

THE 'CON-ROD'

Official Newsletter



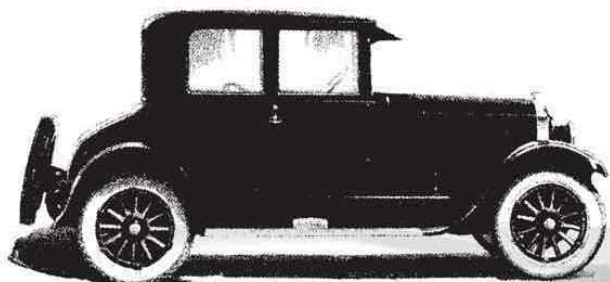
September/October 2023 No. 290



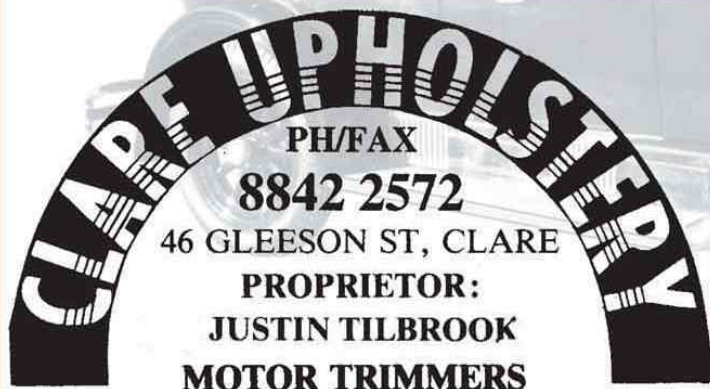
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NARC Northern Automotive Restoration Club

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

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

September/October 2023 no. 290

PATRON

IVAN VENNING

PRESIDENT

IAN RADFORD 8843 4385, 0428 452 179 iantinaradford@gmail.com

IMMEDIATE PAST PRESIDENT

GRAHAM CORRELL, 0408 273 204, kulburri@bigpond.com

VICE-PRESIDENT

BRUCE PHILBEY 0428 242 306 grandadp@live.com.au

SECRETARY

LESLEY LITTLE 0417 472 085 lesley@littlegemphotography.com.au

ASSISTANT SECRETARY

PAM STRINGER, 8635 4218, kelvinstringer@activ8.net.au

TREASURER

MERV ROBINSON 31 Gloucester Rd. Jamestown 5491
Ph./fax ah 8664 1838 0417 863 450 mervynnaileen@bigpond.com.au

EDITORS

DEAN & SUE MANDERSON 8842 3407, 0417 859 659
deanmand@hotmail.com Box 667 Clare 5453

CONDITIONAL REGISTRATION

GRAHAM BURGESS 8632 4293, 31 Kingstons Rd Port Pirie 5540
gramarb@internode.on.net 0407 793 876

VEHICLE INSPECTORS

BRETT COLLIVER 0408 855 389 (Artherton), GRAHAM GOODE 0418 894 304 (Clare), MERV ROBINSON 0417 863 450 (Jamestown),
AL WOODS 0451 482 007 (Moonta Bay) DAVE KELLER (Clare)
0428 600 703 Text only GEOFF ROWETT 0409 457 631 (Kapunda)

PROPERTY OFFICER

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AUDITORS

CRAIG THOMAS, DEAN MANDERSON, DON PRITCHARD

SWAP MEET CO-ORDINATORS

GRAHAM GOODE 0418 894 304
IAN RADFORD 8843 4385, CRAIG THOMAS 0429 001 242

PUBLIC OFFICER

BRETT COLLIVER 0408 855 389

FEDERATION REPRESENTATIVE PROXY

CHARLES LEE, 8270 2625, cleel1950@live.com
MERV ROBINSON

COMMITTEE

SUB COMMITTEE

GRAHAM GOODE 0418 894 304 ALAN PITCHERS 8667 2157
DON PRITCHARD 0417 835 761 JOHN BIRRELL 8636 2333
Ian Warnes 8892 9697, Paul Wilson, Roger Boehm 0437 322 734

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

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**The Committee and Members of Narc offer their condolences to.
The Family and friends of Paul Reynolds.**

PRESIDENT'S REPORT

Hello all

I hope you are all well and enjoying the spring weather.

October is starting off hot with some fire bans then showers following for the first week so winter is now behind us.

The Jamestown show will have been by the time you read this but the Burra Show on Saturday 7th, the Clare Show on the 14th, and the Kapunda Show on the 28th October are listed as local events for members to attend.

Also the Burra Open Gardens on 29th October combined with an Engine day is on to offer as a variety day out.

Please support these local events.

Those members on our email list would have received a questionnaire from me about the planning for our 50th celebrations.

This is to give the feedback to assist the planning committee.

It is not a commitment to the events as it is some 10 months away but there is a lot to plan.

However your replies are important so we know what members wish to be involved in.

With over 300 members and past members it would be ideal to get as many views as possible before the end of October.

Please note that our 2nd November meeting at the Jamestown Aerodrome on is a week earlier due to the Bendigo swap meet.

The President's Mystery Run is on again on Sunday 19th November.

Lunch will be in a Beer Garden and meals can be ordered on our arrival.

Start 9am, morning tea fund raiser as usual, go for a tour to see things, then on to lunch.

That's the mystery.

Further information will be emailed out or placed on our new Facebook site.

We will need numbers for the Presentation Lunch at the Crystal Brook RSL club on 3rd December as the next Con-Rod will be after that date.

Please let us know for catering.

Once again Ian Roberts has decided to run 2 films on 11th January 2024 like he did for us this year.

So the choices are yours afternoon, evening or both films. As for the films they are as usual Ian's picks.

Numbers for catering will be needed for the meal.

Enjoy the weather and get out and about.

As always keep smiling

Ian Radford

NEW MEMBERS

NARC would like to welcome new members:

Geoff Schell from Burra and David Willson from Clare.

