

THE 'CON-ROD'

Official Newsletter

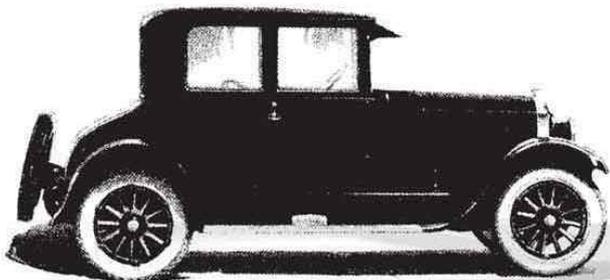
November/December 2022 No. 285



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The 'CON-ROD'

Web site <http://www.narc.org.au>

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

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

November/December 2022 no. 285

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Whilst every care is taken, the Editors of this Magazine cannot be held responsible for any errors in written material or advertisements

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PRESIDENT'S REPORT

Hello everyone

I hope you have found a bit of sunshine in the past couple of weeks.

Hard to believe that this is the last report for 2022.

By the time you read this we will have had our Presentation/Xmas luncheon at Crystal Brook.

Congratulations to members receiving these awards.

Pre 1930 Paul Wilson

1930 – 1959 Merv Robinson

1950 -1969 John Birrell & Graham Correll

1970 + Ivan Venning

Attendance John Birrell

Patron Colin Kaehne

Editor Pam Stringer

Also congratulations to Roger Boehm on his success at the Bay to Birdwood this year

2nd place Concours d'Elegance

Pre -1950 1926 Rugby R sedan (Elizabeth)

Also 1st place 2022 Bay to Birdwood

Fashions on the Field - Best Group Fashion

This is the best result by a NARC member yet.

Thank you to the members who attended my mystery run. I hope you enjoyed the day.

For more details please read Pam's report page ??

January 12th will be Blyth Cinema night with our traditional meal.

We need numbers for catering . Also a viewing preference of afternoon or evening.

Ian will run the option of two different films if there are sufficient numbers.

We need your feedback.

February 9th will be the Workshop night in Clare. Check out the information.

Guest speaker Prof Toby Coates AO on organ transplant and donation.

February 15th Graham Correll's midweek Tickera run

I wish all of you a merry Christmas and a Happy and safe New year .

Smile like you mean it and laugh a lot ... it is good for you.

Ian

New Members

NARC would like to welcome new members:

David and Kathy Stubing from Port Broughton who have a 1972 Ford Falcon XY 4WD ute
& a 1952 Austin A40 Devon 4 door sedan.

Tina Couper from Burra who has a 1994 Mazda Eunos (MX5) roadster.

Geoff Skewes from Mintaro who has a 1975 Holden HJ station wagon

Roy Adlam from Port Pirie who has a 1981 Misubishi Colt RA 1400, 1982 Suzuki DR 250,
1996 Vespa PX200E

Alex Boes from Kapunda who has 1942 Ford Jeep.

David Masterson from Paralowie who has a 1980 Ford F100

FRONT COVER

Roger Boehm's 1926 Rugby Model R sedan known as 'Elizabeth' which won second place
in this year's Bay to Birdwood Run Concours d'Elegance, pre 1950 section.

He also won the Best Group Fashion, Fashions on the Field.

Pictured with 'Elizabeth' are (L-R) Pauleen Linke, Roger Boehm, Tara-Shae Linke and
Ross Linke

NARC Calendar 2023

- January** **12th** Blyth Cinema Night. Afternoon session Tea provided 6.00pm.
Possible evening session depends on bookings.
Please advise Ian Radford or Moranne if attending for catering and sessions.
- 14&15th** **Yesterday's Power Rally** at Milang
see Other Events of Interest (next page) for more details
- 30th** Deadline for Con-Rod submissions
- February** **9th** Meeting **Clare**. 8.00pm – Workshop Night,
Goode Restorations 60 New Rd
Guest speaker Professor Toby Coates AO, the Immediate Past-President of the Transplantation Society of Australia and New Zealand to speak on the importance of organ donations. We encourage wives, partners and friends to be a part of this meeting to learn more about organ donation. Please bring a chair.
- 15th** **Tickera run**. Graham Correll organising.
- March** **9th** General Meeting – Port Broughton Golf Club at 8.00pm.
- 18th** **Clare Valley Cruise**
- 19th** **Show'n'Shine Clare**
- 26th** Booleroo Steam Rally. NARC to display vehicles
- 30th** Deadline for Con-Rod submissions
- April** **1st** **Laura Fair**. Narc to display vehicles.
- 13th** General Meeting Port Broughton Golf Club 8.00pm
- 14th-16th** **NHMA Rally** Mudgee book online <https://nhma.arec.com.au/>
email: nhma2021@arec.com.au phone: (02) 6372 3899
- May** **11th** **General Meeting** Kadina 8.00pm
- TBA** **Trip away** to Quorn Merv Robinson organising.
- 30th** Deadline for Con-Rod submissions
- June** **9th** General Meeting – Port Broughton at 8.00pm
- July** **14th** A.G.M., Port Broughton Golf Club 8.00pm.
- 30th** Deadline for Con-Rod submissions
- August** **10th** General Meeting Port Broughton Golf Club 8.00pm.

