

*Northern Rivers
Vintage & Veteran Car Club Inc.*

October 2018

KLAXON NEWS



*Enjoyable morning at Wattle Tree Creek Farm Outing
Photo by Chris & Narelle Loadman*



Lismore & Casino

Northern Rivers Vintage & Veteran Car Club Inc.

Web Site; www.shannons.com.au/club/carclubs/northern-rivers-vintage-veteran-car-club-inc-1
P.O. Box 122, Lismore, NSW 2480

FOUNDATION MEMBERS : Mr. Bob Trevan & Mr. Graham Fitzgerald

**LIFE MEMBERS ; George Hobbs, Norman Clapham, Doug Campbell, Narelle Middleton,
Marie Johnston, Robyn Hayward, Robert Lovell**

2018 Management Committee

PRESIDENT	Chris Loadsman	0417630244	chrisloadsman@optusnet.com.au
VICE PRESIDENT	Ben Clift	02 66832448	
SECRETARY	Jillian Keys	02 66223265	nrvccsecretary@gmail.com
TREASURER	Eric Davison	02 6624 4537	
COMMITTEE MEMBERS	N Clapham , R Hawkins , A Johnston		
2018 Office Bearers			
ACTIVITIES DIRECTOR	Ben Clift		
PROPERTY OFFICER	Narelle Middleton	02 66281207	
LIBRARIAN/HISTORIAN	Bob Trevan	02 66 216389	
KLAXON EDITOR	Ron & Nancy Hambly	02 66244667	rha67675@bigpond.net.au
REGISTRAR	Ron Hawkins	02 66298119	A/Hours 6pm-9pm
REGALIA OFFICER	Peter Henson	02 66282415	octane1@bigpond.com
WEB OFFICER	John Hunt	02 66612543	nrvccweb@gmail.com
MEMBERSHIP OFFICER	Fay Bryant	0413280270	fay.bryant@yahoo.com.au
SAFETY INSPECTION OFFICER	Garry Johnston	02 66 291270	
EVENTS COMMITTEE	V Keys, B Clift, L Johnston, N Clapham		
PUBLIC OFFICER	R Lovell	02 66219682	

CATERING FOR ALL VEHICLES OLDER THAN 31ST DECEMBER 1980 OF ORIGINAL DESIGN

Visitors from other clubs passing through Lismore & Casino are always welcome at our club outings and meetings. Meetings of the club are the SECOND WEDNESDAY of each month at the LISMORE WORKERS CLUB , Keen Street, Lismore at 7.30pm.

OPINIONS EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE OF THE CLUB.

GUIDELINES FOR CONDITIONAL REGISTRATION (CLUB PLATES)

All NRVVCC members should familiarize themselves with the NSW RMS rules and club rules surrounding how to use your vehicles on Conditional registration, together with the requirement to carry certain documents in the vehicle whenever it is being used.

If you are on the log book trial, the RMS issued log book must be completed by the member before you use the vehicle for anything other than NRVVCC club outings. Vehicles not on log book, the member should phone/email the secretary when a movement is needed for anything other than club outings.

Any member with vehicles(s) conditionally registered through the NRVVCC and who do not attend a minimum of three club events per calendar year (not including registration day & meetings) may be asked by the committee to show cause as to why the club should sanction the renewal of their registration in the following year.

The Club cannot afford the risk of the system being abused and the subsequent loss of the benefits of these worthwhile concessions for other Club members.



NORTHERN RIVERS VINTAGE & VETERAN CAR CLUB INC



Established in 1960

Coming Event

THE PRESIDENT'S RUN

DATE - Sunday – 14th October

TIME - 9am

PLACE – Meet at Clyde Campbell car park – departure at 9-15 am

DETAILS – BYO morning tea & lunch at Rocky Creek Dam

Bring your own chairs and table in case there are no picnic tables

PLEASE NOTE – If raining please contact Chris Loadsman on
0417630244

<u>OCTOBER</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>
10th Club Meeting		2nd Christmas Party
		9th <u>Casino Rego Day</u> 8am-12noon
14th Presidents Outing - President	14th Annual General Meeting	12th Club Meeting
	18th Club Outing - Ron Hawkins	 
	25th <u>Clunes Rego Day</u> - 8am-12noon	CHRISTMAS BREAK

November Club Outing

Date; 18th November

TIME - 9am

PLACE - Meet at Clyde Campbell car park for departure.