Peter and Leanne Keech from Snowtown who have Holdens - 64 EH and a 82 WB ute

Vernon and Wendy Kruger who have a 92 Ford Falcon XR6

News - Brian and Eleanore Beyer now reside at Barunga by the Sea at Port Broughton

FRONT COVER

Paul Wilson's 1923 McDonald Imperial "Super-Diesel" Model 520 J ..See story page 13

October	12th	General Meeting Port Broughton Golf Club 8.00pm Speaker is Leah Holman from Kadina, who works at Vaters. She is a harness driver and has also travelled to South Africa, Cairo, Egypt, Jordan and Italy.
	14th	Clare Show Narc to display vehicles. Enter at South gate. Contact Graham Goode for Free passes 0418 894 304
	22nd	Bay to Birdwood Details www.baytobirdwood.com.au
	28th	Kapunda Show Narc to display vehicles.
	29th	Burra engine day and open gardens. Paul Wilson for info 0419 869 109
November	2nd	NOTE EARLIER DATE General Meeting – Jamestown Aerodrome 8.00pm
	11&12th	Bendigo swap meet. Narc has a site to sell any parts for you.
	19th	President's Run
	30th	Deadline for Con-Rod submissions
December	3rd	Presentation Lunch at Crystal Brook RSL. Club will subsidise meal.

2023

January	11th	Blyth Cinema Night. Afternoon session, Tea provided 6.00pm., Evening session (film/films TBA)
	30th	Deadline for Con-Rod submissions
February	8th	Meeting Clare . 8.00pm – Workshop Night, Goode Restorations 60 New Rd
March	3rd	Narc Swap Meet at Clare Showgrounds NOTE CHANGE OF DATE
	14th	General Meeting – Port Broughton Golf Club at 8.00pm.
	24th	Booleroo Steam Rally. NARC to display vehicles
	30th	Deadline for Con-Rod submissions
April	7th	Laura Fair Narc to display vehicles.
	11th	General Meeting Port Broughton Golf Club 8.00pm
	TBA	Mid week run
May	9th	General Meeting Snowtown 8.00pm Venue TBA
	26th	Pt Broughton Show n Shine.
	30th	Deadline for Con-Rod submissions
June	13th	General Meeting – Port Broughton at 8.00pm
	TBA	Shed Day Port Pirie area. Graham Burgess organising.
July	14th	A.G.M. , Port Broughton Oval clubroom. 2pm Sunday
	30th	Deadline for Con-Rod submissions
August	3 & 4th	Mundoora Tractor Pull Narc to display vehicles.
	10th	General Meeting Port Broughton Golf Club 8.00pm.

Swap Meets

- November 12th** **REGENCY PARK TAFE**, 137 Days Rd, Traders 7 am. \$20 per site
Buyers 8 am. \$5 donation to Rotary under 16 Free.
book 0418 605 475 or 0418 853 020, info@RegencyParkRotary.org.au.
- February 4th** **Mclaren Vale** at Oval, Park Drive,
Vendors: \$20, 6am to 7.30am Buyers: \$5 7.30am
Steve Hill - 0417 813 727 shill@adelaidefuel.net.au
- 11th** **Mount Gambier** Malseed Park White Avenue 7 am to 1 pm
Includes Show n Shine
- March 3rd** Clare Narc Swap Meet at Showgrounds **NOTE DATE for this year only**
Reverts to 3rd Sunday of March next year.

Other Events of Interest

- October 22nd** **Bay To Birdwood** - Vehicles to 1993
<https://baytobirdwood.history.sa.gov.au/>
- 29th** Monaro & Torana State Titles 7am - 4pm Gleneagles Reserve Ailsa Ave.
Seaton. Adults \$5 (under 16 free) Phone: 0412 308 186
- November 10&11th** Adelaide Auto Expo Adelaide Showgrounds
Fri: 5pm - 9pm, Sat: 10am - 8pm
Adults \$25, kids under 13 FREE
Geof Tartoosie Phone: 0410 356 356 gsgarage@tpg.com.au
Web site <http://www.adelaideautoexpo.com.au>
- 12th** **Autoclassica** Festival Plaza, Adelaide 10am – 3pm
All Italian vehicles Free registration.
Email info@adelaideitalianfestival.com.au
web site Adelaideitalianfestival.com.au
- 19th** **Yankalilla Classic Motor Show** at showgrounds 1 Jervois Road, Gates open at
11 a.m. sharp \$5/person, U/12 Free. enquiries 0414 995 669
yankalillaclassic@gmail.com <https://www.facebook.com/YankalillaClass>
- For more information on most of above... www.bevenyoung.com.au swap meet

The Progress of the Spark

THIS SPARK now set, retarded, yet forbears
To hold her light however so he swears
That turns a metalled crank, and leather clogged,
With some small hammers tappeth hither an yon;
Peering as when she showeth and when is gone;
For wait he must till the vext Power's evoked
That's one with the lightnings. Wait in the showers soaked;
Or by the road-side sunned. She'll not progress.
Poor soul, here taught how great things may by less
Be stayed, to file contacts doth himself address!

The Muse among the Motors

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

KAPUNDA CHAPTER CALENDAR.

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

Sunday, October 15, Visit to a warehouse full of French vintage cars under restoration.
Community Bus cost to be divided amongst the passengers, about \$20.
Hotel lunch down South Rd.
BUS LEAVES HILL STREET, KAPUNDA @ 10-00am.
Seat bookings Alan or Malcolm, Phone numbers above in the heading.

Friday, October 27, Meeting at 7-30 pm. Lutheran Hall, South Terrace
Guest Speaker will be Peter CEO of Brazier Mobility who will talk on conversions of cars for handicapped drivers.

Saturday, October 28, Kapunda Show Display. Be set up by 8-45 am.
Free entry for car and driver.

Friday, November 24, Meeting at 7-30 pm Lutheran Hall, South Terrace
Speaker will be Malcolm Johncock on Oakland cars.