Swap Meets

- January 15th HAHNDORF** at Oval. Traders: \$20.00 from 6am Buyers: \$5.00 8am, Children Free enquiries Michael Byrnes 0437 162 846.
- February 5th McLAREN VALE** at Oval Vendors: \$20 per Site - 6.00am to 7.30am Buyers: \$5 from 7.30am Enquiries to Steve Hill - 0417 813 727 shill@adelaidefuel.net.au
- 19th Murray Bridge** at Showgrounds. Gates open 6am
 \$5 Entry per person Buyers and Sellers Children under 14 free
 John Whimpress 0428 132 889
- March 5th S.A. Rod And Custom Club** (Formerly Campbelltown swap meet)
 Globe Derby Park (harness race club) * NOTE THE CHANGE OF VENUE *
 Buyers from 7am Adults \$5.00 Children Free Sellers Site \$20.00 including driver
 Enquires Scott McLay 0412 555 723

Other Events of Interest

- January 14 & 15th Yesterday's Power** Milang Oval, Tractor Pull, Show n Shine, engine displays
 The feature vehicles are FORD trucks, BMW motorcycles, HOLDEN cars,
 JOHN DEERE tractors and MOFFAT VIRTUE engines.
 secretarymvmc@gmail.com
- February 12th Corvette Rock the Bay** Wigley Reserve, Glenelg,
 Only Corvettes - Registrations close 31st January
 Peter McBride 0417 857 153
- 19th All American Day Car Show** -Gleneagles Reserve Ailsa Avenue Seaton
 Entry to all American vehicles 9am to 2pm Adults \$5.00 Kids under 14 free
 enquiries Adrian Cowie 8264 9556
- March 5th All British Day** Echunga Oval 10:30 am - 3:00 pm
 Hundreds of British vehicles from 1900 to the present day, including cars,
 motorbikes, commercials, farming and stationery engines plus displays and
 entertainment for all ages.
 Adults \$10 Children \$5 Family Pass \$25.00 for 2 adults and 2 children (children
 6 to 16 years) - 5 years and under are FREE
 web site www.allbritishday.com 0408 846 323 info@allbritishday.com

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

FROM THE KAPUNDA CHAPTER

Chairperson	Richard Lang	0423 524 481	dicklang99@gmail.com
Vice Chairman	Barry Rowett	0438 968 537	
Secretary	Malcolm Johncock	0490 672 237	oaklandkapunda@gmail.com
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Property Officer	Trish Evans	0404 085 775	
Vehicle Inspector	Geoff Rowett	0409 457 631	
Auditor.	Trish Williams		

KAPUNDA CHAPTER CALENDAR.

Meetings held at Lutheran Hall South Terrace KAPUNDA

11th DECEMBER. SUNDAY. Wheatsheaf Hotel, Allendale North at 12 MD Carvery \$20
Optional Sweets \$5

NO MEETING IN DECEMBER

20th JANUARY FRIDAY Rowley Park revisited . Guest Speaker DAVID HAZELDINE.
A number of former drivers and mechanics will be present. Meeting
starts at 7.30 followed by supper.

NOTE. THIS MEETING IS ONE WEEK BEFORE THE SCHEDULED 4th Friday because
Australia Day falls on the day before the usual date.

26th JANUARY THURSDAY. Australia Day at the EBENEZER COMMUNITY CENTRE.
(Off Belvedere Road on the Truro Road way to Nuri..) About \$18, but
what a breakfast . Meet there.
Following breakfast, we are invited to join the Barossa Club for a
BYO picnic lunch at Bethany Reserve . BYO picnic and chair.

18th FEBRUARY SATURDAY. Twilight run to Hamley Bridge Hotel for dinner at 6.00 p.m.
Leave Hill St Kapunda at 5 p.m.

24th FEBRUARY FRIDAY Guest speaker Brian Woodcock . "SO YOUR CAR IS PULLING TO
THE LEFT —A BIT". 7.30 P.M. Followed by supper.

MAY 5 - 8th. Small bus trip to Lake Goldsmith Steam Rally. Oldest steam Preservation
Society in the world and the largest steam rally in the Southern
Hemisphere. First in first served. Details next issue.

Happy Christmas. Irene

Ariel Square Four 1955



PRESIDENT'S RUN 20th November 2022

Ian Radford met everyone at the Blyth Cinema to convince the 40 odd group to pay \$10 a head for the charity morning tea instead of \$8. There was a huge selection of morning tea that was provided by the ladies. He then asked the group to go into the main theatre to listen to 2 very interesting guest speakers with their Power Point presentations. Gary Zweck first presented us with an advert promotion for his dairy to go for a grant for waste water. This presentation had his wife Ros speak throughout the video and we all realised that this dairy was a new technical, new initiatives, different style of milking cows with all the cows under a huge shed so they would not get heat stressed. Gary asked the group how many had milked cows during their lives. Quite a lot of hands went up but none of us still milk cows -so yes things have to change and have in leaps and bounds.



Gary along with his family of his son Justin and his three adult siblings of Kelly, Emily and Madeline Zweck are the most northern milk producer in South Australia at Blyth. They milk up to 250 Holstein Friesian cows all year round twice a day. The family farm was a dairy also when his father had the 700 hectares property. Gary has established the dairy stud call 'Donava' in the 1970's. They grow and harvest crops of wheat, barley, oats and vetch form which they make silage – to feed the cows all year round. They employ 2 full time workers.

They have joined with 3 other dairy farmers in the Barossa Valley to sell their milk through Woolworth's with their own brand name of '**Farmers Own Milk**' which is 100% South Australian and is more secure for them.

In 2021 they chose to build an Entegra shed of 100 metres x 41 metres to house the cows so as to the same temperature all year round so they don't get stressed. Their cows are more efficient and produce more milk during the twice a day milking process. The cows while being milked have their bed made, the floor being washed down and fresh feed for them when they return from milking. Gary now has a Speckle Park bull to collect the semen from which he artificially impregnates his cows.

The next guest speaker was Ian Roberts the Blyth Theatre operator. Ian is a nationally recognised Australian bird and native vegetation painter. He is a co-director with his wife Narelle, of the Medika Gallery that was originally the St Petri Lutheran Church which was opened in 1886 at Blyth.

In 2013 Ian received a medal of the Order of Australia (OAM). His other passion is growing over 500 species of Australian plants each year. Ian and Narelle have a daughter that lives in Perth, Western Australia, where they fly over to visit her and then go on road trips to collect Western Australia's native species of eucalyptus. They bring them back in suit cases all named and catalogued as they have a licence to collect the seeds.

Ian told us to drive back down to the western end of Blyth's main entrance to have a look at the native plants of species from Eremophilas, Eucalyptus, Grevilleas, Melaleucas, Hakeas and Banksias that have been established over three years ago.