Bring; Everything for morning tea and lunch in the bush at Sheepstation Creek.

Bring your own chairs and table in case there are no picnic tables.





Northern Rivers Vintage & Veteran Car Club Inc.

Meeting No. 638 – 12th September 2018

Held at Lismore Workers Club – 7.30pm

President C Loadsman opened the meeting and welcomed all in attendance.

MEMBERS PRESENT: J Keys, C & N Loadsman, B Trevan, R & N Hambly, C Cook, B Clapham, N Clapham, G Paff, T & J Prodger, G & E Campbell, J & R Hayward, N Middleton, R Hawkins, R & M Lovell, A Keys, B McPherson, P & B Henson, S Saunders, R Earnshaw, P Polglase

APOLOGIES: V, J & B Keys, B Clift, S, J & K Clapham, G & C Lowrey, M Johnston, L & A Zambelli

VISITORS/NEW MEMBERS: Nil

MINUTES OF THE PREVIOUS MEETING:

It was moved P Henson second R Hayward they be accepted as correct. Carried.

BUSINESS ARISING FROM THE MINUTES:

R Lovell looked into “written off” stock. Lapel badges and t-shirts are still included in the stock list as of the end of last year, but the t-shirts have been reduced to \$10 each

INWARD CORRESPONDENCE:

1. Magazines from various clubs by mail and email
2. Insurance renewal papers
3. CHMC Affiliation renewal
4. Email from John & Ruth Knight thanking our Club for this year’s rally
5. Shannons Auction brochure

OUTWARD CORRESPONDENCE:

1. Minutes to Ron & Nancy

MOVEMENTS:

It was moved E Campbell second N Clapham that correspondence be accepted and dealt with accordingly. Carried.

TREASURERS REPORT:

E Davison gave a detailed financial report to the end of August 2018. It was moved E Davison second B McPherson that accounts be paid and the report be accepted as correct. Carried

ACTIVITIES REPORT:

Past Events:

Mid week run was good, although a bit wet. Went to Seven Mile Brewery in Ballina then to lunch. Thanks to G & E Campbell for setting up.

C Loadsman thanked B Clift and his family for all their hard work on the Rally. Rally Committee held a meeting and resolved to donate the raffle profits to the Lismore Rotary Club’s Drought Relief. Rally bookings starting to take place for next year. Looking for suggestions for a new meeting place for Saturday morning, other than the Showgrounds. Club to provide complimentary morning tea on the Saturday morning. Trying to use next year’s locations and facilities for the 2020 60th Anniversary Rally

Coming Events:

M Lovell suggested that the Memorial Day run for next year be moved, as there is another event in Casino the day before. Suggested to move Memorial Day to 16 June 2019.

16 September – Run to Rocky Creek

3 October – Mid-week run to New Italy. Numbers needed to P Henson

18 November – Run through Kyogle then through Wiangaree to Sheep Station Run for lunch

2 December – Xmas Party at South Lismore Bowling Club

PROPERTY OFFICER: Nothing to report...all items in the Shed

WEBMASTER: Not present.

LIBRARIAN/HISTORIAN: Nothing to report.

KLAXON NEWS EDITOR: R Hambly gave a report from the Editor’s desk. Stories and photos always welcome.

CLUB REGISTRAR: Not much to report...still completing the hand over from L Johnston. R Hawkins would like to go back to being able to print the records on the Registration Day. C Loadsman looked into buying the Club a printer that R Hawkins will bring to the Registration Days and then keep at home. A Keys moved motion to purchase printer for \$227.00 second N Hambly. Carried.

REGISTRATION OFFICER: Not present

CLUB REGALIA: Sold some metal badges last month. Will talk with R Lovell about stocktake.