Sunday, December 3, Xmas lunch at Freeling Hotel. 11-30 for 12 noon.
Normal menu \$15 to \$25.

NO MEETING IN DECEMBER.

Australia Day, January 26, Invite ourselves to the Ebenezer breakfast.

Twilight Run to Robertstown Hotel for dinner in February TBA.

Malcolm's Musings Kapunda Chapter

Price Tractor Pull 3/4th August

Richard Lang and I went over for the weekend. The event attracts a good crowd of participants and spectators. It brings Price alive. Price is a lot bigger than you think. The program kept moving with tractors of all shapes and sizes being put through their paces.

Chapter member Geoff Rowett had two tractors, a Case and a John Deere

entered in the tractor

pull and he gave a good account of himself. A steam traction engine gave an impressive display, they produce more power the tougher the going gets. So much for modern technology. More photos pages 10 & 20



Afghan Express steam train August 12th

Eight Chapter members participated in the NARC Pichi Richi weekend at Port Augusta. We stayed at various Motels and we thoroughly enjoyed ourselves. The train trip was world class but I suspect the quandongs in the pie that I had for lunch came from a prickly bush with black berries. Maybe I am just behind with the advances in plant breeding.

Certainly a different look and taste to when we used to get them from Block F and Wandearah when I was a boy. Silly old bugger!

A top weekend and a credit to the organisers,

The Citroen 2CV August 25th meeting.

Brian Woodcock gave members at the Kapunda Chapter a talk on the French answer to the Beetle. The 2cv was in production for 42 years.

Designed in the 1930's as a low-cost people's car, it didn't go into production until after the war.

Everything that could give trouble was eliminated in the design. There was no radiator or fan belt, the cooling fan was mounted directly onto the crankshaft.

There were no gaskets, everything relied on precision fit.

The suspension consisted of compression springs in a tube with the front and rear wheels connected on each side. A forerunner of the hydro-lastic principle. The upholstery was basic. A great little car that the French farmers could afford and was suited to the rural roads. With their innovative suspension it was claimed that they were impossible to roll over. Cheap to run, reliable and they required little maintenance.

During their long production life, they were exported around the world, except to the U.S.A. and Australia. These markets were deemed to prefer large cars. All the 2cv's in Australia are private imports. A 4wd version was produced with an engine in the front and rear. Ideal for the Sahara.



Woodcock's Citroen 2CV

DJ's Sandblasting and Restoration Sunday August 27.

The Principal David Scholz welcomed a good crowd of us. He explained that he started his business in a shed on the family farm. With his staff he concentrates on restoring nowadays and no longer does crash repairs.

He still has the big mobile air compressor sand blasting unit he used for preparing wine tankers for repainting to keep them looking mickey mouse.

The quality of the workmanship was outstanding. One of the cars being worked on at the moment is a Chrysler coupe. The work leaves nothing to be desired. Every piece of rust has been removed and new panels made. An old Toyota Landcruiser Station Wagon is down from Darwin being restored. The whole business is a real eye opener.

**Old Car Day** 1st September

Several members attended the annual Drive It Day at the Bethany Reserve in the beautiful Barossa Valley. Advertising the event this year got off to a slow start. I thought this

may affect the

attendance but the event was bigger than ever. I went over with Richard Lang in his Wolseley.

A great day out in a beautiful setting with the old cars.



2 Jowett Javelins



Gawler Swap Meet Sept. 12th

There was a good crowd at this event, at what they claim is the biggest swap meet in S.A. The parking was atrocious. All the streets were full of cars, at least the parking inspector did not seem to be issuing tickets this year that I saw or heard of. The venue is not well located I saw quite a few Kapunda Chapter members there. There was a good selection of stalls with a few car parts. Bric-a-brac was well represented. You may have realised by now that I consider that items of pre 1960 manufacture are car parts. Japanese parts are a no no. Everyone to his own. Came away with a book and a hot dog.

Historic Commercial Vehicle Club Rally. 12th Sept.



An Atkinson

Kapunda Chapter members visited these vehicles when they were parked at Saddleworth Hall, while the entrants were having lunch at the Bowls Club. We were on our way home from the Gawler



White prime mover

Swap Meet. Some other members visited them while they were having morning smoko at Eudunda. There were over fifty entries with many heavy units.



Morgan Swap Meet Sept. 17th

Peter and I ventured up to Morgan for this event. This year they changed the venue to the Primary School Oval from the Old Oval by the river, a much better facility. Last year we had to walk about a kilometre from the car park, both being disabled we said we weren't coming back again.

Like most swap meets these days there was a dearth of car parts. There was a good range of s/h tools available and the rest was mainly bric-a-brac. I bought probably the oldest car parts I saw, two Morris Minor hubcaps for \$3, one is usable if you are not fussy. Also I got a set of wood turning chisels for \$5.

Many of the stalls I had seen at Gawler the week before. We will go back again if they use that venue again

Video Night Sept. 22.

This was to be our Antar night but we couldn't find the Antar segment even though it was there amongst the others. Instead we had a film on the life of a truckie and one on the Snowy Mountain Scheme, getting close to the Antar prime movers! Both were very interesting.

Malcolm Johncock

Afghan Express Trip

On the morning of Saturday, 12th August about 44 NARC members assembled at the Port Augusta Railway Station for a trip to Quorn on the Afghan Express. This is the name railwaymen gave to the passenger train that ran from Terowie to Oodnadatta through Quorn in 1923. In time this was abbreviated to "The Ghan".



The railway was ultimately extended to Alice Springs by 1929. The Ghan used the Pichi Richi railway route until 1956, when a new standard gauge railway from Stirling North to Brachina bypassed the narrow gauge railway through the Pichi Richi Pass.

Our train was hauled by steam locomotive W934 and genuine timber bodied carriages built late in the 1920s were used. Historic diesel locomotives are used when the fire risk is deemed to be high.



