



THE RAMBLER

APRIL 2025

CAMDEN BOWLING CLUB (since 1939)

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GENERAL RULES

AT CAMDEN BOWLING CLUB

Our Club and Greens are managed and are maintained to a high standard for your use and enjoyment. You can assist in keeping this high standard by:

1. Bowls shoes or thongs (roll ups only) to be worn on greens
2. Bowling the bowls ensuring no damage to the greens
3. No running or skipping on the greens
4. Stepping in or walking in the sand ditches is **NOT** permitted
5. No sitting on the banks or standing close to the plinths
6. Smoking is not permitted on the greens or surrounds
7. Drinking and eating is **NOT** permitted on the greens
8. Roll ups are only permitted outside of organised event times and not before 10 am and on the furthest available rink
9. Children are to be supervised by a Member at all times

BOWLING GREENS ARE CLOSED ON MONDAY



EDITOR **RAMBLINGS**

Members,

May will see the completion of the Challenge Pairs and the Triples. The only events left on the calendar are Senior Singles, Handicapped Fours and Veteran Pairs.

In the Pennants, we have 3 grades going to the regional play-offs at Bargo on May 3rd and 4th. A great effort and **GO CAMDEN**. Come along and support our teams.

Congratulations to Guy Wilton and Gary Clark for making it as far as they did in the Champion of Champions Pairs played at Cabramatta. Fantastic effort by these guys.

Cheers,

Dennis Crouch

Rambler Editor

Camden Men's and Ladies Bowling Clubs

PRESENT

FABULOUS FRIDAY

MIXED MUFTI SOCIAL

Second Friday of Each Month

3 Bowl Triples

Pick your team or single entries welcome

9:00 a.m. Start

Cost Per Player – \$18 (includes lunch)



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Meet New
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**NEW Classes for 2025 are Starting
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**At
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**At 7pm for Beginners
8pm for Intermediate**

**7 week courses 1hr Duration
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★

Camden Bowling Club

200 Club

1ST PRIZE - \$1500
2ND PRIZE - \$300
3RD PRIZE - \$200
4TH PRIZE - \$100
5TH PRIZE - \$50
6TH PRIZE - \$50

Total Prize Money

\$2200

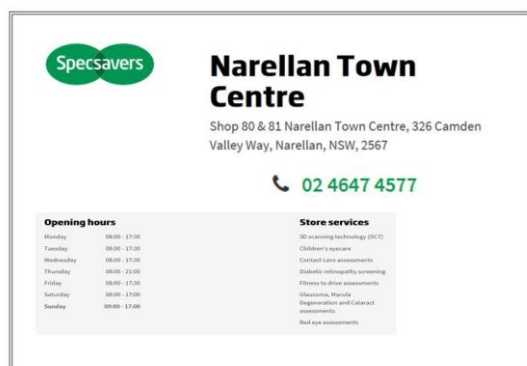
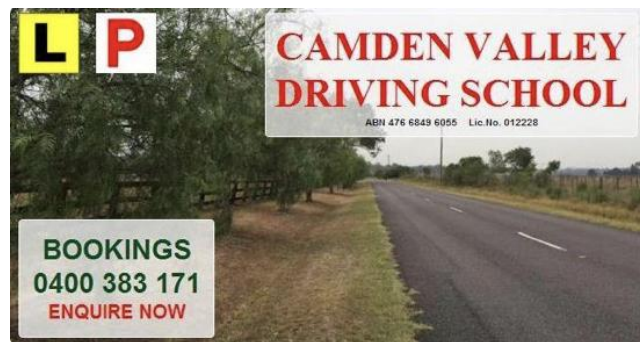
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AROUND THE GREENS

PENNANTS

A great effort by the Rams to get 3 out of 6 grades into the regional play-offs. Two more grades just missed out.

Thanks you to the selectors and managers, all of whom contributed to the club's success.



THE SENSATIONAL SEVENS



THE FIGHTING FOURS



THE FIVES LIKE A CHALLENGE

CHAMPION OF CHAMPION PAIRS



Guy and Gary having a well deserved beer after winning their first game in the Champion of Champions.

Fantastic effort.



