

THE 'CON-ROD'

Official Newsletter



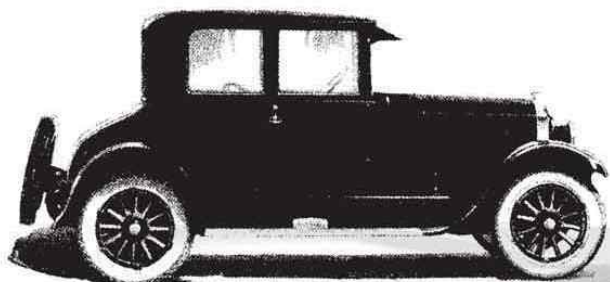
May/June 2023 No. 288



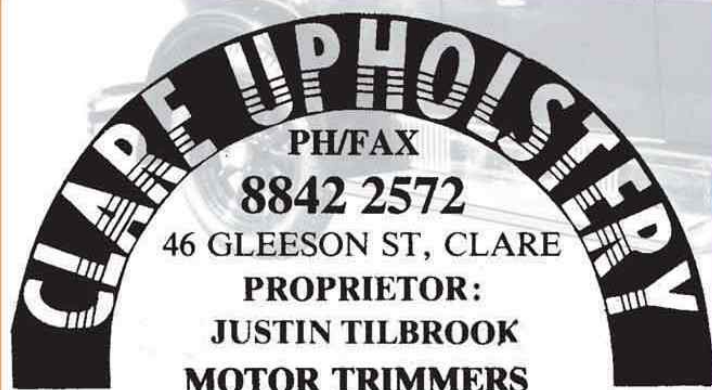
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THE NORTHERN AUTOMOTIVE RESTORATION CLUB (S.A.) INC

RENEWAL OF MEMBERSHIP

Subscriptions due by June 30th

NOTE *Conditional registration requires you to be a Full or Pensioner financial member (joint owners both need to be financial) by June 30th. After this date it is not legal to drive your vehicle until subs paid and log book stamped.*

SURNAME

FULL MEMBERSHIP

PREFERRED FIRST NAME

PENSIONER MEMBERS

FIRST NAME

ASSOCIATE (FAMILY) MEMBERS

NAME

FEES

FULL MEMBER	at \$50.00 each	\$
Or PENSIONER rate	at \$40.00 each	\$
Associate (family) member	at \$30.00 each	\$

TOTAL \$

If you require your receipt please include a stamped addressed envelope or collect at a meeting.

Receipt does not need to be sent in with log book.

Bank details ... Northern Automotive Restoration Club, ANZ, BSB 015-552. Account, 4142-39425.

Please USE YOUR FULL NAME AS REFERENCE when using EFT

No need to send this form unless there have been any changes to contact details or vehicles owned.

Please make cheques payable to NARC and forward to The Treasurer, Merv Robinson 31 Gloucester Road
Jamestown SA 5491 with this form. mervynnaileen@bigpond.com.au

I agree to abide by all the rules in the Constitution and any by-laws passed by NARC

Signed

Date

PLEASE NOTE ANY **CHANGES** FROM LAST YEAR BELOW

Show Changes to contact details and vehicles owned or sold

Vehicle changes can be shown overleaf.

.....

.....

.....

Information on the register is available to members only

LIST COMPLETE VEHICLES ONLY

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If insufficient space add a separate sheet



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.

May/June 2023 no. 288

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

CONTENTS

- | | | |
|----------------------------------|--|-----------------------------------|
| 2. President's Report | 7. May meeting | 13. Price Tractor pull entry form |
| 3. Narc Calendar | 7. Front cover .. Haflinger | 14-17. Laughlin's transport |
| 4. Kapunda Chapter | 8. Minutes of previous meetings | 17. Car names Quiz |
| 5. Moranne Life Membership lunch | 9&10. Aurburn, Cord, Duesenburg Rally | 18. Unclassifieds |
| 6. Tickera Run | 11&12. Burra to Morgan Run entry forms | |

The Committee and Members of Narc offer their condolences to.
 Doug Dunstan and Family on the death of his wife Kath.
 Rex Herde and Family on the death of his wife Jenny,
 The Family and friends of member Graham Hore.
 and Family and friends of Brian Feetham who just joined Narc last year.

PRESIDENT'S REPORT

Hello everyone.

Winter is here with a sunny start but rains coming on the forecast.

We held our last meeting in Kadina to encourage more members who can not get to other meetings to attend.

Whilst we did get some new people and many were the usual travellers.

Our attendance numbers were only average.

However it was a cold night.

The Vets facility was really good and the museum well worth the visit.

Looking to our future we need to think about the AGM.

We need to appoint a new secretary as well as fill all the other positions that are required.

Please think about this.

Looming quickly on July 15/16th is our Burra to Morgan Run.

I urge you to enter very soon, because if wishing to attend the evening meal on the

Saturday 15th we are approaching maximum seating numbers for the bowling club.

Some entrants who are coming for the run are only doing so on the Sunday which is an option.

There is a variety of vehicle makes and styles currently entered to attend from several other clubs .

As well as vehicles from within our membership.

We have people wishing to be involved who will be in their current modern car, and they are most welcome to be part of this bi-annual club event.

We have booked a club trip from Pt Augusta on the Afghan Express is booked for Saturday August 12th See details in club Calendar

Assembly for departure 10am with return anticipated at 4.30pm.

Bookings and payment to Merv needed by July 15th to reserve your seats.

Some members will stay on overnight and have an evening meal together.

Then on the Sunday take part in another group activity which is still being finalized.

I hope you are all well.

Keep smiling

Regards

Ian

NEW MEMBERS

NARC would like to welcome new members:

Barry Clifford from Clements Gap who has a 1969 Holden HK Kingswood.