Our train departed at approximately 10.30am and arrived in Quorn around 12.15pm. We then had the opportunity to walk the streets of Quorn and have lunch before departing at around 2.30pm.



Arrival back in Port Augusta was around 4.30pm. We were blessed with a beautiful day and the scenery of rocky outcrops, dry river beds and hills and escarpments was spectacular.

That evening quite a few of us dined at the Standpipe Motel which capped an enjoyable day.

Nothing was formally organised on Sunday, but some of us inspected the Australian Arid Lands Botanic Garden amongst the showers. It is well worth a visit!

All in all, a most enjoyable weekend and thanks go to Merv Robinson for organising it for us.

Graham Correll

Group photo by Dianne Correll, others by Dianne Stevenson

DJ's Sand Blasting And Restoration 27th August

Kelvin and I left home at 12-00pm to travel to Eudunda via Clare. Everywhere was yellow from the canola paddocks, which were higher than the fence line, wattle trees in blossom and sour sobs. Kelvin mentioned that this year there seemed to be more canola grown than last year. We went from 17 degrees at Mundoorra to only 13 degrees at Clare.

We arrived at David Scholtz's place at 1-40pm for a 2-00pm start of the Kapunda Chapter's run to David's Sand Blasting and Restoration sheds. The Kapunda Chapter meet at Hill Street at Kapunda and drove in convey to David's place. Ross Vogt drove out in his 1937 Plymouth sedan at the age of 101 years old. Out the front of David's house he has made quite a lot of garden metal art displays and one was of a mine shaft set up with a bucket underneath from Tarcoola. David gave the group of 13 a very comprehensive talk about his business. He started at his parent's place in 1990 and when he got married in 1995 he put a big shed near his house thinking that was ok, but in years to come the business has extended to several other sheds. His 2 boys also work with him. For the past 12 years he has only done restoring isn't doing crash repairs as he has enough work in restoration. David said, that he had cancer, 9 months ago and after his final check up in November he hopes to purchase a caravan and go travelling with his wife. Ross Vogt said he has made 8 caravans over his lifetime.

In the first shed he took us to there was a 2 door hard top Valiant coupe to restore. A Torana Hatchback which belonged to young lad, who lost his life from an accident was being restored for the parents as a tribute to their son. It had been his intention to restore the Torana.



Other work on consignment was an iron gate from Moonta that needed the top spikes to be moulded and welded back on, then to make another set of the gates. We walked past a small train that was created from a gas cylinder and several junk parts to look like a train that he made in 4 days over a Christmas break.

He then showed us the sandblasting shed where he uses dry red garnet and then recycles again for future use. In another shed he had a Falcon Panel Van with a mild ground camshaft, with triple Weber carburettors that he has restored. This was originally white and he has painted it a bright green. During the restoration process, photos are



taken for the customer to keep for their future reference and display purposes.

There was a two door Ford Falcon coupe which was painted in Wild plum and was near ready for the customer to collect. In front of that coupe was a 2 door Monaro coupe nearly ready for highly polished rub back. In the next shed was David's collection of 5 Chryslers, 2 Ford cars and a Model A Ford.

Malcolm Johncock's dream car?

He purchased an American 2 door Chrysler/ Dodge coupe from USA for \$12,000 when the Aussie dollar was quite compatible with the US dollar. He now wishes he had purchased more vehicles at that price. There was a Model A Ford coupe, with 5 windows that he also purchased from USA, which he wants to turn into a Hot Rod but leave the paint original. David is a very clever man as he chopped down the roof of a 4 door Falcon and he made most of the components for the car.

Regency Park Registration gave him grief when he came to register this car. All of his own components passed the rigorous tests that they threw at it. But the chap was not completely impressed with his stamping of the engine number, as he thought the number 9- nine should have had a longer curved tail. If David had made a botch of the numbers the car would have gone to the pound and then been crushed for scrap. David said, it was the worst feeling he had ever had to do in stamping the number 9 again as his hands were shacking that much. He finally tapped the number 9 with a hammer and the chap said that looks better.



David has had much success with this car as he got recognition at the Melbourne Expo.

We then had to climb several steps up to David's Man Shed where he has a very extensive collection of everything. Signs were set up around the walls, along with combine ends, plough seats, toys, aboriginal artefacts, 5x fuel pumps, 2 Blackstone stationary engines, gemstones, coin collection and a great collection of history from the Eudunda District. His wife also had her collection pieces of butter keepers glass dish covers of mainly a hen on a nest in all colours of glass. Also candle glass containers of all colours.



A great selection of South Australian lemonade bottles that were laid flat so that the cork remains wet. Some were from Burra, Beltana, Laura, Clare Brewery, Gladstone and Wallaroo.

The bar was held up by a Ford Falcon body part underneath. We had a cup of tea/coffee with a piece of chocolate cake for afternoon tea. Kelvin was impressed with the collection as there were Deutz tractor advertisements from newspapers on one end of the wall. Thank you to the Kapunda Chapter for letting us attend your run to David's Sheds.

Malcolm Johncock said, that 8 Kapunda members had gone on the booked out, Port Augusta -Quorn train run on 12th -14th August and the weather was wonderful. On the way home Kelvin checked out a new Deutz dealer at Eudunda called Farm Tech -DPS.

Pam Stringer.

PRICE TRACTOR PULL



Part of the line up of competitors More photos page 20

YORKE PENINSULA FIELD DAYS

26th – 28th September by Pam Stringer

Kelvin Stringer was invited to demonstrate the Tractor Pulls at the Field Days with an exhibition everyday for the three-day event, starting at 1-30pm. Kelvin and I went to Paskey on Thursday to have a look at the track for the pulls, also to collect vehicle tickets and adult tickets for the biannual event.

The sled that Kelvin made, had to be taken down to Paskeville on the back of David Mildren's drop deck, which was done on the Monday. Two Deutz tractors, an air cooled and a water cooled were taken down on the back of our Kenworth. Kelvin had organised 9 crawlers and 8 rubber tyred tractors to demonstrate to the crowds.