GENERAL BUSINESS:

C Loadsman spoke about the new form that will be required to be completed and presented on Registration Day.

C Loadsman spoke about proposed amendments to By-Laws. N Clapham had proposed that the voting numbers being changed. Currently we require 75%/25%. Proposed that be changed to 51%/49%. 15 people for 51%/49% and 11 people for 75%/25%. Carried to amend to 51%/49%.

It was also suggested that we revert back to a 30 year rolling cut-off date for vehicles in accordance with the RMS. Currently out cut-off date is 30 December 1980. 2 people for the 30 year rolling date and 24 people against. Carried to leave cut off date as at 30 December 1980.

Special Meeting to vote of final draft of By-laws suggested for immediately prior to December meeting. C Loadsman to give the appropriate notice.

MEETING CLOSED: 8.50pm

Raffle won by: N Clapham

MAGAZINES

Tweed Valley Restorers x 2, Crank Torque x 2, New England Wheels x 2



Cars at Tenterfield railway station



MID WEEK MUSTER

Visit to Seven Mile Brewery

Wednesday commenced with heavy rain and remained with us for most of the morning. We arrived at the brewery at 10-30am and were welcomed by the Managing Director, Lou Wilson. Lou explained that the brewery name “Seven Mile Brewing Company” came from seven mile beach which is close to his home address which is approximately seven miles from the brewery. Lou’s son Mathew had previously undertaken a brewing course in America and are now working together to build a very successful business.

We were then taken, step by step through the various brewing procedures which are processed through very large stainless steel vessels. After an excellent ‘run through’ we were then invited to sample the various flavours of the end product. After leaving the brewery and walking in a straight line to our vehicles, we made our way to the Canal Road RSL Bowling Club for a delightful lunch.

The day was very interesting and enjoyable and a **Big Thank You** to Peter & Bev Henson for organising the day for us;

Members Attending; *Peter & Bev Henson, Eric Davison, Geof & Liz Campbell, Max & Anne Murray, Ron & Marilyn Hawkins, Ron & Nancy Hambly, Chris & Narelle Loadsman.*



Photo by Chris & Narelle Loadsman - Lou Wilson - left

Outing to Wattle Creek Farm

We assembled at the Clyde Campbell car park on a fine cool Sunday morning then made our way past Woodlawn Colledge, through Numulgi and a straight run to a T section then left into the Wattle Creek Macadamia Farm. We were delighted to find chairs and tables set up ready for morning tea and home made scones with a variety of preserves only added to the welcome we received.

Claire, our tour guide, then led us on an informative walk through the huge range of indigenous trees and plants, Lemon and Aniseed Myrtle and how they use the huge range of flavours. We were then invited to taste and purchase some of the preserves of our choice. Chris Loadman, club President thanked Claire and Associates for making the morning very enjoyable.

On the road again and on to the Channon Butter Factory Tavern for lunch. The outing was very enjoyable and we extend a **Big Thank You** to Greg Johnston for making the outing very interesting and enjoyable.

Members Attending – C&N Loadman- 1929 Chevrolet, Graham Paff, Ford Roadster, J&H Hunt – Zephyr, R&N Hambly – Modern, G&E Campbell, N Boon – A Ford, B&B Trevan – VW, R&M Hawkins – 1929 Dodge, R&M Lovell, L&M Middleton – 1926 Dodge Tourer, P&L Polglase - 1965MGB, R&J Hayward – 1927 Dodge Sedan, K&N Clapham – 1957 Lloyd, A Johnston – 1934 Plymouth, G&L Johnston – 1965 Mustang, E Mulligan – A Ford, P&B Henson.

EDITOR



“You fetch the stick this time”



Bob&Beth turned out in their VW
Henry & Edsell would have been mortified



Ron & Nancy – A walk amongst the Maca’s



Relaxing over morning tea

Left – our Tour Guide



A SQUEAK, A RATTLE OR A HUM?