Greg Davis from Burra

FRONT COVER

John and Fran Birrell's 1966 Haflinger Army version. See story page 7

- June 8th** General Meeting – Port Broughton at 8.00pm
- July 13th** A.G.M., Port Broughton Golf Club 8.00pm.
- 16th** **Burra to Morgan Run** ... see pages 11&12 for details and forms
- 22nd** **Afghan Express** weekend away trip must be booked before this date.
See below for details
- 30th** Deadline for Con-Rod submissions
- August 10th** General Meeting Port Broughton Golf Club 8.00pm.
- 12th** **Afghan Express** train trip to Quorn and return. Leaves the Port Augusta railway station at 10-30 am sharp. 2 hour stop in Quorn before returning to Port Augusta. Cost \$85-50 per person if we get at 15 plus participants (goup booking rate.) Be at the railway station 45 minutes prior to departure to collect your tickets. EFT payments to Northern Automotive Restoration Club bsb 015-552 Acc no 4142-39425 or cheque to 31 Gloucester Road, Jamestown. 5491. Email me the names of the people going to mervynnaileen@bigpond.com.au and advise your payment. The club will make the group payment All bookings to be made by the 22nd JULY. If you stopping overnight, please make your own accommodation arrangements. Sunday we could visit Wadlata and the Arid Lands Garden. Further information Merv Robinson 0417 862 340.
- September 26-28th** **YP Field Days** Vehicle and engine display

Swap Meets

- June 11th** **Kadina** at Showgrounds, corner Mines and Agery Road, set up Saturday 1- 6pm \$12.00 Sunday sellers 7-9 am. Overnight camping \$5 Public 8.00am 2pm adults \$5 under 14 years free kadinashow@bigpond.com Ruth Mildwaters 0448 211 002 or Show secretary 0474 720 716
- 18th** **Sedan** at Recreation Park Ridley Rd Sellers \$10 from 6am Saturday and Sunday, on site camping available. Buyers Sunday from 7am \$5 . Graham Lienert at glienert@outlook.com
- August 13th** **Willunga** Centenary Park, Binney Rd, vendors 6am \$10, buyers 7.30am, \$5, under 12 free. Limited overnight camping must be booked, gate open Saturday 5-6.30pm enquiries: Sean McCracken 0419 812 817 or seanandjomccracken@gmail.com
- September 17th** **MORGAN** at Primary School oval. Gates open 6:30 am Sellers- \$10.00 Buyers & Spectators- \$5.00 (Under 12 free) Sellers can camp Saturday night. Food and drinks available on the day. Tom Tollner 0439 855 763 Thomas.tollner@outlook.com , Damo Hutchins 0402 561 971.

Other Events of Interest

- August 5&6th** **Price Tractor Pull** – at the Oval (entry form page 12 Contact Nick Correll 0417 840 340 Shane Carty 0418 804 833
- October 22nd** **Bay To Birdwood** - Vehicles to 1993
<https://baytobirdwood.history.sa.gov.au/>

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
Treasurer.	Irene Woodcock.	0400 294 521	brianirene09@gmail.com
Property Officer	Trish Evans	0404 085 775	
Vehicle Inspector	Geoff Rowett	0409 457 631	
Auditor.	Trish Williams		

KAPUNDA CHAPTER CALENDAR.

Meetings are held in the Lutheran Hall South Tce Kapunda at 7.30 pm.
Fourth Friday of the month unless otherwise stated.

- June 23, Friday Meeting. Chez Geue speaking on his passion Jensen Interceptors. This meeting was to be held last month but was cancelled because of Covid.
- June 25, Sunday. Special Event, Truro Dirt Racing Circuit. Meet Hill St. at 9-30 am to get a good vantage point at Truro. Racing begins 11-00 am. \$10.00 admission, food stalls available.
- July 16, Sunday. Run to Morgan for the finish of the Burra to Morgan Run. Meet Hill St. at 9-45 am. Chapter bbq, steak, snags and salads at Morgan. \$5-00 a head donation to cover expenses.
- July 28, Friday Meeting. Video Night, The Mighty Antar prime movers in the Snowy Mountains.
- August 13, Sunday. Visit to DJ's sand blasting and restoration near Eudunda. Meet Hill St. 1-30 pm. DJ's 2-00 pm.
NOTE CHANGE OF THE DATE.
- August 25, Meeting. The attributes of the legendary Citroen 2cv. Speaker, Brian Woodcock.

Past events

Anzac Day, A good number gathered for morning tea and Anzac biscuits at the Memorial Gardens at Dutton Park. This was followed by a run to Riverton for lunch at the Central Hotel.

April Meeting, A video on Holdens in the Redex Trials pleased the Holden enthusiasts no end.

May, Bus Trip to Lake Goldsmith Steam Rally. Although a little light on numbers those that participated voted it a top experience. The only downer was we left one of our members behind in hospital, I can assure you the Victorian Health Service leaves South Australia for dead.

May Meeting, This was cancelled at the last minute because of Covid. Too many people had Covid including the Guest Speaker. My apologies if we missed notifying anyone. This speaker has been rescheduled to the June meeting.

MORANNE'S LIFE MEMBERSHIP

On Sunday, 30th April, twenty three NARC members met at the Lockleys Hotel to have lunch with Moranne Coombs and celebrate the awarding of Life Membership to her.

At the conclusion of a wonderful meal and catching up with each other, President Ian Radford made the presentation with a summary of the service that Moranne has given to our club. She is certainly a very worthy recipient. Our club now has seven Life Members and it was pleasing to see three of these members there on the day.

I know you all join with me in wishing Moranne success with her medical problems and hope that she can join us for our 50th celebrations next year.

Graham Correll



Moranne receives her Life Membership from NARC President Ian Radford.

NARC Life Members at the special luncheon at the Lockleys Hotel on Sunday, 30th April ; Graham Goode, Merv Robinson, Moranne Coombs and Malcolm Johncock.



LOG BOOK REMINDER

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

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

1. Submit your 2023/24 membership renewal form along with your payment to Treasurer Mervyn Robinson. (Remember, if your vehicle is registered in joint names, both parties need to be members)
2. **After** doing that, post or deliver your logbook(s) to me at the address shown below. If posting, please include a stamped, addressed envelope to help enable a prompt return.