Trevor Scott, Grant Harvey and Colin Fry from the Antique Caterpillar Machinery Owners Club, Chapter 30 demonstrated their crawlers and had a stall to sell Caterpillar merchandise.

The Helicopter landing site was right next door to the Tractor Pulls area. Flights only took 4 minutes to do a complete circuit of the Field Day site for \$50 per person. The Barossa Valley helicopter was kept busy on Wednesday and Thursday. On Wednesday the weather was 20-24 degrees and the site filled up with a huge crowd over the 30 hectares that held over 600 sites featuring the latest in agriculture machinery and equipment. Other sites were of technology in the way of drones- DART -Drone Agricultural Remote Technology with Tom O'Donnell originally from Snowtown and Xtreme Drones that gave demonstrations every day on Maitland Road at various times throughout the days. They specialise in agricultural drone services, spray drones and weed seeking services for inaccessible areas, to complete the job in far less time.

The Yorke Peninsula Field Days is Australia's oldest Field Days and were established in 1894 to showcase and network in agriculture. It showcases all aspects of services and displays a wide variety of general interest for both men and women. There was a wide variety of things for the children in the Ag learning centre and the Children's Trial to go around and collect things at various posts. A lot of other sites had give away articles or lollies for the children.

The Guest Speaker Centre featured Landline's Pip Courtney speaking on Tuesday. Also in the morning was Emily Riggs from Burra the wool producer, founder and creative director of 'Iris & Wool'. Wednesday the guest speaker was The Honourable Peter Malinauskas MP, Premier of South Australia who officially opened the event. Stephen Milton speaking about Prostate Cancer, as on average, one Australian man is diagnosed with prostate cancer every 22 minutes, it is overtaking breast cancer.



Kelvin Stringer and his air cooled Deutz 1958



Grant Harvey, Caterpillar-twin powered 1953



From the sled operator's seat



Caterpillar in front of 'Seed Storm' from WA, 26 t & 80' wide. Towed here by a prime mover at highway speeds.

Tricia Stringer had a launch of her latest book 'Back on Track'. On Thursday I sat in the Guest Speaker area and heard, Those Barossa Girls talk about Heritage Recipes from 1917 -the first World War and the Depression era. They combined their talk with a local woman Neta Heinrich nee Bussenschutt who was born in Paskeville in 1905. She married Stan Heinrich in 1929. Neta submitted two recipes to the Barossa Cookery Book, as her Father-in-law was from Tanunda.

Other speakers were Hannah Moloney, ABC Gardening Australia presenter from Hobart. And Will McDonald who is an ambassador for Prostate Cancer Foundation of Australia and has a YP Prostate Cancer Support Group at Kadina. Will, who is a Nine News Presenter also worked at GTS-4 Port Pirie. He was diagnosed with Prostate cancer at the age of 42 years old and he now manages the cancer as it will never be cured. His father had prostate cancer at the age of 73 years old and he has passed away.

This year there was a larger number of wine sales and liquor tasting pavilions with some that even came from W A. There were gins made from quandongs by Flinders Gin at Quorn.

David and Kelvin went back to the Field Day site Friday, to collect the Kenworth with the 2 Deutz tractors and the sled on the drop deck, making it 6 times to go and come back home each night over the event. The whole Yorke Peninsula is involved with the well organised Community Event with sporting groups helping out with catering at many of the Canteen sheds on the site.

NARC vehicles on display



Dean giving Graham Correll a ride on steam traction engine



Graham Correll's 1949 RMB Riley



Allan Pitchers' 1928 Singer Delivery Van and 1937 Vauxhall Coupe



Bruce Philbey's Chamberlain



Malcolm McPherson's 1956 International ASC-160 series



Allan Pitchers' Chrysler Wayfarer Utility



Lyn Butterfield's 1946 Hillman Minx



John Birrell's 1957 Austin A95 Westminster



Graham Correll's 1950 Morris LC3 Utility

Big Boys Toys (Front Cover Story)

One Saturday afternoon I was invited to Robert Broad's residence at Angaston to have a look at some old motors which he was wanting to sell. Little did I know that I was going to have a pleasant afternoon being told the history of the Broad family of Canowie near Jamestown. I really enjoyed listening and looking at old maps of various stations they had owned.



Let's get back to the subject at hand - stationary motors. Robert had about 6 or 7 he was looking to sell. I made quite a few notes of what was there. After some discussion with Craig Thomas another trip was organised and a purchase of a model L Lister 1919 and Southern Cross motor was completed. For some reason his McDonald Imperial "Super-Diesel" took my fancy and kept bugging me. I found out a little about this motor from Ray Gillet in Victoria (McDonald Registrar) and decided to purchase it after driving Craig Thomas crazy with numerous phone calls.



Paul looks happy with the results

Once the J Series Imperial "Super-Diesel" was home, restoration started by taking the motor apart and then working out how this motor actually ran. Getting the piston out was a challenge. After soaking the piston in penetrating oil for 4 or 5 weeks (while I went on a Kimberley fishing cruise) I started to try and get the piston out of the block. At least 2 hours later with a 9 kg sledge hammer and numerous blocks of wood the piston was free. One of the fly wheels also required a fair bit of pressure to get off.



Analysis:

1. Bore was good
2. Ring grooves require regrooving and hence a new set of rings to be made
3. Crank shaft bearing requires re-metalling
4. Conrod bearing also requires re-metalling
5. A 400 thou (10mm) bend in the flywheel end of the crankshaft was found and required attention (that's why a lot of force was required to remove the flywheel)
6. Fluid fuel injection system had to be rebuilt as it was broken and rusted out, new needles, seat, dump valves had to be made.
7. Oil pump needed repair.
8. New 2 compartment fuel tank had to be constructed
9. Numerous parts had to be welded back together or built up even when it was all back together.

The original transport which was one of the leading factors for the purchase was sand blasted, painted and assembled. The motor itself was reassembled using Ray Gillet's parts drawing - helpful information.