Ian said because of the huge amounts of rainfall that they have lost quite a few of the plants. Craig Thomas in his Buick tourer lead the way with instructions of our next destination for lunch of Lamb Shanks or Prosciutto wrapped chicken for mains and a chocolate fondant pudding. Parking was a bit difficult as another group of girls were at a workshop in a marque to paint animal prints on their own pot plant. A few showers of rainfall fell throughout the day but we were all undercover at the Elderidge Vineyard Restaurant overlooking the lake. Thank you Ian and your wife Tina for a very interesting and different day in the Clare Valley Region.

Pam Stringer

Narc's Presidential Club Adventure Nov 20th 2022.

I feel compelled to sincerely thank our Club President, Ian Radford, on behalf of all who attended his extremely well-planned & organized Sunday Club Run on November 20th.

The day started with a morning tea arranged at the new Blyth Cinema with donations going to the funds for the cinema.

On retiring to the cinema seating, Gary Zweck told of his family's dedicated work in their Donava 200+ cow dairy and how it had progressed to the very efficient dairy it is today with sales contracted to Woolworths in an ongoing program.

The Zweck family with Gary leading the way has developed into a world-class dairy with nearly 100% efficiency.....virtually nil waste.....everything from the cow is utilized, down to the manure which is treated & spread throughout the paddocks improving pastures.

The milking cows are impregnated with special semen from worldwide chosen bulls which has been developed to produce approx.. 95% female calves for future milking & the remainder of the calves & waste products are used to advantage.

Of special interest was the special electronic sensor mounted on a certain part of the cow's ear which registers the cow's systems & the correct time for insemination.

Approximately 1500 litres (not sure) of milk are collected every second day.

Gary starts each day at 3-30 AM & Ros & Justin are also very involved in this wonderful operation.

We were then presented with a very interesting slide show by Ian Roberts showing many of the 100's of shrub/tree species he has planted & photos of his regular trips to where the different species grow in W.A.

Ian is a very dedicated specialist in this work & has spent most of his life following his passion.

We then moved to inspect his huge area of plant species parallel to the road in Blyth and were amazed at the number of & different species happily growing there!

From here we followed Ian's written instructions which led us to "Eldredge's Winery" where all enjoyed a glass/bottle of Leigh's famous wines, followed by a delicious choice of 2 meals & sweets. Many favourable comments were expressed!

Thank you, Ian, for a wonderful, well-planned day for the benefit of our NARC members!



Ian Denton.

Kapunda Chapter events by Malcolm Johncock

Chapter Run to Morgan Sunday November 20th

A good crowd attended this event that was organised at our October meeting at short notice to cover the cancellation of Anything on Wheels.

We toured up through Eudunda picking up more members on the way.

At Morgan we checked out the Visitor Centre, Craft Shop and the River before lunch. The river is higher than normal but the ferry was still running. The Caravan Park was preparing to shift their cabins to higher ground and it will not be long before some of the shacks are standing in water.

We enjoyed lunch at the Commercial Hotel. This hotel was owned by Sidney Kidman as part of his Kidman & Nicholas Coach lines. The idea was to catch the train to Morgan, stay the night at a company owned hotel and next morning board the Kidman & Nicholas stagecoach to Wilcannia. Talk about vertical integration. Kidman supplied up to 1,200 broken in horses for the company and Nicholas ran the operations. Kidman & Nicholas operated the outback routes while Cobb & Co serviced the settled areas. Kidman & Nicholas were the second largest stagecoach operators after Cobb & Co. They eventually took Cobb & Co over.

Following lunch we visited Landseer's museum, a well presented display of river history. We moved off home by the route of our choice. Several of us crossed the river by ferry and travelled down through Murbko to Blanchetown. The water level at Blanchetown was at the top of the locks and it appeared that there was a row of birds sitting on the water across the river. A really enjoyable day out.



Old Father Time

The guest speaker at the Kapunda Chapter November meeting was Greg May who describes himself as a pattern maker by trade and an engineer by profession. In his retirement he replicates clocks through the centuries. Giving us a Power Point presentation, he started by describing how time was kept BC through to the present day with atomic clocks. Working from sketches and drawings he has made replicas of many old mechanisms that operate with reasonable precision. A top presentation.

2022 Oakland National Rally

The 2022 Oakland Rally was held on the October long weekend at the Chardonay Lodge at Coonawarra near Penola. The break for two years due to covid regulations did not diminish the enthusiasm of the members. A large number of entrants participated from four states in an enjoyable event. Probably an above average gathering. We visited Yallum Park, the Forestry and Logging Museum, Millicent National Trust, Ant Red Gum Gallery, the Wind Farm Tourist Drive, Penola, and a drive around the region. Looks very productive.

The 2023 Rally will be held in Deloraine Tasmania.



Gourmet sausage Sizzle

Burra Show Photos by Barb Whitelaw



Barb's BMW



NARC display at Clare Show Photos by Barb Whitelaw



John Gibson's around Australia XU1 Torana as reported on in last edition

Individually Constructed Vehicles

Those of you who were at the Jamestown Meeting in November or who are on the Club's email register will know we received a letter from the State Government outlining their proposal to extend Club Registration to *individually constructed vehicles* (ICV's), defined as a 'one-off' vehicle that has been manufactured by an individual for safe use on roads, and:

1. The body and chassis are new, although sub-assemblies and components used may be derived from other production vehicles; and
2. It is **not** a:
 - (a) production vehicle; or
 - (b) modified production vehicle

There are a few other criteria, viz:-

- It must be built in accordance with Australian Design Rules and the SA Road Traffic Act (Light Vehicle Standards) Rules 2013
- It must be built in accordance with the Department's Individually Constructed Vehicle Fact Sheet (MR850)
- It is produced by an individual that has not produced more than three (3) within the previous 12 months
- It must carry a vehicle identification number (VIN)
- It must have its steering **not** left of the centreline of the longitudinal axis
- It can be a motorbike or trike, but **can not** be a trailer
- It can be, but doesn't have to be a kit car or replica of an historic (production) vehicle

Note that for the purposes of the proposed scheme, 'Replica' is defined as a vehicle that resembles as closely as practicable the **appearance and dimensions** of the historic vehicle on which the design is based. The Registrar / Department would be the arbiter as to whether those conditions have been met.