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

Graham Burgess

31 Kingston Road, Port Pirie, SA 5540
Phone 0407 793 876, or email gramarb@internode.on.net

TICKERA – WALLAROO RUN 19th April 2023.

Graham and Dianne Correll organised a mid week run commencing at the Alford Bowling Club at 10-00am where morning tea was provided by the club members. 28 NARC members and visitors attended on a beautiful day. Charles Lee travelled up from Adelaide the day before in his 1978 Chrysler panel van, while Peter Colyer drove his 1953 Chevrolet sedan from Gulnare and Geoff Wall from Kadina drove his Wolsley.

Bruce Philbey spoke on the History of Alford. He and wife Helen and another couple are the only two original families still living at Alford, which now has a population of 158. When the Alford School closed so did the Hotel and despite reopening has again closed.

The Barunga West Council has helped Alford by making an RV Park in the old school yard which many tourists use. The tennis courts have been upgraded with the help of a grant and a junior tennis team has formed. A Market has started and was first held on 23rd April from 10-00am till 2-00pm.

Dale Morphett spoke on the History of Tickera, telling of a Hotel opening in 1884 but it closed in 1905. A Methodist Church was built in 1889. One school opened in 1887 but closed in 1933. Another school opened between Tickera and Alford at Brucefield in 1885 and closed in 1886.

Tickera is a fishing town and one can catch whiting, garfish and squid. It is known as the Crab capital of the Spencer Gulf for its blue swimmer crabs. There was a Dolomite Mine at Tickera which was used as flux at the Port Pirie Smelters. A historic well, was used to water cattle on their way from the Bowman's property at Crystal Brook to supply the townships of Kadina and Wallaroo with meat. It was reported to have supplied Moonta Mine with water back in 1860's. Dale mentioned that a block of land that was for sale was sold for a huge amount of money just for a block, but all land values have gone up sufficiently.

Graham Correll gave the drivers an informed guide to follow the road down along the coastal road to arrive at Wallaroo. We had to trip our meter/odometer to zero to travel to Tickera township. Our travelled journey was 48.1 kms from Alford. There were several large ships anchoring out at sea to await their turn to berth at the Wallaroo wharf to collect grain from the silos.

Graham had arranged for Darren Price from T-Ports to give us a report on the newly developed wharf area. Darren said that the 18 employers for T-Ports were helping to upgrade a yellow elevator which has rust on it. It has to be completely rubbed back and repainted again. T-Ports don't have to pay a huge rental to use the wharf area like Viterra, as they have built a wharf out at sea.

The cavalcade of cars drove back to the Cooper Alehouse for dinner. After dinner Graham suggested we visit the Maritime Museum at Wallaroo.

A huge thank you to Graham and Dianne Correll, Bruce Philbey and Dale Morphett for their contributions on the day.

Pam Stringer .



Graham leads the way along the coast road to Wallaroo.



Everyone gathered at Point Riley for a great photo opportunity of Wallaroo Bay.



Lunch at Coopers Alehouse, Wallaroo overlooking the marina

NARC May meeting was held at the YP Veterans & Community Centre, Kadina.

At this meeting Cancer Council SA NYP Branch Treasurer, Helen Rodda and President, Raelene Bussenschutt were presented with a cheque for \$1,000 by NARC President, Ian Radford which will be forwarded to Adelaide for cancer research. Funds raised from the Cruise for Cancer held in March form part of this donation. Helen kindly informed NARC members about the work of the Cancer Council SA, including the opening of new accommodation and the various types of research undertaken.



Vice President of the Community Centre, Malcolm Dayman welcomed everyone to the clubrooms and spoke about their activities. Pictured in the Museum shed after the meeting are Alan Pitchers, Graham Correll and Malcolm Dayman.



Truck, Utility, 1/4 Ton, G.S. Lightweight (Haflinger) 1966 Arn101-821

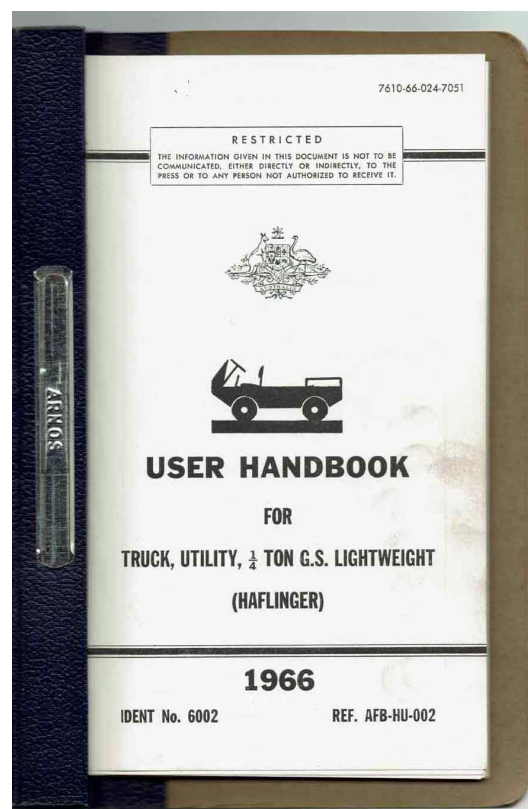
In August 1966 the Australian Army took delivery of 50 Austrian-built Haflinger 4WDs. Their intended role has never been made clear.

The order specification required tropical equipment, helicopter lifting attachments, power take-off, towbar, provision for 2 NATO stretchers and provision for hydraulically operated detachable floats-suggesting that South Vietnam may have been their destination. They were not, however, used in South Vietnam - possibly after an American army trial considered them to be too complex for field servicing, although their performance was rated as excellent.

The Australian Haflingers were assigned to Royal Australian Electrical and Mechanical Engineers (RAEME) units, stores depots and as general "gophers" around bases. A survey unit flew them in to East Arnhem Land for an assignment. A trial to parachute a Haflinger from a Caribou transport aircraft at 3,000 feet altitude did not go well - the parachute didn't open.