In 1991, Ford Motor Company decided to give customers and service personnel a common language. Too often the service department didn't understand the customer's complaints, as they described a mysterious noise from their cars. One man's rattle was another customer's chatter or click. This was especially frustrating when the noise was intermittent and wouldn't "talk" to the technician. After some research and trials, Ford published a free diagnostic evaluation booklet and gave it to dealers. Some dealers gave it to all new and used car buyers; others mailed it to their regular customers. It created better communication between the customers and service technicians. The dealers and customers seemed to like it. Some sample language is below.

BOOM: Rhythmic sound like a drum roll or distant thunder. May cause pressure on eardrum,

CHUCKLE: Rapid noise that sounds like a stick against spokes of a spinning bicycle wheel.

HUM: Continuous sound of various frequencies, like a wire humming in the wind.

RATTLE: A sound suggesting looseness, such as marbles rolling around in a can.

RUMBLE: Low, heavy, continuous sound, like that made by wagon wheels or thunder.

SQUEAL: Continuous high-pitched sound, like fingernails across a chalkboard.

Sourced by Bob Trevan – Put them all together Bob and you'd have a Rock&Roll band. EDITOR



*Spotted on trailer enroute to the Buick Nationals
at Dalby*

*The 1934 Sports Coupe is believed to be the
Only one in Australia*

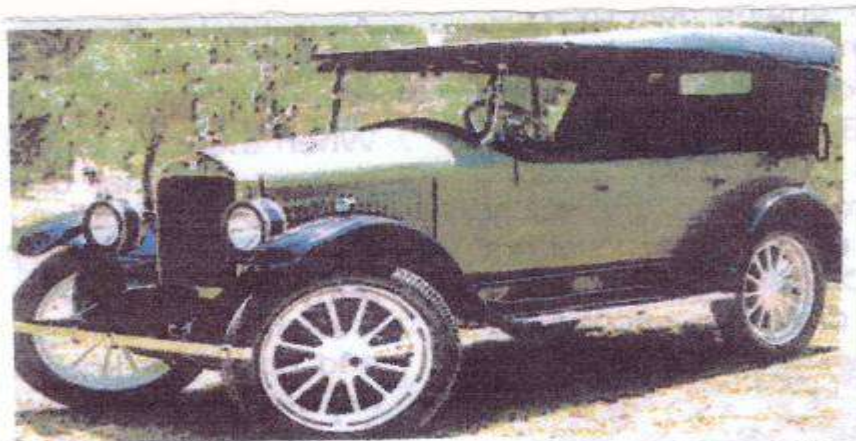
From John Hunt – Web Officer

THE SUMMIT

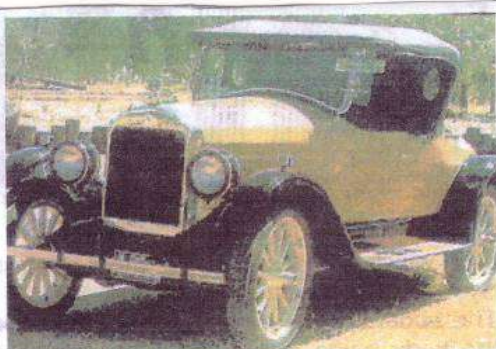
Bill Kelly, the proprietor of **Kelly Motors** in Sydney was an influential seller of Chevrolet motor cars in the early in the early 1920's. He said the Summit of my ambitions is to make a car with all extras available for the Australian Market. So the name of his motor car was conceived. In 1919 Christian Fredrickson invented and patented in Australia a system of unusual spring setup for motor cars. It was known as the Acme spring system which consisted of three sets of semi elliptic springs each side under the chassis rails, from front axle to back axle. This setup was first fitted to a 1920 Australian Six motor car and then taken around the world by Kelly and Frerickson to demonstrate to other car manufacturers.

It went to New Zealand, South Africa and Great Britain, Europe and America. While in USA in 1921 the car was driven by Henry Ford who said the spring system was too complicated for his T- Ford cars. When Kelly returned to Australia in 1922 he decided to build his own Australian car with the Acme Springs fitted as standard equipment. A new factory was built at Alexandria in Sydney and building of the Summit cars commenced.