The purpose of this letter was to seek feedback from the Club (and individual members if they wanted to provide it separately).

Apart from the members at Jamestown, those members on the email list were also contacted and provided with a letter explaining the intent of the scheme, and asked to provide their opinion to enable an overall Club view to be formed.

Unfortunately, the closing date for feedback to the Government was 25th November, before publication of the Conrod you are now reading, but I think there has been sufficient feedback to allow me to offer feedback on behalf of NARC.

In summary:

- Two people indicated they were in favour of Club Registration for ICV's (but didn't elaborate to indicate whether they thought NARC should become involved)
- One person supported the option of restricting Club Registration of ICV's to those that are replicas of historic production vehicles, in which case he believed NARC could allow such vehicles into the Club
- Two people indicated they would be prepared to accept such vehicles into the Club only if they were 25 years old (ie. had historic status). Presumably these vehicles would have already been registered and thus met all requirements for design under the proposed scheme. Which means they will already have accessed Club Registration by other means
- The remaining respondents (numbering about 20) were all of the opinion that providing Club Registration services for such new vehicles is well outside NARC's reason for being. Some in this group indicated they have no objection to the idea of ICV's per se – it was just that they didn't think NARC should become involved and thought the sector would be better served by forming a club of their own in any case.

While ICV's already exist as a class of vehicle able to obtain full registration, it would seem to me that the whole reason for their letter was to allow them to develop a strategy to allow that to be converted to Club Registration if so desired by the owner and they are trying to gauge the extent the Hot-Rod Clubs would likely become involved, rather than historic vehicles clubs such as NARC. Based on the responses received, the feedback offered to the Government is that contained in the last dot point.

Graham Burgess



Well known Australian kit car – Bolwell Nagari

Minutes of Previous meetings

MEETING – Thursday 13th October 2022 at Port Broughton.

President welcomed 30 Members, 16 Apologies.

Agreed Minutes of previous Meeting be Accepted.

Correspondence was read and Received. Financial Report was presented and Accepted.

Registrar reported everything going well. Editor advised Con Rod was available

Federation: Vehicles with electric motor are no longer historic vehicles and cannot go on Club Registration. You must join a Club for Historic Rego, not through Services S.A. Any vehicle with old Number Plates must be stated in a Will to another person. Details on Federation Website.

General Business:

Membership Applications received and Accepted

Graham Goode reminded members of Swap Meet, roster distributed and well advertised.

Beetaloo Engine Day was a good day but not as many as usual attended.

Laura 150 Years John Birrell thanked those who had attended. The NARC Flag was displayed on the back of John's Haflinger.

Merv Robinson reported on Hunt's Auction, listed many items sold and thanked the helpers.

Jamestown Show Merv Robinson reported it went well but numbers down and listed the winners of various vehicles.

Burra Show – 7 vehicles displayed by 3 members. Col Kaehne won an Award.

Clare Show Passes available for vehicle and driver. Entry by south gate prior to 8.30am.

Peter Jeisman reported on Kadina Show'n'Shine. His car was on front page of Y.P. Times

Next Meeting – Thursday 3rd November at Jamestown Airport at 8.00pm.

GUEST SPEAKER Keith Gibbs, from a generation of Bee keeping family, showed many pictures of various Hives and explained the Varroa Mite, a destructive infestation which can wipe out a whole hive. Keith showed many landscapes which can change with weather and showed various machinery and explained their working. There are many flowering shrubs that attract Bees, Keith prefers the Blue or Pink Gums. He answered many questions and had four varieties of honey for member's to taste.

President Ian Radford thanked Keith and closed Meeting

MEETING – Thursday 3rd November 2022 at Jamestown Airport.

President welcomed 41 Members and 13 Apologies.

Agreed Minutes of previous Meeting be Accepted. Correspondence was read and Received.

PADARC invitation re Celebrations. AGREED NARC have own 50th Celebrations but would consider a Joint Event with PADARC during anniversary year 2024.

Financial Report was presented and Accepted

Registrar detailed points re Individually Constructed Vehicles. NARC is for restored Vehicles.

A Replica is not 25 years old. Members spoke about various ideas. Club members to be contacted for their feedback. Reply to Government by 25th November.

Editor requires pictures for Con Rod cover.

General Business.

Membership Application received and Accepted.

Glare Valley Cruise and Show'n'Shine – Saturday 18th Sunday 19th March 2023 at Mintaro

President's Run Sunday 20th November, Meet Blyth Cinema Car park at 10.00am.

Crystal Brook Lunch Sunday 4th December, Menu in Con Rod, advise by 24th November.

Blyth Film Night Thursday 12th January. AGREED to have Buffet Meal in Hall. Ian Roberts to be Contacted re time and showing of Film. Members to be advised.

Burra to Morgan Run suggested date 15th-16th July 2023.

Guest Speaker Peter Eaton showed film of Jamestown Fly-in 2012. Also a film taken in Africa of many

Lions and wild animals in Serengeti. The Tanzanian Bush men demonstrated their only method of fire lighting. Hunting, using a bow and arrow, is their only way of survival and they showed lots of various types of Homemade arrows. They enjoy music and Peter played an instrument, he showed an arrow made from a rusty nail. Peter spoke about his trip to Africa and answered many questions.

President Ian Radford thanked Peter, presented a token of appreciation and closed the Meeting.

A Sleeping Giant

The Tata group was founded in 1868 by Jamshedji Tata in India. It has grown into a vast conglomerate being involved in every aspect of industry. It employed 935,000 people in 2022 across nearly 100 companies. Its first enterprise was a textile mill. Tata Steel was founded in 1907 and now produces 34 million tonnes of steel annually.

The Tata Engineering and Locomotive Company was established in 1945 and was renamed Tata Motors in 2003. Tata dominates the Indian truck market, building a full range of trucks. The smaller trucks use Tata drivelines. The heavy tippers, eight wheelers and prime-movers use Cummins engines and ZF transmissions. They come with a 500,000 kilometre warranty.