Each Haflinger had a Melbourne-made 1/4 ton canvas covered box trailer using the same wheels and track spacing as the towing unit.

Haflingers are very capable off-road. Weighing only 610kg and with selectable four wheel drive, differential locks front and rear, portal axles giving high ground clearance, long travel independent suspension, a very low ratio crawler gear, low centre of gravity and a very small turning circle they earned their reputation as the go-anywhere vehicle of the day. If they can grip it, they will climb it. The army user handbook states the maximum hill climbing gradient as 70%. All of this from an air-cooled 2 cylinder engine of 643cc.



Minutes of Previous meetings

April 13th 2023 at Port Broughton

President welcomed 31 members and a visitor Barry Clifford, with 9 apologies. Graham Burgess was stand in Secretary and read minutes of previous meeting as Secretary Pam Stringer was in hospital. Minutes were accepted.

Correspondence displayed on table for perusal after the meeting. **Financial Report** was presented and accepted.

General Business:

The Con-Rod had to be posted out as it was not printed on time.

Don Pritchard read email from Trevor Naismith outlining factors contributing to the low profit from the Show and Shine of only \$162.50 profit. The Club will still donate to Cancer Council a \$1,000 cheque.

Merv Robinson spoke of options of **Quorn trip** in September to incorporate a ride on the Pitchi Ritchie Railway.

The **Club's 50th Anniversary** was resolved that the luncheon be based at Clare area for 2024.

Burra to Morgan Run on 16th July entries to be forward to Ian Radford by 5th July.

Tickera Run on Wednesday 19th April ran by Graham Correll -numbers attending required by 17th April.

Life Membership luncheon to be held at Lockleys Hotel at 12-pm on 30th April.

Guest Speaker John Birrell gave an outline of his and Fran's recent 14 and a half hours flight to view a portion of Antarctica. It was supported by highlights from the commercially produced video of the event.

Minutes from 11th May at Kadina in the YP Veterans and Community Centre.

Present: 29 members as per attendance sheet.

Apologies: from 15 members: Beryl Button, Rex Herde, Graham Goode, Tom Chapman, Pomp Winen, B. Pavy, Charles Lee, Ivan Venning, Don Pritchard, Craig Thomas, Roger Boehm, Paul Wilson, Jack May, Bruce and Helen Philbey.

Agreed Minutes of previous meeting be accepted .

Correspondence displayed on table for perusal. **Financial Report** was presented and accepted.

General Business: Two **new members** were accepted - Tim Adams and Pam Goldstein.

Jan French spoke about FORD cars. The Model T-Ford parts of 1914 to 1919 were identical as to cut costs, the cars were all painted black as to save money. It took 93 minutes to build a Model T car in January 1914. We greatly appreciate Jan's input of **Ford** as her son worked in USA with the Ford Company for many years.

Life Membership to Moranne Coombs presented at Lockleys Hotel for Luncheon on 30th April.

Merv Robinson spoke about the **Clare Swap Meet** to go back to 3rd Sunday in March. Consensus of the Committee to bring back details.

The **Clubs 50th Anniversary** to be held at Clare and for a Committee to organize a tour on the weekend.

Ian Radford presented **\$1,000 cheque to Helen Rodda and Raelene Bussenschutt** two representatives from Kadina Cancer Council. Helen thanked NARC Club for donation from the Show and Shine at Mintaro on 19th March. The Cancer Council at the local branch have been going for 30 years.

Merv Robinson informed members of **12th & 13th August for the Quorn trip** and to be based at Port Augusta. Leave Pt Augusta at 10-30am for a 6 hour return trip including a 2 hour stopover in Quorn for \$103 adults or concession \$95.

Guest Speaker Malcolm Dayman from the Yorke Peninsula Veterans and Community Centre to speak about the displays of WW1 and 2 and from Vietnam of the Australian Military memorabilia. Sadly there are only 3 members that work at the Centre and one is over 80 years old. Ian Radford, President presented Malcolm Dayman with a cheque for \$110 from NARC members that attended.

Riverland ACDCA Rally 2023

Story- Merv Robinson
Photos- Ken Roberts
and Merv Robinson

The Sixteenth Biennial Rally of the Auburn Cord Duesenberg Club of Australasia was held at Berri, South Australia from March 26th to April 1st 2023. Eight cars (6 Auburns and 2 Cords) toured the Riverland of South Australia. Our first day was a drive to the Olivewood Historic Homestead and Irrigation Museum where an excellent Devonshire morning tea was provided.

Olivewood was the home of George Chaffey, a Canadian who developed successful irrigation settlements in California, USA in the late 1870s.

George Chaffey travelled to Australia in February 1886. He was offered 250,000 acres of land by the premier of South Australia, Sir John Downer, to set up the first irrigation colony at Renmark.

In the Olivewood collection is a fully furnished house of the 1900s era and a number of buildings containing equipment used on fruit blocks from a bygone era.

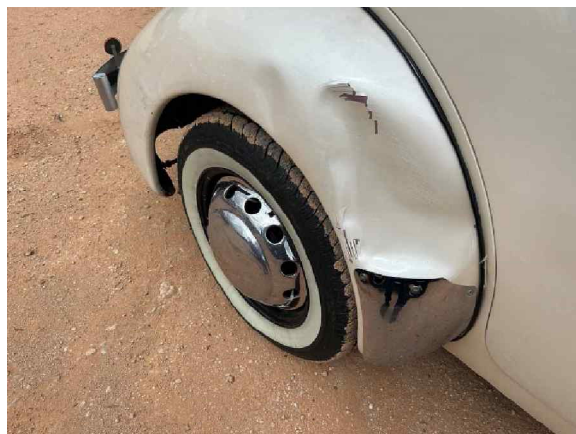
We then had lunch at the Renmark Club where participants sat on the balcony admiring the River Murray. The evening's meal was at the Red Elephant Indian Restaurant.