When I had put this motor back together to the best of my ability, I coerced Craig and Graham Burgess to come over to help me get it started. I made an electric starter motor to assist as the motor was extremely tight.

Result - starter motor had more smoke coming from it than anything else.

Problem 1) timing was not 100% correct, problem 2) too much fuel.

Graham did some analysis on the timing. New fuel needle seat was made as well as a better type of starter motor was designed after consultation with Ray who suggested more speed was required to turn it over

My 1980 XL 250 Honda motorbike was securely mounted on a pallet with the rear wheel hanging over the end so that it could make contact with the flywheel. The pallet was lifted onto the flywheel by a forklift. This worked well, without mattresses on the ground in case I had a fall. Next on the scene was John Birrell and Merv Robinson and even more problems were being solved as well as extra experimental work with compression, timing, valve clearance, governor springs etc. After 4 attempts and numerous modifications we end up back exactly where we started! However, it did start after I had visited Warracknabeal,

McDonald feature show in Victoria and spoke to a lot of people about the model J which I found was not common. Craig and Graham accompanied me at Lake Goldsmith where we visited

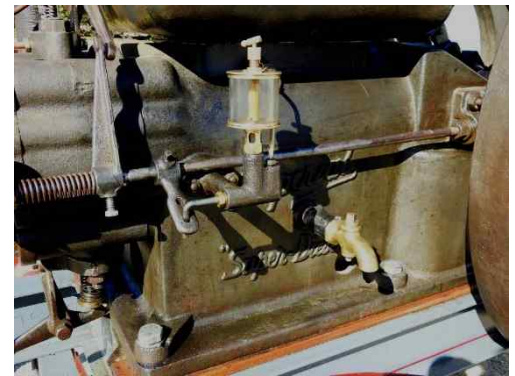
John Birrell looks a little askance

Ray and saw his collection. He also showed us how he started his J model.



at the OH&S implications while Paul & Merv labour on.

After returning, another day was organised and we got it to run for an hour or two and while running David Thamm (Thamm's White Hart Garage who helped me with a lot of restoration work) paid a visit. A little problem with the oiler was detected while running. We tried to rectify this while the engine was still running, resulting in covering Merv and Craig with oil. Travis (David's son) also came to have a look and was fascinated by the fuel system. While visiting he received a work phone call and we continued on looking at the Blackstone which we again had running. All of a sudden, an enormous bang came from the McDonald and we all ran towards it to find Travis laughing in the ute. He had let a firecracker off underneath the motor. Very funny after the event!



Overall, this motor has been an extremely challenging project which took 2 years to complete and without the help of Ray Gillet, Craig Thomas, Graham Burgess, John Birrell, Merv Robinson, David Thamm, Ric Corbett Motors, Roger Boehm (catering manager), and Ian Radford I could not have completed this project. Sincere thanks guys for your help as I feel we all got a bit out of this project as well as a good feed, laughs and a couple of red wines etc.

Specification

McDonald Imperial "Super-Diesel" manufactured 1923 Melbourne Victoria Model 520 J
10 HP bore 6 1/2inch stroke 9inch with liner flywheels 40inch
HVID Diesel fuel system

It was initially delivered to Brooke and Jones Gundagai NSW through WE Kyle and co on 24/4/1923 with a double division fuel tank and a 12inch pulley.

27/3/1946 it was sold to M Nuttall, Mount Street, South Gundagai.

Robert bought it from Truro Agency owner. History from Gundagai to Truro is a mystery.

Bought from Robert Broad May 2021 going again before May 2023.

From what I understand there are only 33 J type McDonalds on the register and 6 of these have a 6inch bore and no piston liner while the other 27 are like mine with a liner. We don't know how many are running.

Paul Wilson

The proposal below was sent out to all members on our email list 5/8/23

Graham Goode and I have had a discussion regarding NARC,s 50th anniversary coming up next year and have come up with the following for discussion.

Attend the Crystal Brook Show on Saturday 10th August 2024. Give the show committee plenty of warning so that they can have plenty of reserved display area available.

Friday 16th August Leave for Broken Hill. Stay in Broken Hill for the nights of 16,17,18th August.

Arrange to have some contact with the Broken Hill club members.

Monday 19th August. Travel to Mildura. Stay in Mildura 19,20, 21st August. Arrange to have contact with the Mildura Car Club.

Thursday 22nd August travel to Berri. Stay in Berri 22 & 23rd August. Arrange to have contact with the Riverland Club. Do an evening cruise and meal on the River Murray. It is a four hour cruise and can recommend this one.

Saturday 24th August drive to Clare. Arrange accommodation and final dinner at the Clare Golf Club. This could also be the NARC Presentation night for the previous year's awards.

For this event we could produce a NARC 50 year anniversary car badge, similar quality to our current badge, but with 50 incorporated in to it.

This itinerary may be altered, depending on what we are able to do in each area.

Merv Robinson

All those members on our email list would have received a draft proposal idea from Merv Robinson 05/08/23 for our club's 50th anniversary.

As such I would like members to give an indication of support to assist with our planning.

Please let us know by responding to the survey below.

1. The draft starts with a NARC 50th display on Saturday August 10th 2024 at the Crystal Brook Show, which is where our club was formed. This seems very logical . Yes / No
2. The trip in the draft will interact with clubs that we have historically been in contact with. The time frame would be a minimum of 9 nights away plus travel and accommodation. Is this too long or costly for you? Yes / No
3. 50th Anniversary Dinner on Saturday 24th August at the conclusion of the trip to be held at the Clare Golf Club. For many an extra night's stay. (See below) Yes / No
4. An alternative is to hold a 50th Anniversary Luncheon on Sunday 25th August. This may encourage senior and past members to attend who struggle with night travel and the need for accommodation Yes / No
5. Should we produce a Special 50th Anniversary Badge for the occasion. We could also present the previous years awards at the same time. Yes / No

Below are some other options.