The car market rates Tata as the fifth largest global automobile manufacturer. Tata claims it has 4,000,000 cars on the road. In 2009 Tata introduced the Nano model. This was designed to put everyone on wheels. Priced at \$US1,500 upwards. It was discontinued in 2018 because it was too basic. This did not stop the opposition getting worried and at least two companies started developing their own versions.



The Nano was a marketing flop. Tata failed to appreciate that people didn't want to be seen in the world's cheapest car. Sales only reached a fraction of their projected levels. The Nano had two air-bags and met all safety requirements at its release. It achieved a zero rating later when regulations were upgraded. It had a 2 cylinder 624cc engine. The diesel variant returned 33 kilometres per litre and the petrol 23.9 kmpl.

Tata planned to produce 2,500,000 Nano's annually but the most cars sold was 74,527 in 2011-2012. There is a new Nano being developed. This electric has a range of 160 km on a single charge with a top speed of 110 kmph.

Tata cars are proven safe, made strong and robust from the beginning. The Tata Altroz with a 5 star global NCap is the safest car on the Indian market. Tata cars are the winners when it comes to build quality, the strength and durability of Tata steel is unmatched.



Now let's get back to earth, many of you will remember when Tata entered the Australian market against the HiLux, many problems. This was a joint venture with three other companies. Perhaps too many cooks spoil the broth. Another attempt is planned with the problems ironed out.

Tata has bought Land Rover, Jaguar, Ford's operations and factories in India and the Daewoo truck and bus division. Their largest single order to date was for 6,413 vehicles from the Andhra Pradesh State Civil Supplies Corporation. They have won many awards, including Indian car of the year several

times and three times winner of the Commercial Vehicle Manufacturer of the Year.

In the last century Tata donated \$102 Billion to charity making them the world's biggest philanthropists well ahead of Bill Gates and others

The founder, Jamsetji Tata set up the Taj Mahal Hotel in 1903.

The airlines of the Tata group were founded in 1932. It was later renamed Air India and was nationalised in 1956. The Airline has since been privatised and is now back in Tata ownership along with their regional and budget airlines.

Among the companies Tata have owned, the educational and technical book publisher, McGraw Hill led its educational sector. With its Power generation, Chemical division, Digital technology and design and Telecommunications, it covers every aspect of life.

I hope you have enjoyed a cup of Tetley Tea while you have been reading this, another Tata product along with Starbucks Coffee.



Malcolm Johncock

A BRIEF CHRONOLOGY OF MOTOR CARS & EVENTS

This chronology is a brief history of events and motoring in Australia and other parts of the world

- 1885 - Karl Benz-First petrol car built at Mannheim.
- 1886 - Three-wheel steam car built by Ransome E Olds.
- 1888 - First practical Pneumatic tyre patented (Dunlop) used for cycling.
- 1894 - Panhard first car fitted with engine at front.
July - 1st trial or event was from Paris - Roven.
- 1895 - Herbert Austin built first Wolseley.
Dr Lanchester built first British car.
America's first automobile race.
Wolseley invents overhead camshaft engine.
Steering column, Gear change Benz, De Dion.
First race June 11 from Versailles.
- 1896 - Speed limit raised from 4 to 12 m.p.h.
Britain's first motor show. First Daimler produced.
Armada Victoria, Thomson Steamer first trial.
Fuel injection Pennington patented.
- 1897 - Australian Shearer makes its first appearance.
Colonel Tarrant builds first practical car in Australia
First motor conviction, George Innes (Sydney) for speeding, drove a De Dion Motor
Tricycle at 8 m.p.h.
- 1898 - Electric car reaches 60 m.p.h.
- 1899 -First Packard, Humber, Sunbeam and Napier manufactured.
- 1900 - May, First car imported into N.S.W., a De Dion.
"Shell" Registered in Victoria. First major shipment of motor spirit imported 1903.
First petrol claimed to be imported into Australia from London by Mr E. B. Roche.
Last and possibly the only time red flag law imposed in Victoria. December 9
Foundation meeting of the R.A.C.V. by 52 motor owners.
First motor cycle made and ridden in Australia by H. H. Hutchinson Melbourne.
- 1901 - Electric taxi cabs in U.S.A. (New York).
Sydney first motor rally.
Lancaster pre-selective transmission.
First Victorian self-propelled demonstration at St Kilda Cricket Ground.
- 1902 - Lancaster, Disc Brakes.
First Cadillac.
White Sewing Machine Company produced the first White Steam Carriage.
- 1903 - Dunlop starts to manufacture tyres in Australia.
England driving licences became compulsory.
Manufacturing of Buick.
March 20 Automobile Club of Australia founded.
Maribyrnong gymkhana held - Australia's first motor race.
First real outing for W.A. Motors February 13 Armadale and back.
- 1904 - First Ford imported into Australia.
First Victorian social outing held at Aspendale Racecourse.
Australian Puckridge car built.
- 1905 - Sydney to Melbourne first Australian reliability trial held.
First recognised radiator repair Sydney N.S.W.