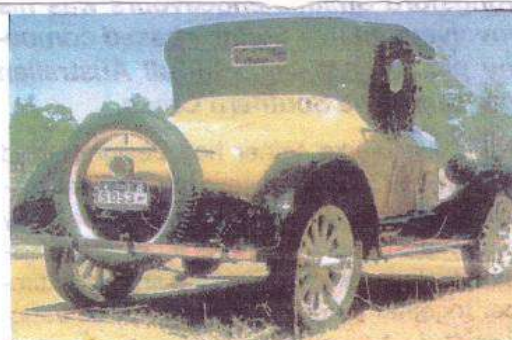
Apart from the motor, gearbox and differential, the car was built in the new factory. The extras included, cigar lighter, Stop light, weathershields each side of the windshield, high and low beam headlamps, kickplates on the running boards and a radio. The radio fitted under the front seat, listening was by headphones and the arial was fitted under the running board. This was the world's first for a car fitted with a radio as standard equipment. The makers also gave a twelve month guarantee with the vehicle.



Standard four door tourer which is today being restored and displayed at the Birdwood Mill Museum in South Australia



The Summit two door car which I found and restored



Rear view of the Summit two door car



**John Hunt says “Henry Ford to the rescue
Or just being towed to a rally in a distant location - Editor**

Negatives & Positives

My 1936 Plymouth drives like modern cars but just has a few draw backs, like its narrow diamond tread tyres prefer to follow the ruts in the road, however, drives comfortly along the highway. The hand brake is more accessable to the front seat passenger than to the driver and If ever driven at night, no oncoming driver would give you the signal to dip your lights. The insulated roof keeps the heat off the interior during hot summers days. Instant cold starts are out of the question but a cap full of fuel poured into the carby’ saves ware & tare on the battery. Sometimes people ask ‘how fast will she go? ‘Then I just comment that she will go faster then I’m game to drive her.

Other than these few draw backs, she just drives like a modern car.

EDITOR



1936 Plymouth



DERHAM DODGE

Dream Realized

The name of the Derham Body Co. of Rosemont, Pa., rings a familiar bell for those of us who are avid car collectors, Even some with a casual interest will recall seeing car bodied by this famous auto body manufacturer. Among companies that bodied automobiles starting in the early 1900's, Derham stood with the best, working in styling touches on vehicles until the late 1960's.

As times marched forth from the company's founding, so did the desire for custom- bodied automobiles. Derham produced many coachbuilt bodies through the 1930's and also managed to stay active through World War11 for two main reasons: The company was able to skillfully transform automakers' factory bodies into custom-designed works of art.

For many years, Derham seemed to have flourished under the great wing of Chrysler. Even prior to the dealer arrangement. After World War11 ended, Derham tailored its interest to building series custom cars to attract the public to purchaseChryslerCorp. Automobiles. Essentially it built custom cars for showroom display. In 1948 Derham built two custom polo wagons at the request of New York Dodge dealer CM Bishop. Industrial designer Donald Diskey and Enos Derham were believed to have been responsible for engineering and design of the Dodge Derham.

Chrysler archives contain photos of one of the Derham – bodied polo wagons, but the actual vehicles faded into obscurity and were never heard of or seen again.The achive also includes photos of a Derham bodied 1948 Dodge Coupe.



Derham Body Co. is believed to have built only one of these 1948 Dodge Coupes with a Studebaker style wrap- around rear window. The car was found in Vermont in 1985 in tough state.

There were already two Dodge Coupes in the 1948 lineup, yet Derham created this third style to add additional passenger space in the rear seat area



ROAD MAKERS

Has it changed that much from today's road builders to the men who did the hard work a century ago?

We have displays of road making as the road builders with all their modern equipment can't get it right until they have dug up their work at least three or four times. So a hand to the road builders of the early 1900's who with very little equipment got things going with very little fuss. Most of the major city streets had evolved to the horse transport days so the formation was only paving with tar.

