. It is a significant fact that, despite the technological advances of our present day, our magazine is still going strong after half a century, with the majority of our members continuing to receive a hard copy six times per year. This says much about its popularity within the Club.

But club magazines, and the like, do not just happen. There is always a story behind them, with the input of dedicated people, who give of their time and bring their ideas to the fore, for the pride and betterment of the Club and its members.

I feel privileged to have been asked to contribute a synopsis of the history of the “Auto Torque” magazine, as a contribution to the celebrations of the 50th year of the ACCMB. Of course, not being a founding member, I have had to seek information from elsewhere and wish to thank Marlene Hagger for supplying me with some very useful facts.

According to my sources, the Club Magazine was initiated in the very early days after the ACCMB was formed in 1972. In the beginning of its history, it was produced monthly. Records show that Roger and Maxine Ingerson made up the first editorial team and operated from 1972 to 1975. After that, Julie and Jane Wehrman, (now Julie Jackson and Jane Burbidge and daughters of Eric and Pam) took over the production from 1975 to 1977. From then on, the Club Magazine has been produced by the following people in the earlier half (or two-thirds) of its history. Some were editors, others may have been assistant editors, and some worked as an editorial team. They are not necessarily listed in the order of years in which the position was filled. There may have been someone inadvertently not acknowledged and, if this is the case, I offer my sincerest apologies.

	Kevin Cotton (now Brincatt-Cotton),	
Brian Boerth,	Marlene and Brian Kuchel,	Pam Wehrman,
Leslie Moir,	Dave and Joan Davis,	Mal Fountain,
Burnie Hoffmann,	Mike and Clarrie Zerna,	Keith Saint,
Alan Hagger,	Bob and Joyce Burt, Cynthia Clothier,	Lyn Hunter.



The first copy of the “Auto Torque” had a plain, white cover, adorned with a large representation of the Club logo. Members were heralded with purple print in their newsletter, which was, I deduce, from a spirit duplicator (probably a Fordigraph machine). Editors and their assistants would have had to “roll the handle” for each page, as this was essentially a manually operated piece of equipment.

After that, came a more modern duplicator (or photocopier). However, this machine was a single copy machine only, which meant that each page was printed separately. When page one was copied, the sheets had to be turned over and run through again to print page two on the reverse side, etc., etc. It was a time-consuming process and there were always the “paper jams” etc., to contend with as well. This was the machine I inherited with the job when I took over as editor in 2004. Happily, I also inherited Lyn Hunter as my assistant (more like “mentor”!) Lyn had been Editor previous to me, along with Cynthia Clothier, and she was wonderfully supportive to someone learning the ropes.

Putting the magazine together was interesting. Before the General Meeting, a band of willing Club members would rock up at about 7:00 p.m. to help. The piles of separate pages of the Magazine would be laid out on a long table and a “conga-line” of volunteers would progress along the table, picking up a page from each pile and thus collating each magazine. There was much licking of fingers, in order to get a grip on the pages – something which would be frowned upon in this Covid day and age. There were a couple of people designated to the task of stapling and then each finished article would be branded with a name and address label by another. It was a real production line process and a true “hands on” effort. It was also “labour intensive”, made more so by staplers jamming and, on one occasion which I recall, the staples being mistakenly attached to the wrong side of the magazine and needing to be removed and re-stapled!

They say, “a new broom sweeps clean”. I tried ever so hard to be conservative about changes but couldn’t help myself! The first thing I tentatively approached the Committee about was an electric stapler. This was granted and, happily for me, was well received by all concerned. After that, there was the option of purchasing a second-hand photocopier from one of the schools where I worked at the time. Again, granted. Embarrassingly enough for me, this copier unfortunately needed some work on it shortly after purchase, which was not predicted, was expensive and caused me some angst at the time. But the Committee was wholly supportive, for which I remain grateful.

As do people, machines wear out, and after a time it became obvious that the writing was on the wall for this machine. I found myself, on a couple of occasions, transferring everything to one of my schools to copy the magazine there, when the Club photocopier was being difficult. So, a small sub-committee consisting of myself, John Courtney and Graham Edwards, explored the possibility of purchasing a brand-new photocopier from Murray Computing. It took a little while but was finally achieved in early 2013 and was a very worthwhile project.

The new copier was computerised and, when the correct instructions were keyed in, printed each copy of the magazine double-sided whilst automatically feeding in the coloured cover sheet.

(I remember printing the first couple of editions on this new machine at Murray Computing, as our purchase coincided with a new floor being laid in the foyer of the Clubrooms. The floor was not to have anything “heavy” rolled across it for about 6 weeks, while it hardened!) The upgrade of our printer notwithstanding, stapling and labels still needed to be done by hand, but this was quite easily achieved by a couple of people (as it is to this day). By this time, we were printing about 180 magazines, (each containing 10-12 double-sided pages and including those sent to other Car Clubs) and I reckon it might have been a bit much for the old “conga line”!



In 2014, I put forward the proposal of an updated cover for our magazine to our committee and received nothing short of whole-hearted support. The new cover had its first airing in the April/May 2014 edition and from then on has featured photographs of Club members, their vehicles and Club events, in place of the previous Club logo.

I really enjoyed my time as Editor. It was a very convenient bonus to have my husband, Tom, as Assistant Editor for many years. As you probably realise from this article, I like our language and tend to be a bit “wordy”. I always received positive comments from our members, which was much appreciated and made the undertaking worthwhile. All things come to an end, though, and I was delighted when Yvonne Mach took over, with her husband, Peter, as Assistant Editor. I congratulate Yvonne and Peter on the great job they are doing.