- 1906 - First N.S.W. Government vehicle purchased.
Oldsmobile manufactured a two cylinder, two stroke car.
- 1908 - First motor car trip from Adelaide to Broken Hill in a 15 h.p. Humber.
Australia first crossed by car South to North in a 24 h.p. Talbot.
First International Company U.S.A. Motor vehicle arrives in Australia.
The Automobile Club of Australia issues drivers licences.
- 1909 - Sleeve valve adopted by Daimler for the first time.
First official Motor Traffic Act N.S.W. Registration Drivers Licence.
20 h.p. Model T Ford manufactured.
- 1910 - 1st N.S.W Licence issued on March 9.
Registration of cars in N.S.W.
- 1911 -First Buick sedan.
First car insurance in Australia.
First self-starter on an automobile, the Italian S.C.A.T.
- 1912 - Melbourne holds first Motor Show.
Morris manufactured.
Singer 10 manufactured.
Walter Chrysler becomes work manager for Buick.
Country Roads Board created in Victoria.
- 1913 - First rear number plates suggested by the Lord Mayor of Sydney.
1000 cars a day produced by Ford.
- 1915 - Goodyear Tyre Company opens in Sydney N.S.W.
Dodge Brothers release first car.
Cadillac produces the first V8.
Overseas duty for the first Australian Transport Corp.
- 1916 - L-Head high compression engine by Hudson.
- 1917 - Holden Motor Body Builders opened 25 Feb
Holden decides to manufacture car bodies.
- 1918 - V8 produced by Chevrolet for the first time.
- 1919 -Austin conceal spare wheel in the tail of Austin Twenty Tourer
First inexpensive car with overhead camshaft engine - 10.5 hp Wolsley
- 1921 - Reversing light fitted to Wills-Sainte Claire
- 1922 - Ford sells first one million cars 1,216,792 manufactured
- 1923 - Ford produces two million cars in one year
- Holden purchases 10 Acres at Woodville and an additional 12 acres
- Holden produces approx 17000 car bodies
- 1925 - Ford was the first recorded circumnavigation of Australia
by car August - 30th December
- 1926 - GM opened General Motors (Aust) Pty Ltd and used Holdens body plant
- 1925 - First use of oil pressure warning light by Fiat 509 of 1925
- 1927 - First electric fuel pump
- 1928 - First fog light fitted in UK
Holden Produced Book (Australian Builds a Motorcar
First overland trip from England to Australia 19 Oct 1927- 15 July 1928
First Aust Grand Prix held on Phillip Island Victoria
- 1929 - First car with syncromesh gear box 1929 Cadillac
- 1930 - Third party insurance compulsory in Great Britain
- 1933 - First British car with factory radio clossley 1934 Hillman

- 1934 - Sir Charles Kingford Smith sponsored the southern cross car in Sydney 19:
First drive in movie cinema opened in USA
- 1934 - GMH produced a Chevrolet coupe utility
- 1935 - Bentley display parallel opening sliding doors
law passed in England 30 mph limit in built-up areas
Head light flashers used on Fiat 1500
- 1936 - Fishermen Bend plant - Victoria opened
Australian Government decides to establish motor chassis manufacturing
First Diesel car marketed was the Mercedes-Benz 260 D
- 1937 - Safety Glass windscreens made law in England
first drive-in bank opened in California USA
- 1938 - First Steering column gear change by Cadillac in USA
Government decides to give bounty on parts for motor vehicles
- 1940 - Saw Holdens making all types of war truck and car body units
Holden begins to design a car for the Australian market
- 1942 - First foot operated parking brake in Buick
- 1948 - Morris Minor Model England (sells over 1 million cars 1948/1961)
First Tubeless tyres by Goodrich USA
29th November New car for Australia released by Holden
- 1949 - First use of key start by Chrysler Corporation
- 1950 - First Gas-turbine private car (Rover) demonstrated March 1950
- 1951 - First full power steering on Chrysler Imperial models
First car manufactured in China (The peoples car)
Holden has 17% of the Australian market
- 1952 - 60,000 cars manufactured by Holden
- 1953 - Holden reached 100,000 cars
Dunlop make tubeless tyres in UK
Radial ply tyres sold by Michelins
- 1954 - First export by Holden Australia to New Zealand
- 1956 - Holden FE Model released
- 1958 - Holden FC was released, face lift from the FE
- 1959 - A radio-telephone service of cars available
- 1960 - January Holden release FB sedan (New Body)
First Veteran and vintage car auction was held at Montague Motor Muse Beavlieu
Alternating current first seen on Plymouth Valiant
Chevrolet has all round independent suspension on Corvair
- 1962 - Volkswagen reaches over 1 million beetles sold August
- 1963 - First car with Wankel rotary-type engine N.S.U Wankel Spyder on sale
- 1964 - Donald Campbell C.B.E takes world speed record on 17 July 1964 on Lake Eyre
Ford Mustang Produced Resulting in 1 1/2 million sales in 3 years
- 1966 - Four wheel drive intended for road use only on Jensen
- 1967 - First exports from Australia by Kootes group Adelaide -BLT Plymouth
General Motors world wide Produce their 100 Millionth car April
- 1969 - HK series released by Holden
March 3rd Two million Holdens produced
- 1973 - Japan exports 1½ Million Cars
- 1976 - Holden November Sunbird with RTS and steel belted radials released

Continued from May 2022 Con-Rod

The next challenge was to finish and paint the deck. The carling, (I think that's what it's called) the vertical trim around the inner part of the deck was the final piece to be made prior to painting and sealing the deck. Most of it was simple but the front section had a tight radius that was too tight to bend with half inch ply and too long to fit on a standard 2.4m long sheet. As far as I know it is impossible to bend plywood to tight radiuses like those seen on some furniture like chairs, even with steaming. These tight and complex curves are formed when the plywood layers are glued and set together in the curved positions forming the finished shape. To bend the radius required I would do the same, reducing the layers in my sheet to a thickness where they would be able to bend without breaking. Reducing the thickness of the half inch ply by about half made it become more flexible and able to bend to the radius. The thin ply was glued and clamped tightly in position careful not to get flat spots in the curve, until the resin glue set. Then another thin piece of ply clamped and glued over the top to make up the original thickness.

That was the easy bit. Until now I had dry bent all of my timbers as the bends I required were within the ability of the timbers I was using, without cracking. Now I had to work out how to bend the radius of the quarter round trim that covered the join between my recently bent carling and the deck. Taking advice from a friend on how to construct a crude wood steamer I set about the task using an old urn and a length of pipe.

I had never steamed wood before so after watching a number of tutorials on YouTube I fired up the steam and loaded the timber. After a few hours of steam I removed the thin piece of timber from the steamer and ran straight to the boat to tack it in place with thin nails. It is amazing how malleable the timber becomes once soaked with hot steam. With 2 coats of epoxy resin sealing all of the deck timbers from moisture and a premature second coat of paint down the track, it was ready for painting.

There were some small patches of the original paint on internal parts of the hull that had survived circa 75 years of exposure. I had saved a lot of these pieces for reference down the track as they were evidence of the original colours used when the boat was first constructed.