6. Would you attend a camp out weekend over a minimum 2 nights and interacting with the Broken Hill local club. Yes / No
7. Would you be involved the Mildura / Berri section of the draft trip. Yes / No
8. Would you be involved in the Berri section of the draft trip. The Riverland club members have historically been involved in our Burra to Morgan Run/Weekend. Yes / No
9. I realize that I will get many answers. How many nights away at any event would you attend.?
10. Will you be attending all, some or none of what we plan from the responses.
I hope that as many members as possible give feed back to assist in our planning.
11. Please make any comments toward planning this major event for NARC.

I look forward to your replies, Ian Radford

MINUTES OF PREVIOUS MEETINGS

Meeting at Pt Broughton 10th August

Present: 34 members, a new member Vernon Kruger-Clare introduced by David Keller.

Apologies: from 9 members Graham Goode, Ken Porter, Helen Philbey, David Iliffe, Paul Wilson, Ross Sims, John Mieglich, Dianne Correll and Barb Pavy.

Minutes of previous meeting were read from 13th July the AGM – and confirmed

Business arising: Federation letter that Graham Burgess drafted regarding Bay to Birdwood of change of dates. Graham moved that letter be sent to Federation

The Kapunda Chapter to be given \$500 for their financial expenses.

Editors honorarium be increased to \$600

New Members: Two new members welcomed -David Wilson and Geoff Schell from Burra.

Correspondence: Magazines and flyers

Financial Report: presented and accepted

Registration: Graham Burgess said that there are more Log Books to be sent in to him.

Editor Conrod: needs more front cover photos of members vehicles.

General Business: Port Augusta / Quorn trip 41 persons are booked in.

Ian Radford had a survey list to be sent out to members re the Clubs 50th Anniversary.

Graham Goode said his Insurance will cover NARC's property lost in fire.

Peter Jeisman informed of a lady from Port Pirie that wanted her husbands collections cleaned out

Graham Burgess and Geoff Wall to have a look.

400m Sprints at Kadina 30th September – 1st October.

Next Meeting 14th September at Blyth cinema 8-00pm. Guest speaker: Professor Toby Coates.

Meeting closed at 8-30pm Members had 35 articles on the table to be Identified.

Members got up and demonstrated their articles, it was a great evening followed by supper.

Meeting 14th September, Blyth Cinema

President: Ian Radford welcome members to the meeting.

Present: 24 members as per attendance sheet. Apologises from 14 members.

Business arising: Peter Jeisman described the shed contents at Pt Pirie was not of good value so declined in helping her.

General Business: Ian Radford read the reply letter received back from Federation re later dates of the Bay to Birdwood Run changed of second weekend in October. The reply was not that hopeful of changing the dates but they thought the new dates were better for future years.

Ian has forwarded out an email of a survey for members to reply re 50th Anniversary for August and September 2024.

Graham Goode had Flyer for the Swap Meet but date is now 3rd March 2024 as another group has taken our 3rd Sunday of 17th March. NARC has had that date 3rd Sunday for over 42 years.

Next Meeting: 12th October at Port Broughton with guest speaker Leah Holman a female Harness Driver from Kadina.

Meeting Closed 8-27pm. Ian mentioned that the Organ donation speaker of Professor Toby Coates could not attend tonight's meeting so now he has organized Liam Bache. Liam had a video of 'The Art of Rally' of his involvement of Rally Racing and his expanded navigation expertise in the sport. Paul George and Liam became partners in a 1971 Datsun 1600 P510

5 speed Stanza gear box. Paul is driver while Liam the navigator. About 30 competitors can be in a race and all start about 2 minutes apart, to do the track in the fastest time.

He has been 9 times to The TARGA – in Tasmania and he now is a Safety Manager. A different experience from a guest speaker as we viewed the crashes that he had also travelling around the race track with him. Ian presented Liam with a token of appreciation – concluded with super.

RESTORING THE 1913 14 HP HUMBER

Part 3 (Part 1 in the July / August 2019 edition, Part 2 in May / June 2021)

Having left the bonnet to be the last bit of body to be attended to, close inspection revealed that most of the rivets for the hinges had worked loose, and that unfortunately, the body of the car wasn't quite vertical at the front of the scuttle – possibly because of some shrinkage of the timber I'd used in its construction. Given that the front and rear edges of the bonnet are folded over twice to give additional strength, the decision was made to make a new bonnet from scratch. But how?

The first thing to be tackled was to make the hinge sections - all 39 of them. This required some thought, and manufacture of a few tools – the photos below show the steps in the process.



The next problem was to make the vents for the side panels. Unlike later vintage cars which have all the vents formed by pressing and shearing a single panel, each vent on the Humber is a separate pressing. There are 19 on each side, all soldered over a hole cut in the panel, with a sort of a 'picture

frame' soldered over the whole lot to cover all the joints. That meant I only had to make 38 of these pieces! Again, more thought, and more tooling. See below (Some of you will have seen it the July meeting and it wasn't painted nicely like this when I used it). The idea is that you clamp a strip of metal loosely over the bottom half of the die, press the upper shoe down over the guides, and there you have a vent piece as shown in the centre. Making the tooling took the best part of 2 days – making all the vents took about 2 hours! Some of you will have seen it the July meeting.

The next of the bits and pieces to be made were the hold-down brackets for the bonnet latches – more tooling and a couple of strips of 1/8" metal dimpled with the application of heat and a heavy hammer.

After that came the manufacture of the four panels. As I mentioned earlier, there are several folds required in the ends and bottom edges, which was the excuse I needed to buy myself a small pan brake. Forming these panels was fairly easy to start with – the only problem came when I tried to roll the curve in the top two sections which had to happen after double folding the edges. Despite my best efforts, the ends tended to curl in at the start of the curve, and the only way to avoid the problem was to start again with a much wider panel than I needed so I could cut off the bit that still curled over, leaving me with the shape I wanted. Thanks here to Jack Mieglich for the use of his rolling machine.