Our Club Magazine is alive and well, still going strong after 50 years!

RESTORATIONS

Paul Wade's recollections on his "Square 4" Restoration.

Definitely a slow project.



The square 4 engine was designed by Edward Turner in 1928 and produced by the Ariel Motorcycle Co. between 1931 to 1959. It is a very different type of four-cylinder engine. It is two parallel twin motorcycle engines in the one crankcase. The two crankshafts are geared together and rotate in opposite direction, cancelling all vibration that you usually have on a motorbike. They were originally 600cc but after a few years they were all 1000cc in capacity.

My father had one when he was younger and always spoke highly of its ride, smoothness, and performance. So, in 1970 I saw an advert for a square 4 for sale in Broken Hill. Bike purchased; with spares I was ready to go. Over the next couple of years, I collected a large amount of assorted square 4 parts to assist in restoration. I was riding a 1959 Triumph Thunderbird at the time and still have it.

Restoration plans went on a backburner with my marriage in 1973 to Valerie. The "usual suspects" of lack of money, time, family priorities, work meant I did not start restoration until around 2002.

In 2002 Rodney McCue bought some square 4 parts from me and his enthusiasm prompted me to start restoration, despite at that time working 7 nights a week. With Rodney's advice and help the restoration slowly progressed until around 2011.

Most was done – but I realised that I had neglected to install a part in the correct order, and this meant many hours of pulling apart and redoing. Did I? – no, I spat the dummy, bought a second-hand road bike, got another job and the poor Ariel was left again. I restarted camping and went on many camping trips and five times overseas. I had plenty to do, as I also restarted my clock and telephone restoration efforts. Despite many prompts from everybody, but mainly John Courtney, I did nothing on the Ariel for nearly ten years.



When Covid struck in 2020 I did some bathroom and ensuite renovations and then when that was finished, I had a brilliant idea – why not finish the Ariel!

After two months, in July 2020 the bike was ready to go. On its second test run I broke a primary chain (because I had it adjusted too tight) and when it broke it destroyed part of the primary crankshaft cog. No worries, I will get one from the Ariel spares supplier in England. Hmm!!, England was in chaos due to covid, and the part would not be ready for 9 months. So, the Ariel project languished again. In December that year dragonfly wrote to me and said the part will not be ready for at least a year (and I still have it on



backorder to this day). Great! So, plan B, could the broken part be salvaged? Eventually many engineering firms later - I ended up back at Murray Bridge and Nance Engineering rebuilt the part. So back all together and the looks good and goes well!

52 years to restore, as I said at the start it was definitely a slow project. (1970 – 2022)

By Paul Wade

50-year project for Collector

In early 1972, a workmate who knew that I had been looking for an old car, put me onto one which I followed up, purchased for \$35 (about a fortnight's wages for me at the time) and towed home to Murray Bridge on a trailer behind my Ford Customline, from a farm at Parilla. Research indicated that I had a 1929 DA model Dodge, with a sedan body made in the USA by the Budd corporation. In 1929, DA Dodges could be purchased either fully imported (like mine) with a Budd all steel body, or one with a Richards coach built (timber frame) built in Adelaide. Closer examination revealed a cloth interior and fancy door handles and fittings, quite impressive when even the Holdens and Falcons of the day only had vinyl upholstery. Here was a car that was just a little bit upmarket and although I previously had vague thoughts of building a hot rod, I now was committed to a full restoration.

Although the Dodge at first appeared fairly complete, it was really far from it. A bloke in Reynella was building a rod from a similar Dodge, so I bought a lot of parts from him that he no longer needed. I also bought a very incomplete Dodge that had been converted to a Tow truck from him. There was not really much left of it, and I thought I had wasted my time and money, but it WAS a Budd body. How wrong I was, for over the years I have found these remains invaluable. I also bought a Dodge buckboard from the Yorke Peninsula, also fairly incomplete and a Richards body, but this provided a lot of mechanical parts that I needed. The rest of the parts were obtained from swap meetings and various contacts and friends I made along the way, over many years.

I finally made a start on the restoration by commencing the complete dismantling of the Dodge in 1989. You can't rush into these things! Not only down to the last nut and bolt, but I had to repair and rivet back together some of the chassis as well. Then I bought and built my own sand blasting equipment to clean all the bits. I had the engine reconditioned but rebuilt and adjusted the differential and gearbox myself. I bought an old lathe and turned up all the head bolts, repaired the water pump, starter motor and generator as well as lots of other parts. As I was not trained in any of this stuff, I had to teach myself, so that slowed everything down. By 1995 the chassis and mechanicals were restored, now for the body.

The body was in a lot worse condition than I had thought, but at least it was all steel and as I don't like working with wood, it was better for me. But it was still very slow going and I kept getting interrupted with other projects, including building a new house. The body was not completed till 2008 and by the time I had painted it and reunited it with the chassis it was 2010. Wiring, roof, floorboards, windows all followed.



I kept at it and with help, advice, and parts from a lot of people, it all came together, and I first drove it at the end of 2020, but with no upholstery. That was remedied by the end of 2021, registration followed, and I could finally drive on the road nearly 50 years after first buying the Dodge. Does this make it the slowest ever restoration? Probably, but after a lot of interruptions, I got there in the end, and I am pretty pleased about it.

By John Courtney

PHOTO CORNER.