Day two was a trip to the Pines Historic House and Garden at Loxton. This house, built in 1909, is a beautifully preserved historic sandstone villa with all of the furniture for that era. Only four people have lived in that house and in 2002 it was bequeathed to the people of Loxton.

After lunch we visited the Loxton Historical Village. Here there were several buildings done out as shops, schools, workshops, churches, garages, and a shearing shed. This venue covered the early years of settlement and many comparisons were made between the shops of yesteryear and more recent times.



Cars and participants lined up at Lock 3



This is what happens when an emu runs into the side of a cord at 50 mph. Emu did a couple of cartwheels, a few feathers flew off and it got up and ran away.



Two Auburns in front of Renmark Hotel. Greg and Tracy stocks 1936 break, located S/C Phaeton Ken and Oi Roberts on the banks 1936 SC sedan



Paul Capel's 1937 Cord

Day Three. We headed to Barmera for our coffee break, located on the banks

of Lake Bonney. On the 23rd of November, 1964 Donald Campbell in a Bluebird K7, achieved the Aus. water speed record of 216 mph (348 kmh) here. He was unable to break the world record on that attempt.

We then drove to Cobdogla, where the Riverland Car Club provide us with lunch. Also having lunch with us were members of the Douglas Motorbike Club, who were participating in their national rally. 22 Douglas motorbikes, dating from 1914 to 1954 were present. This gave us plenty to talk about.

After lunch we visited the site of the former Loveday Interment camp which was used from 1941 to 1946 to house residents who were thought to be a threat to Australia. There were 5,500 people with origins from Japan, China, Germany and Italy were rounded up and spent the duration of the war interned.



Dennis and Esther Healy, Auburn 852 replica and Ray and Mary Cook 866 speedster replica

A beautiful gourmet lunch was provided by the Paringa Bakery in this relaxing atmosphere by the river.

The evening meal was enjoyed on a three hour river cruise to Lock 4 and return to Berri. This was shared with the Douglas Motor group. It was a good chance to catch up with the group again and share many stories.

Day five our final day of the rally we headed to Lock 3. This was a perfect place to line the vehicles up for photos and also view the River Murray in full flow.

We then drove to the Overland Corner Hotel for lunch. Built in 1859, it is the oldest building in the Riverland. It was a staging point for the stage coach route from New South Wales to Adelaide. When the New South Wales gold rush began in 1851, Overland Corner developed as a point where timber was supplied to fuel the paddle steamers taking prospectors up the river Murray.

This afternoon the AGM of the Auburn Cord Duesenberg Club of Australasia was held.

The farewell dinner was held at the Berri Resort Hotel. This is always a very social evening with a bit of fun. The final session creates some interest. Catherine Parson documents any misdemeanour that has happened over the last five days and with a "little poetic licence" it makes a good story. A few ended up a dollar or two lighter.



Merv and Aileen Robinson and Jo Robinson 1936 Auburn SC cabriolet

Day 4. We headed back through Renmark to Paringa Antique and Collectables. This antique store has a very large collection of china, glassware, furniture, books, enamel signs, paraphernalia and tools.

After finally getting them to leave this treasure trove, we headed north to Woolshed Brewery, which is situated on a bend of the river Murray at Murtho. The brewery is a converted original shearing shed at the old Murtho Run, which was established in 1859.



Coffee break on the banks of Lake Bonney. Note Paul Wilson & Roger Boehm 1st & 3rd from Right. Merv was fined \$2 for inviting them to attend rally

The Nettie Eller Award was presented to Aileen Robinson. This award was first presented in 2021 to honour the legacy of Nettie Eller from Florida, who actively supported the club since its inception until her passing in December 2017. It



is presented to a lady member who has shown a consistent contribution to the club.

That concluded our week of fellowship and rallying in a wonderful part of Australia.

Burra to Morgan Run

11

15th. and 16th. of July 2023

A weekend of Motoring Nostalgia and Adventure

CHECKLIST TO ENTER RALLY:- There are **2** pages you need to complete.

Complete the details below and send your cheque payable to :-

N.A.R.C. S.A. INC.

or use direct debit details as follows. BSB 015-552 A/c 414239425

Name: _____

Address : _____

Phone : _____ Your Club _____

Vehicle Make : _____ Year : _____

Body Style : _____

Registration No. : _____

My party will consist of _____ Adults _____ Children

Names of all attending :

.....
.....

Accommodation should also be booked A.S.A.P. It is your responsibility.

Return BOTH completed forms by 16th. June 2023 to:-

Mr. Ian Radford P.O.Box 93, Seven Hill, 5453. 0428 452 179, iantinaradford@gmail.com

You must read and sign the INDEMNITY DECLARATION.

Entrants meet on Saturday 15th. at 1.30pm.at Paxton Square.

Travel in your own vehicle and visit places of interest in Burra's Historic Town.

Obtain a passport key at the tourist office to visit sites if you wish.

Bon Accord Mine Museum, Burra Goal, Miner's Dugouts, Police Lockup, Railway Stn.

Peter Weiss private collection of hammers, chainsaws, cans etc. (Smelts Rd.)

4.30 – 6.00 pm. Bible Christian Chapel – Paxton Square for registration, friendship, nibbles, drinks etc. (Nibbles supplied by NARC.) BYO drinks and glass.

6.30 pm. - Dinner at Burra Bowling Club including entertainment by Kent Williams.

Cost of meal – \$35 per head.

Pumpkin Soup

Roast Chicken or Roast Beef all served with vegetables

Apple Crumble, custard and cream, or Cheese Cake

Sunday 16th. July

Vehicles to be ready in Paxton Square by 8.00am.

Breakfast in Paxton Square catered by Burra Men's Shed. Pay on day. \$12 per head.

Flag off at 9.30 am. _ Vehicles leave at own discretion.

Proceed to The Gums , 45Kms. East of Burra for morning tea.

Morning tea catered by National Trust. _ \$7 donation per head from 10.30 am.