As time went on the roads were improved and travel with the motor car got better. Who remembers when the road builders only had a steam roller smoking its way up and down rolling the road flat. There didn't seem to be any compacting issues when these giants were used. As roads improved so did the cars and travelling to see 'the bush' was a popular weekend event. If you didn't own a car, motor garages usually had vehicles for hire.



SLM Winterthur Road Roller – built 1923



LOOKING BACK Pointers on Driving the Car

Excerpt from Dykes Automobile & Gasoline
Engine Enciclopedia



The flashy driver who makes quick turns and sudden stops, attracts attention but ruins the car. The more smoothly a car is operated the longer it will last and the less often it will get out of order.

It is dangerous to run over a dog. It is far safer to slow down and try to push it out of the way.

Blow the horn when approaching a turn in the road, for another car may be coming. Do not run on the slow speed if possible, run on the high.

A HISTORY OF TYRES

Tyres are just black and round, aren't they? Well, tyre manufacturers think very differently, and they may well be right. As we all know it's the tyres that are in touch with the road as nothing else does on our beloved cars.

You might like to know then, that it was on the 11th May 1947 – this day 71 years ago that BF Goodrich Co. announced that after three years of research and engineering, it had developed a tubeless tyre. An innovation that would make automobiles safer and more efficient, they said, but tyre manufacturers may say what they they want – the public don't always care.

They did carry on with their campaign, though, eliminated inner tubes, and simply trapping the pressurized air within the tyre walls themselves. There was one more hurdle to take, though, BF Goodrich needed approval from US Patent Office, who put their new tyre under high speed road testing and fitted them to taxis and state police cars. It took another five years, but they, too, were convinced of this invention.

BF Goodrich got their much wanted patents and they ruled within the world of tyre manufacture. Within three years, the tubeless tyre had become standard on most cars. The New York times wrote in 1954, "if the results of tests prove valid in general use , the owner of a 1955 automobile can count on at least 25% more mileage, easier tyre changing if you get caught on a lonely road with a leaky tyre, and almost no blowouts, "Only radials could better that, but that's another story.

Sourced by Bob Trevan

LOOKING BACK

Tweed Daily News May30. 2018



The RH Trevan car & truck dealership stand at the Murwillumbah Show in 1936 featured the latest model Ford cars and trucks



EARLY MOTORCYCLES

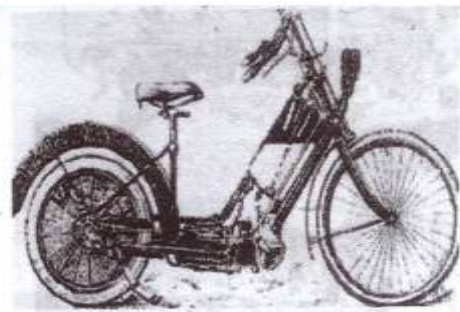
**Motorcycles played a big part in the development
Of the motor vehicle we know today**

It is difficult to say who was the maker of the first motorcycle but some credit goes to Gottlieb Daimler and William Maybach for building a two wheel vehicle in 1885. The first commercially built that was advertised as a motorcycle was the Hilderbrand and Wollmuller of 1894. So the race was on to make and supply motorcycles to people who were desperate to get on two wheels.

The inventive minds of the early manufacturers came up with some very wild ideas. Most of which didn't get past the prototype stage. The first World War of 1914 – 1918 gave motorcycle design a boost and both sides came up with really efficient machines.