From these I was able to get a good colour match for the deck and inside paint. Interestingly there was also some old yellow paint on top of the grey on the original deck timbers. It was determined that the yellow was likely a post war WW2 paint scheme, similar to the model pictured in chapter 5.

Occasionally I need to be reminded of some of the reasons I left my trade as a panel beater. Rubbing hard coatings like epoxy resin and undercoat with fine grades of wet rubbing paper is one of those reasons. "What do you want to do when you grow up? " "sand filler and rub primer for a job". If it was put to me like that when I was seventeen I may have thought differently about my early career choice, but the quality of the finished product is in the preparation and the satisfaction of unmasking a freshly painted job goes some way to making up for the hard yards in preparation.

The outside of the boat was more or less finished. Now I faced a different challenge – what to do next?



Home made steaming machine.....



Completion of the deck painting



At the beginning of the project it was such a big job that I hadn't really thought about the process of completing the inside. I was as that point now and needed to find my direction and get on with it.

"Get your hands out of your pocket" my supervisor would say to me when I was a young worker, even though there may have been nothing to do and my hands were cold. What he meant was don't look like you're not doing anything. There's always something to do, push a broom.

There was plenty to do on the boat. Make the steering gear, fit the copper rivets, paint the inside of the carling. I couldn't decide – so I started all of them. A word of advice to anyone who is doing a large project. When you loose direction or motivation don't stop, keep picking up the tools and chip away until things fall into place again.

So this was the way I continued, if I didn't feel like sanding epoxy I worked on the steering. If I got sick of the steering I worked on the copper rivets. Slowly one by one each task neared completion and I was left with the jobs I had been avoiding, but when you don't have multiple tasks that require attention there is only one option left.

Around about this time I had put out feelers for a Chev blitz steering box and steering wheel. I was given the number of a bloke called Lez near Sydney that may be able to help. Lez was an interesting man who specialized in collecting airport tow tugs but also had around 80 World War 2 era vehicles. From a photo I emailed him, he was able to tell me it was not a Blitz steering box I had but rather an Lend Lease Chev. They both looked the same to me. Measure this bit, it should be 47mm Lez said, and it was. I have one here he said and a Blitz steering wheel but the wheel wont fit the box, you'll have to modify it so I will send you the top section of a Blitz steering shaft with an internal diameter of 17.5mm which should fit over the Lend Lease shaft.

You meet all sorts of interesting people when restoring something. Some people just want your money and others can't do enough to help you. Lez fits into the second category. It is so motivating and enjoyable to help others and be helped and I have been fortunate to have received the help of many people on this project. Thankyou to Lez and all the other people who have helped me along the way.



The steering wheel Lez sent

The motor was also taking shape around this time. The spare engine I had picked up was no good due to a crack in the block. Gordon had done a lot of work stripping both engines to find out what we had to work with but unfortunately the best engine block had 2 pistons rusted solid in their sleeves. This was a result of the engine being stored outside allowing rainwater to access the internals, but with enough money and time you can fix anything. With this in mind and no other options we proceeded to repair the engine block with the rusted in pistons. This required re-sleeving 2 of the cylinders but a lot of the important parts like the crank and cam shaft only needed minor attention. The gearbox has a reduction gearing of about 2.1 to 1 with a soft clutch forward reverse. This was in good condition and didn't require much more than bearings and seals to rebuild.



The inside of the engine prior to starting work



The rebuilt engine taking shape

The interior of the boat was progressing slowly due to the nature of the work being labour intensive and slow, with not a lot of progress visible for the time invested. To keep the look of originality, the copper rivets, which I had saved in the early part of the restoration, required removing from the old pieces of wood, cleaning up and refitting. The boat was now held together with epoxy resin and stainless steel screws and bolts so there was no structural need for the copper nails and roves. Regardless of their functional redundancy wherever there was a copper rivet exposed originally in the hull I fitted a rivet head with about 20mm of the original nail. This would give the impression the boat was held together with copper nails and roves and would retain the original look with the strength and durability of modern materials. The rudder and steering gear were at the point of needing to be fitted. I had the rudder and a steering wheel and box but unfortunately there were no remains of the bits that connected them for me to copy. Starting with what I had, I began the process of restoring the parts in hand and fitting them to the hull, the bits in between would evolve in time. The rudder was quite corroded and needed a serious polish starting with a grinding disc and working down to a 1200 grit wet/dry paper, fortunately the shaft where the wax rope seal sat was in good condition and required minor work.



The steering wheel needed cleaning of the metal parts in the sand blaster and sanding of the timber but the steering box was much more involved. I didn't have much of the original setup and the only reference photo I had was a picture of my boat from the outside showing a centrally located wheel with the upper few inches visible.



Reference picture which assisted in setting up the new wheel position

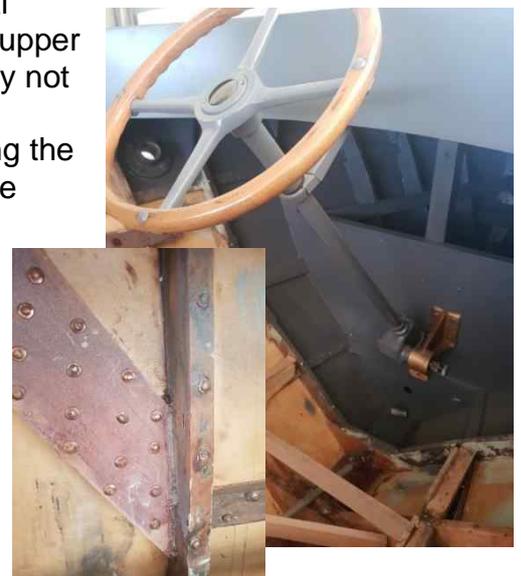
It was interesting to see from the pictures of other types of O11 boats, the diversity of steering wheel locations and setups. These may have been originally built that way or modified in the field as variations for different purposes. I was using a Chevrolet Canadian Military Pattern (CMP) wooden steering wheel as I had no information on what the original wheel was or looked like. The CMP steering wheel