Leave The Gums and proceed to Morgan and park at designated area in Morgan.

Bring your own picnic lunch, chairs, drinks etc.

Please be aware of any **Fruit Fly restrictions.**

Presentation of prizes at the luncheon by President of NARC.

Best Veteran or Vintage

Best Classic 1930 - 1956 , Best Classic 1957 – 1989

Best Commercial Vehicle

Contact information - Graham Goode - 0418 894 304, graham@gooderestorations.com.au

Roger Boehm - 0437 322 734, rogerleonard1947@gmail.com

Paul Wilson - 0419 869 109

	Meals	No. Required	Fee each	Sub Total
Saturday 15th. 4.30 to 6.00 pm.	Bible Christian Chapel for registration <u>Nibbles - require numbers attending</u>			
Saturday night Dinner 6.30 at Burra Bowling Club	<u>Pumpkin soup</u> Choice of :- Roast Beef _____ Roast Chicken _____ Choice of two desserts :- Apple Crumble Cheese Cake		no charge	
			35.00	
			35.00	
			no charge	
			no charge	
Sunday 16th. July 8.00 am.	Breakfast at Paxton Square \$12 per person Pay on Day Please do not add this to sub total Numbers required		pay on the day	
Sunday Morning Tea at The Gums	\$7 per person. Pay on the day Numbers required		pay on the day	
Rally Entry Fee	Entry fee per vehicle - Includes one Rally badge		30.00	
Please notify us if any dietary requirements for Saturday night's meal.			Total Amount \$	

Indemnity Declaration

In consideration of this entry, I/We agree that the promoting committee and it's associated organisation (N.A.R.C.) will in no way be held responsible or accountable for the loss or damage to a participating vehicle, its parts or accessories and personal effects, or of any damage caused by such vehicle or any participant. By entering, driving, or being a passenger in this rally, I/We thereby waive the right or action at law against the committee, its organizers, their representatives and agents.

All vehicles will be roadworthy, appropriately registered and drivers must be the holder of a current driver's licence for the class of vehicle being driven, and must abide by all road and traffic laws.

Reminder; If on Historic Registration, Log Books must be filled in and signed daily.

Signed by the entrant _____

Name of the entrant _____

Date ____/____/2023



ENTRY FORM

Price town oval Parnell Tce PRICE
5 & 6 August 2023

To: Nick Correll

PMB 17

Kadina SA 5554

email yptractorpull@gmail.com

Please be sure to submit all entries by 1st of July 2023.

Please circle the option you would like below.

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

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

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

BSB 105103 Account No 025133640 Account Name: YP Classic & Vintage Tractor Pull Club.

INDEMNITY FORM

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

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

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CLASSIC CARS, BNS UTES, TRUCKS & BIKES

OUTLAW DRAG CAR START UPS!

Entrants Signature:.....

Date:...../...../.....

I wasn't any good at school, I wasn't good with my hands, I wasn't good at sport. I remember Father Flaherty telling me that God would compensate me in other ways, but that wasn't much consolation for a fourteen-year-old. When I left school, I got a job as an office boy for the stock agent in L-, my hometown, then after I had done National Service I got a job 25 miles away with Lourd's Agencies in this town here. Ken Lourd is a bachelor and he's an agent for just about everything – milking machines, pumps, stationary engines, troughs, windmills and even real estate. In a small town like this you have to do that, otherwise you simply wouldn't make enough to live on. Ken can't be making much, because he drives an old Singer he bought cheaply and lives in a little fibro house, but he's a good man to work for and all his employees like him.

I didn't like the job much, though. I found the counter work boring, and the only time I was really happy at work was when Ken sent me in his Austin A40 utility to the town of L.- to pick up stocks from the railway station or from Duggan's transport company, who did a daily run to Adelaide. This was always followed by entering the new stock – usually parts for all the machines he was agent for - in a ledger and putting it on shelves, which I didn't like at all.

Once when I mentioned this to Jack Butler in the Four Square Store, he suggested that if I liked driving, I should start a parcel delivery service, adding that he would use it to bring in his stocks from the railway station that he currently had to drive to L.- to get. He was sure that other business people would use the service too. I liked the idea but did nothing, and it was only



several weeks later when Jack said, "Dan, as long as your wishbone is stronger than your backbone, you'll never get anywhere," that I was finally galvanised into action. I have always been good at saving money, and Ron Rawson, the Ford dealer, had a used Ford Ten van in stock. I found that

with my 1942 Anglia tourer as a trade-in, I could just afford it.

I was worried that Ken would be angry when I resigned, because he had always liked me and had been very good to me, but instead he said that he had always known that I wouldn't be a counter jerk all my life and he wished me well. He further said that he would willingly be the local agent for my business and he helped me work out a table of prices that would let me make a living and still be cheaper for businesses than driving their own vehicles, adding that he would also support me. He had shown again that he is a really decent bloke, and I won't stand to hear anyone criticise him.

I have to say that a lot of people have been very good to me. I went into Duggan's transport company in L.- to let them know that I was starting a business but that I would only be carrying small items and not competing with them. Mr. Duggan was very friendly and he also offered to act as an agent for me, and further said that he would also use me for small deliveries, which would be cheaper than sending one of their own two-ton trucks to another town to deliver something that could fit in my van. They had a truck going to and from Adelaide every day, but it was a problem distributing small items on the truck to the surrounding towns. This was something I hadn't expected, and I was becoming ever less concerned that my venture might be a failure. I had some flyers printed and dropped them in to any firms that I thought might use my service, and I was ready to begin.



I didn't carry a huge amount in that first week, but it was enough to cover my expenses and pay my board, and business picked up week by week. Once the garages cottoned on to what I could do, they became very good customers. For instance, if Ron Rawson were working on a Vanguard and needed some parts, instead of sending his apprentice on the 50-mile return trip to Schmidt's Motors in L., he would simply phone them and tell them to send it by Loughlin's. Within a few weeks I was earning so much that I could start saving money in my bank account. Knowing that I would need a newer vehicle at some stage, I knew that that was important.