1885 Maybach Daimler



1894 Hilderbrand Woollmuller



British Single cylinder BSA



German V Twin Wanderer

And Today



35th Wedding Celebration

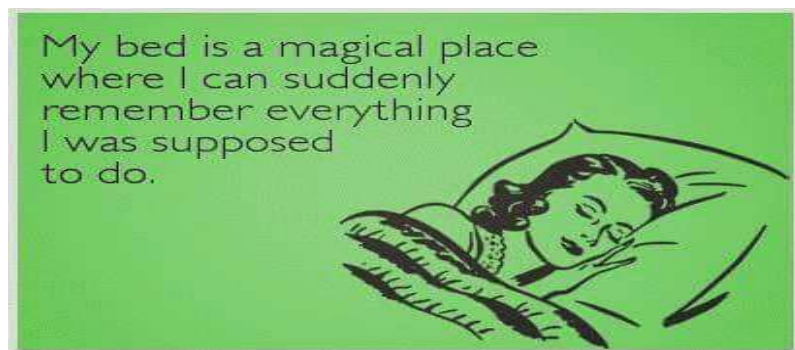
Remember this one from Norma

A married couple in their early 60's were celebrating their 35th wedding anniversary in a quiet romantic little restaurant. Suddenly a tiny yet beautiful fairy appeared on their table and said, "for being such an exemplary married couple and for being faithful to each other for all time, I will give you each a wish."

"Oh I want to travel around the world with my dearest husband said the wife. The fairy moved her magic wand and – 'ABRACADABRA!' - two tickets for the QE2 luxury liner appeared in her hands.

Now it was the husband's turn. He thought for a moment and said 'Well this is all very romantic, but an opportunity like this occurs once in a life time, so I'm sorry love, but my wish is to have a wife 30 years younger than me.'

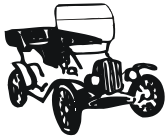
The wife and the fairy were deeply disappointed, but a wish is a wish, so the fairy made a circle with her magic wand and ABRICADABRA – the husband became 92 years old.



Pic's from Bob Trevan



Someone's personal carriage



NORTHERN RIVERS VINTAGE & VETERAN CAR CLUB INC.



Lismore/ Casino
P.O. Box 122
Lismore NSW 2480
Email: nrvccsecretary@gmail.com
1960

Established in

2018 - 2019 EVENTS & MEETING CALENDAR		
<u>JANUARY 2019</u>	<u>FEBRUARY 2019</u>	<u>MARCH 2019</u>
NO MEETING	13th Club Meeting	13th Club Meeting
13 th Club Outing – Pioneer Tavern, Wollongbar - Lunch	17th Club Outing -	
<u>APRIL 2019</u>	<u>MAY 2019</u>	<u>JUNE 2019</u>
	Gold Coast Antique Auto Club Rally	
10th Club Meeting	8th Club Meeting	12th Club Meeting
14th Club Outing	12 th Mother's Day	
20th to 22nd – Easter	Alstonville Antiques Fair	
25th - ANZAC DAY	Beef Week – Meet elsewhere & arrive as a group by 7.00 am sharp	16th - Club Outing
	26th - Club Outing –	
<u>JULY 2019</u>	<u>AUGUST 2019</u>	<u>SEPTEMBER</u>
10th Club Meeting	14th Club Meeting	12th Club Meeting
14th Memorial Day – Club Outing – R & M Lovell	16/18th Annual NRVCC Rally	16th Club Outing - Greg Johnston
<u>OCTOBER</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>
10th Club Meeting	14th Annual General Meeting	2nd - Christmas Party – South Lismore Bowling Club
		9th - Casino Rego Day 8am-12noon
14th Presidents Outing - President	18th Club Outing – Ron Hawkins	12th Club Meeting
	25th Clunes Rego Day - 8am-1noon	
		CHRISTMAS BREAK

PLEASE NOTIFY EVENT OFFICER OF ARRANGEMENTS OR IF YOU ARE UNABLE TO ORGANISE A CLUB OUTING.

PLEASE FORWARD ALL DETAILS ON THE COMING EVENTS FORM TO THE EVENT ORGANISER

AS SOON AS POSSIBLE.

ALL OTHER EVENTS TO BE LISTED IN MOVEMENT BOOK - YOU MUST HAVE AN INVITATION

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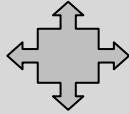
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Email: lismore49@repco.com.au

BUSINESS PHONE
(02) 6621 4333
FAX (02) 6622 1891

MOBILE PHONES
David 041 279 7910
Adrian 041 279 7916
Mark 040 231 2178



EMAIL dennysupholster@optusnet.com.au **ABN** 28 425 867 937

110 CASINO STREET, SOUTH LISMORE N.S.W. 2480