We have a new member but I didn't get her name

MEMBER PROFILE – EDDIE KLAASSEN

Eddie Klaassen was born in Den Haig, Holland, number 6 in a family of 10 children with 8 brothers and one sister, who migrated to Australia by boat arriving in Melbourne on April Fool's Day in 1961. He was five years old at the time and one of his last memories of his old home was being asked to bring in the milk. Not realizing the milk pail was quite that heavy he tripped and fell down the stairs covering himself in milk and getting a head gash requiring several stitches. Having a head wound meant he wasn't allowed to swim in the pool on the boat. An instruction he ignored.

The eventual destination was always Sydney with its greater work opportunities, so the family caught a train north and settled in the Government housing suburb of Green Valley near Liverpool. The older children found life difficult as they had to learn a new language and fit into a different society but Eddie with his penchant for sport fitted in straight away although the youthful Eddie was a lousy loser. When he was dismissed in cricket, he smashed up the bat and stalked off. Warned that if he did it again, he would be banned from the school cricket team he wised up and learned to control his disappointment. He joined a local team and made his first hundred at sixteen. Having a good

eye for the ball, Eddie played Representative cricket in the Martin shield as an opening batsman. He once made three hundreds in one season.

In the cricket off season, he joined a local baseball team and played into his mid-thirties.

Eddie began work at CBC bank but left after three years and started at Blackwood Hodge Spare Parts Division. In his mid-twenties he again changed employers starting work in the maintenance section at Campbelltown Hospital. Moving to finance he stayed until retirement at sixty.

Around 2004 the hospital social committee organized a mini-Olympics. It was in this that Eddie played his first ever bowls game with Dave Price and Steve Della. He enjoyed this new sport and when an invitation to the local Camden club was issued, Eddie was only too keen to take it up. He was initially coached by Franky Lipscombe and practised two or three times a week as well as playing in tournaments.

In his first year at Camden Men's, Eddie won the Minor Singles and then went on to defeat John Bugden in the Major Singles the following year. This entitled him to progress to the District Singles which he also won. Karl Szynal was the club coach then and took Eddie under his wing playing many tournaments and club games to success. They won the Major Pairs together then went on to win the District Pairs and then on to the State Pairs competition where they were beaten by two Grade 1 players by one shot. In those days the competition was a 'sets' play with the top players taking the first and Eddie and Karl winning the second. The top players took the title in the tie-break.

Two years later Eddie repeated his major singles triumph going on to State again. He and Karl were a force on the green winning the pairs against John Bugden and Paul Burns. However, seeking greater challenges Eddie joined St John's Park where he found the atmosphere totally different from the laid-back attitude at Camden. Playing Tuesday and Thursday and training on Wednesday, it was a much more intense attitude.

Having already had success in high profile events he was selected as skip in the grade three pennant side with a great group of blokes. At St John's Park he won the Senior Singles twice, going on to State both times, but the standard of players was much higher, and the competition better so major championships were harder to come by.

Upon retirement and with nine growing grandchildren Eddie decided to devote more time to his family so moved back to Camden where there is less demand for his time on the green. In partner with his son, he bought a boat and began seeking the elusive fish. Unfortunately, his son then departed for the USA for work so for the next few years Eddie's main fishing trips were when the whole family gathered in Foster for two weeks.

Now at Camden, where there is less emphasis on competition, Eddie no longer misses the christenings and birthdays he has sacrificed for his sport in the past. He looks forward to adding a bit of travel to the fishing excursions he enjoys now that his son has returned from America.



By The Scribbler.

INTERESTING STUFF






Chrysler's under dash record player for your car called "Highway Hi-Fi" from the late 1950s