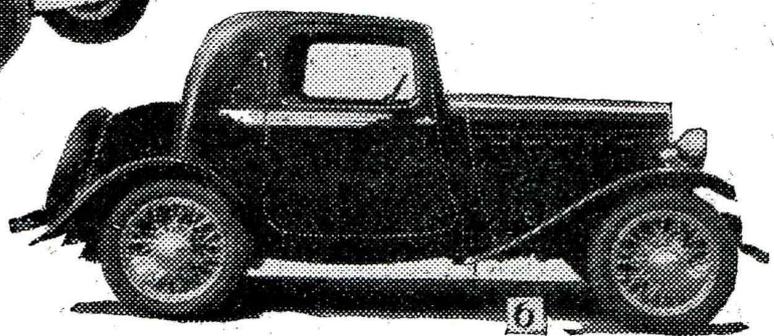
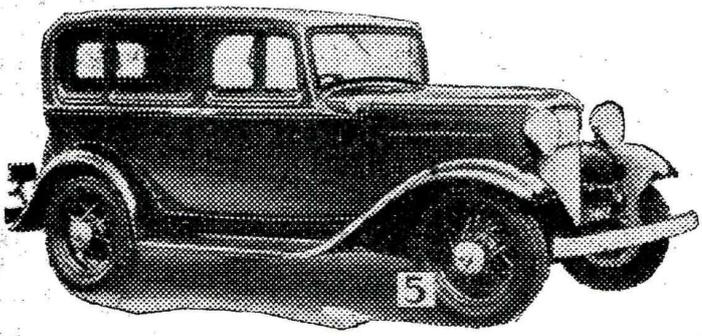
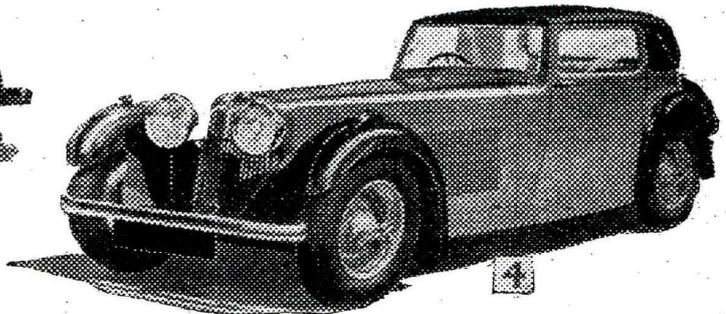
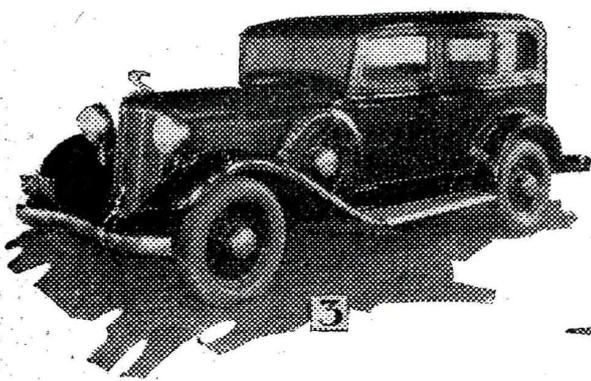
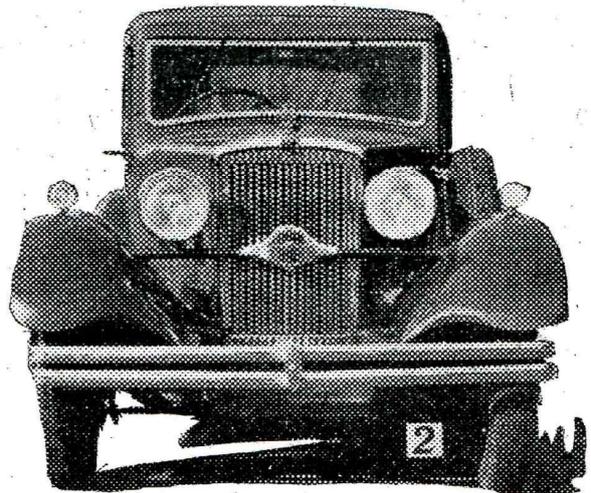
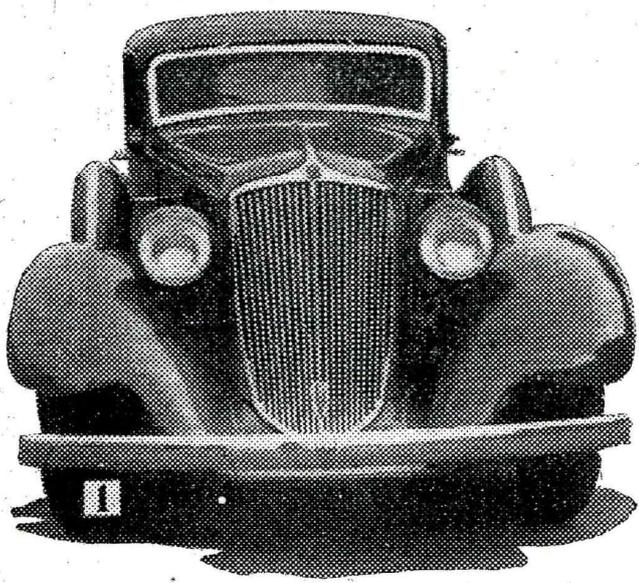


was of a similar size to the wheel in my reference photo and was made during the World War 2 era so I thought it to be a good interpretation of what the original steering control looked like. With no original steering column or upper mounts it was important when refitting these parts to ensure they not only looked the part but felt correct when seated in the driving position. This involved mocking up a seating position and holding the wheel mounted to the steering box in a position that matched the reference photo and felt comfortable and natural. From this, measurements could be taken and mounting brackets remade.

2020 "the year to forget" had slowed progress down somewhat, but the boat was beginning to look like something that belonged in the water and not in the shed. There was still a lot of work and financial investment that had to be overcome, but we were one more chapter closer to the launch date.

Completed steering wheel and refitted rivets





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