At this point I thought I'd done all the hard stuff – I'd just tin all the separate bits, solder each vent piece onto the side panel, and then work my way around the 'picture frame' sections to solder them over the top. Not so easy!



As soon as I started tinning around the big hole in the first side panel I was in trouble – it warped something horrible, and stayed that way when it was allowed to cool down. One ruined panel to remake. Even before this, I'd been worried about deformation, and had tried superglue as a possible means of fixing the vents. Strong, but not strong enough. The next thing to try was Alan Pitchers' spot welder, but that too caused too much warping. Humber had managed to do it in 1913, so there must be a way! After a bit more head scratching, I figured the only way to perhaps avoid the problem would be to heavily tin all the vent and 'picture frame' sections which were relatively small and therefore not likely to deform, sit everything (ie. all 24 pieces) in place on top of a heavy plate having applied flux to the main panel, weigh things down to stop them moving about, and then use a couple of burners to heat it all up evenly using until the solder melted. Once that happened, the burners could be turned off and it would all cool down slowly, evenly, and hopefully I'd end up with a nice straight panel with everything stuck together. Viola!

The view below shows the completed left side of the bonnet after painting and fitting



With the bonnet in place, the next part of the restoration to be tackled was the leather button upholstery, hood and the fabric valences, all of which were entrusted to Justin Tilbrook at Clare Upholstery. His work was very familiar to me from work done on both my, and other Club member's vehicles, and the end result was all I could have hoped for.

With that having been completed and the car home once again, there were a few minor jobs to be done before the first attempt at a start-up. The trip to Clare on a trailer

showed up that I'd not allowed sufficient clearance between the exhaust pipe and rear axle, requiring a slight modification, and with the upholstery finished I was able to find a spot to mount the indicator switch which was both convenient and unobtrusive.

It would be nice to report an easy start-up, but that wasn't quite the case. The rebuilt motor was very tight, and impossible to turn over on the crank-handle (remember – no electric start in 1913!) so the first thing to do was to take all the plugs out and tow it up the road in gear to try to free things up a bit and establish oil pressure. That was successful, but it became apparent that all was not well.

Someone (ie. your scribe) had inadvertently fitted the flywheel in the wrong position on the crank which I realised soon after I did it, but then a couple of months later when it came to time the valves, I did that off the flywheel marks which were of course wrong. Bugger!



Interior almost finished – Justin's workshop



Ready to tow to establish oil pressure

to be sorted out before I can claim complete success. But at least the little bit of work it's done so far has allowed things to free up a bit, so we're heading in the right direction.

So rather than doing the relatively quick fix and just removing the radiator to allow me to take the timing cover to move the chain the couple of teeth needed, I decided to do the job thoroughly which involved taking out the motor so the flywheel could be positioned properly, and while I was at it, get the magneto rewound (the only thing I'd not already attended to, but which took several months).

The next attempt was more successful – the motor was first run on 26th August and driven up the street under its own power, however a couple of gremlins still remain



36th 'Down Under' London to Brighton Run for cars and motorcycles at least 100 years old

Sunday 29th October 2023

Previously only open to Veteran vehicles, this year any vehicles at least 100 years old are invited to attend.

Entrants and spectators gather in London Road, Mile End South from 9.00 am to socialise and prepare for the Lord Mayor of London to flag entrants on their way at 10.00 am after a short ceremony.

The run to the beach at 'Brighton' will be via Morning Tea at the Combined Car Clubs' Clubrooms at Glandore.

The route will have marshals at major turns and intersections, is designed to be suitable for the entrant vehicles, and will finish at Wattle Reserve, Hove where the Mayor of Brighton will welcome arrivals.

Medallions will be presented to all vehicles completing the Run.

\$10.00 per vehicle entered covers two Morning Teas, (London Buns, tea or coffee). Additional \$5.00 Morning Teas may be ordered for extra passengers, friends and families.

Conducted by The Vintage Sports Car Club of SA Inc.

Enquiries: Rodney Wood 0419 806 552 or rodneywood@iprimus.com.au

ENTRY FORMS from web-site www.vscsa.org.au or contact Rodney

The Run commemorates the passing of United Kingdom's Locomotives on Highways Act, 1896. It raised the speed limit and abolished the need for motorised vehicles to be preceded by a man carrying a red flag.

Editor can supply entry form also.

Con-Rod Unclassifieds

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

Ad may still be on website when not on this page

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

WANTED Cibie Super Oscar driving lights or **Lucas Flamethrower** driving lights.
Trev Naismith 0409 648 424

WANTED **HR Holden** rear bumper all or middle section only.
Peter 0428 812 845.

FOR SALE **1993 Saab** 900 Convertible, Nice car, Reg VLV685 \$6,000
Brian Woodcock, Kapunda 0400 294 521

FOR SALE **1949 Dodge Truck**, Eng No. K5W2-2180 1950's body style.
2 speed diff. G-Well bag loader 8-25 x 20 tyres 14 foot Tray.
Surface rust, needs new upholstery, ex farm truck,
52,400 miles on clock. \$5,000 o.n.o.
Richard Lang, Kapunda 0423 524 481

FOR SALE **Army trailer** Good Condition, no rust
Tyres good. \$2,000 ono
Allan Thomson, Kadina 0408 272 142



Price Tractor Pull



The rest of the competitors



Shane Carty with Fordson E27N-P6 – he pulled 97, 83, 68 & 100



*Kelvin Stringer doing his pull – he did a full pull of 100.
Adrian Mason awaits his turn on Massey Harris 55k*

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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

We have had this popular polo shirt for many years and it is still available.

All clothing available from Tad's Embroidery, 12 Edith Terrace, Balaklava Ph: (08) 88621793

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Car Badges (cast)	\$25.00	Lapel Badges (small)	\$5.00
Teaspoons	\$5.00	Embroidered Patch	\$5.00
Coffee Mugs	\$15.00		

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