One day I had to pick up a new H.G. Healing vacuum cleaner from the electrical store, and the manager looked at my van and said, "That heap is about to fall to pieces, son. Get something that can carry a refrigerator and I'll make it worth your while!" He had a very abrupt manner, but I knew he was a man of his word, so as soon as I had a reasonable amount of money saved, I drove the now very worn Ford van to Adelaide to look for a replacement. I was thinking of maybe a Holden utility, but they were priced well above what I could afford. I did, however, find a Tempo Matador with low mileage and priced cheaply, because they had gone off the market in Australia. I knew that it had a Volkswagen motor, so that parts shouldn't be a problem, and I liked that it was forward control, with the motor under the seat, so that it had



maximum loading area. The Matador handled the trip home very well and I knew that I had made a good buy, though when my father saw it on Sunday he was disgusted and said that I had wasted my money. He wasn't the only one to express such a view, but the Matador would prove them all wrong.

On Monday I went to the electrical store to show the manager my new vehicle, expecting that he might make some positive comment, but all he said was, "Bring it around the back, to the warehouse door." There we loaded two refrigerators and an electric range, all to go to farms near the outlying towns that were already on my run. These were profitable jobs for me – the Matador was paying for itself already! Many people were buying new electric appliances at that time, and my income rose significantly as a result. I soon was also getting similar jobs from the furniture store, who, even though they had their own light truck, often found my rates cheaper for delivering to another town. I could undercut their costs because I was already travelling there daily anyway. My bank balance began to grow rapidly.

I was living in a boarding house and sleeping in a dormitory, but the landlady was a difficult woman and her cooking was, at best, mediocre. Now that I was doing so many extra deliveries, I often arrived late back at the boarding house, which the landlady objected to strongly. She said that if I couldn't arrive back in time for tea, I could look for other accommodation. I looked at houses that Ken Lourd had for sale in the real estate part of his business. In a small country town like this one, prices were far lower than in cities, and there was one offered in poor condition – it needed quite a lot of work, but was basically sound, Ken told me – that was very cheap indeed. I went to see Major Dunleavy, the Bank Manager, and he said that, as I had saved over 20% of the price and thus had an adequate deposit, he could approve a mortgage on the place! When I gave the landlady two weeks' notice, she angrily told me to get out straight away, and I had to take a room in the hotel, but fortunately, everything moved very quickly with the paperwork, and I was able to take possession of my own home within a couple of weeks.

A lot of people were buying new, modern furniture and selling their old things cheaply or even giving them away, so I soon acquired most of the things I needed, albeit in the style of thirty or more years ago. Four of my friends from the boarding house decided to move in with me, and so the landlady got a payback for the selfish way that she had treated me. We young men shared the cooking and housework, living better and more cheaply than we had before – except that I had the extra burden of the mortgage and the new paint, floor-coverings and other things I needed to renovate! The modest rent I was receiving helped pay for those things, and my friends were wonderful to me, helping with the renovations. In the next few years, the price of houses would skyrocket, and I am now very glad that I bought when I did, even though it was a struggle at first.

My business continued to grow, and I managed to find another Tempo Matador with low mileage that I bought cheaply to replace the first one, which now had built up a huge mileage and was showing its age. I then indulged myself and bought a car for personal use, a blue Volkswagen, mainly because I was so impressed with the VW motor in the Tempo. I was working long hours but enjoying my work, and my business was thriving.

Every now and then I would have a quiet day when there wasn't a lot to deliver, then I would take a drive in the VW. On one such a day I was thinking I would try it on the steep, curvy road they call Wyndham's Farm Road, for I only had some boxes to drop off at Ken Lourd's and then I would be free.

However, just as I walked through the door I heard Ken on the telephone saying, "Dan Loughlin has just walked in. Shall I get him to bring it out to you?" It was an urgent job – a critical part in a milking machine, the pulsator, and cows can't be kept waiting long. Of all places, it had to go to Merv Wyndham's farm! As the Tempo laboured up the steep slopes, I thought ruefully about how I had planned to see how fast the VW could have taken the same road.

I drove up the driveway, and could see the milking shed, with the cows impatiently mooing in the yard beside it, and I parked as close as I could to it. A young woman ran out of the house, and as we caught each other's glances, it was as though a spark had jumped



between us. I had never had a girlfriend, but no girl I had ever seen had affected me the way this one did. She reddened as she said, somewhat unnecessarily, "The milking shed is down here!" and we raced with the pulsator into the shed. Merv had trouble fitting the last vacuum hose and let me try it and – miracle – I, who usually wasn't good with my hands, got it first

try. Now the cows could be let in, and as all the milking bays were manned by Merv, his wife, and their two sons, I tried to make myself useful by opening the gate on the holding yard and letting another cow in as each bay came free. The girl went back to the house, but Merv called after her, "Set a place for Mr. Loughlin! He's staying for tea!" That was just what I wanted to hear – I would see that girl again! When the milking was finally done and the milk cans placed in the cool room – another job with which I helped – Merv and his wife began the cleaning job, then we could finally all go to the house. I noticed that there were pictures of the Holy Virgin and the Pope on their walls and so I crossed myself, at which Merv said, "Are you Catholic? I've never seen you at Mass!" When I replied, "Every Sunday I go to my parents' house in L.-, and we attend Mass there together," I suddenly sensed a feeling as if a curtain between us had been lifted; I had progressed from someone who had helped in a time of need to someone who had become welcome in the heart of the family. I was placed at the table next to the girl and I learnt that her name was Margaret, and as Merv quizzed me about my business, my family, my pastimes, I could see her listening with great interest. As I said that I liked going for drives and to movies, Margaret said, "I like going to movies too!" That was a hint that I should ask her out, if ever there were one, but – typical for me, I got tongue-tied and couldn't say anything. Merv came to my rescue and said, "It sounds like you've got a date for this Friday!" and his wife, Iris, said, "Daniel, you must come for tea first!" Margaret told me later that her parents had seen how she liked me and, as they liked me too, they were keen to foster a friendship between us.

Soon we were going out regularly, and what is more, on alternate Sundays I would go to mass with the Wyndhams one week and Margaret would travel to L.- with me and go to Mass with my family there the following week. My VW handled the twisty road to Wyndham's Farm easily and I soon knew every bump and corner on it.

It wasn't long before Margaret and I were engaged and – well, to make a long story short, we have now been married for eighteen months, our lovely baby Roxanne is eight months old and the second one is on the way, and our business has grown so much that I've bought another vehicle and have employed young Neville Wyndham, Margaret's brother, as my driver. Although

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hinged door

With a door that is hinged to the body, it can be opened from the inside or the outside, and it is not necessary to use a key to open it. The door is also hinged to the body, and it is not necessary to use a key to open it.



my heart said I should get a VW utility, it made sense to get something that parts and service were available for locally, and the Nuffield dealer has been a loyal customer from the start. I bought a Morris J2 and am very pleased with it. I plan to get a second one as my Tempo starts to show wear.

Old Father Flaherty passed on some years ago, but I'm sure he is smiling as he sees how right he was. God has blessed me far more than He has blessed many more gifted people, and I don't think there could be many men as happy in their job and marriage as I am.

Footnote: The Loughlins had four fine children, and they continued to have good fortune. In 1960, old Cec Duggan, a bachelor by then in his seventies, decided to give up his business. He had liked the modest, courteous Dan from the start, he thought the world of Margaret and adored little Roxanne and the other children. He sold them the whole business for well below its true value to keep it out of the hands of his wastrel nephew, then happily played the role of an extra grandfather for his remaining years. Dan and Margaret thus found themselves owning one of the biggest and most successful firms in the district. The firm is still thriving today, run by Dan's and Margaret's grandson Jared Butler. Oh, yes, Roxanne married Jack Butler's youngest son, and their son Jared took over the business from them.

Marius Venz

Quiz

Here are some more car names for you to figure out

- | | |
|---|---|
| 1 These cars are named after cities in America | 18 A Roman warrior |
| 2 You see these cars in the sky every night | 19 An alcoholic drink |
| 3 This car is an electrical appliance make | 20 A lady's name |
| 4 This car is the leader of the Roman Catholic religion and also another electrical appliance group | 21 A Noble rank |
| 5 These cars are named after cities in England | 22 Reach the top of a mountain |
| 6 The top card in the pack | 23 A royal palace |
| 7 A famous Australian painter | 24 A victory and a motor cycle |
| 8 A German war plane | 25 A French aviator |
| 9 A car in Manchester | 26 Another town in South Australia |
| 10 These car's names rhyme | 27 Rhymes with Aeroplane |
| 11 This comes through your window on a bright sunny day | 28 A bay in Canada |
| 12 These cars are all colours | 29 A brand of soup |
| 13 A Indian chief of America | 30 Country and western singer Johnny .. |
| 14 The name of a stationary engine | 31 Singer - Guy ... |
| 15 A position in football | |
| 16 This car leads the life of | |
| 17 Ransome Olds initials | |

Answers next page.

Con-Rod Classifieds

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

Ad may still be on website when not on this page

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

FOR SALE

1926 Rugby ute chassis with some body parts, diff and gearbox

1924 Buick chassis, diff housing & 2 spoked wheels

1957 & 59 E10 Prefect, both with motors, gearboxes & diffs. Bodies rough

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TF Cortina Ghia 6cyl auto, rough body, original plates and steel rims

Barry Stoneman 0480 285 067 Moonta

FOR SALE

Holden HT tail lights original 1 each left and right. Good condition and colours, useable as is. \$350 Peter 0409 215 361 Kadina

Answers to Car Names Quiz

1 Austin (Texas), Cleveland, Ohio, Detroit, Michigan

2 Moon and star

3 Crossley

4 Pope

5 Bristol and Plymouth

6 Ace

7 Doble

8 Messerschmitt

9 Lanchester

10 Fraser and Kaiser

11 Sunbeam

12 Brown, Black, Gray, White, Yellow cab

13 Pontiac

14 Ruston Hornsby

15 Rover

16 Riley

17 Reo

18 Gladiator

19 Martini

20 Lorraine, Deitrich

21 Earl

22 Summit

23 Buckingham

24 Triumph

25 Bierout

26 Windsor

27 Terra plane

28 Hudson

29 Continental

30 Nash not Cash

31 Mitchell



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NARC Apparel

Shirts Colour: Grey Sizes S - 5XL, 7XL

Syzmik Mens Lightweight Short Sleeve (ZW120) or Long Sleeve (ZW121) Tradie Shirt

- 100% Cotton triple stitched seams
- 3 large chest pockets with pen partition
- Mobile phone pocket
- Underarm vent eyelets
- Extended curve shirt back
- Centre back yoke pleat



Jacket Colour: Slate Sizes S - 3XL, 5XL

Olympus Mens Jacket Style 1513

- 320gm 3-layer performance softshell fabric (outer 95% polyester 5% elastane; inner 100% polyester bonded fleece)
- Light water repellent and wind resistant finish
- 2 side zip pockets and 1 chest zip pocket
- Concealed hood
- Shaped back tail for added warmth and modesty



Vest Colour: Slate Sizes 8 - 22

Olympus Ladies Vest Style 2515

- Same fabric as Jacket above
- Light water repellent and wind resistant finish
- 2 side zip pockets and 1 chest zip pocket
- Shaped back tail for added warmth and modesty
- Tone on tone changeable zip pullers



Hats

Cap Colour: Grey/White/Orange One size fits most

Bucket Hat Sizes: S/S S/M L/XL



Polo Shirt

JBs Contrast Polo Colour: Marle/Black

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Teaspoons	\$5.00	Embroidered Patch	\$5.00
Coffee Mugs	\$15.00		

Contact: Beryl Button at a meeting or phone: 8635 2621