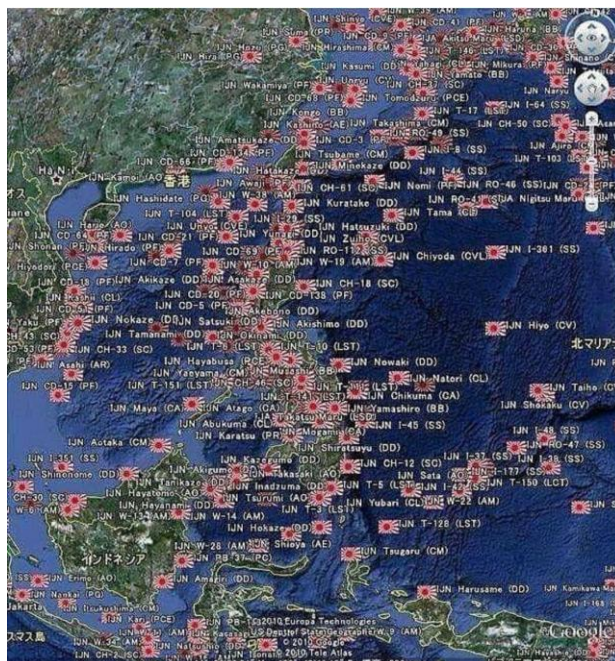


This image of the Osmonds screams '70s... really loudly

Tourist Map of Australia



-  Region where things on land can kill you.
-  Region where things in ocean can kill you.
-  Both



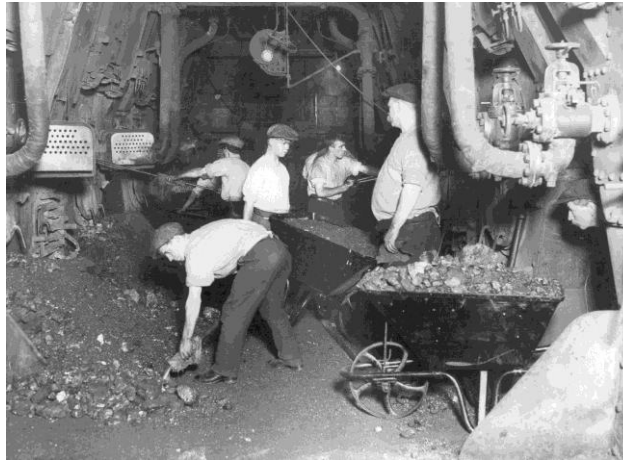
This Map Of All Sunken Japanese Navy Ships During WWII. Japan lost over half of their ships, 334 warships in total

BURRAGORANG VALLEY



This image shows country women from the Burragorang Valley coming to town in 1923. They are done up in hats, gloves and stockings and travel in the valley service car run by Claude Jenkins. He ran a daily service between Camden and the Valley using this Light Buick Six Tourer. Here they are stopped at The Bluff lookout above the Burragorang Valley. (Camden Images)

TITANIC



Arguably the least enviable of jobs aboard **Titanic** was that of the nearly 300 men known as the 'Black Gang'. On the lower decks, firemen (or stokers), greasers and coal trimmers kept the ship of dreams moving. Titanic had 6 watertight boiler rooms, with 10 firemen and 4 trimmers in each room.

As an executive of the White Star line put it years later, 'blackened with coal dust, and streaked with sweat, they seldom smiled. It was killing work.' Indeed, only about 40 of these men survived, as most decided to keep the boilers from exploding and the electricity on when the water started pouring.



A man with a child in an Irish pub, 1950s.

"Here's to a long life and a merry one. A quick death and an easy one. A pretty girl and an honest one. A cold pint and another one!" ~ An old Irish proverb.

THE LAST MODEL T



The Last Model T Ford Rolls Off the Assembly Line: A Historic Moment in Automotive History
On July 3, 1927, a significant chapter in automotive history came to a close when the last ever Model T Ford, motor number 14,987,899, rolled off the assembly line at the Ford plant on Southwestern Parkway in Louisville, Kentucky. This moment marked the end of an era for the car that revolutionized not only the automotive industry but also the way people lived and worked around the world.

The Model T: Henry Ford's Masterpiece

The Model T, affectionately known as the "Tin Lizzie," was introduced by Henry Ford in 1908. Ford's goal was to produce an affordable, reliable car that the average American could own. By standardizing production with the use of interchangeable parts and the innovative moving assembly line, Ford dramatically reduced manufacturing costs. This enabled the Model T to be sold at an accessible price—eventually as low as \$260 in the mid-1920s, a figure almost unimaginable at the time for a motor vehicle.

From the car's inception, it was a symbol of modernity, mobility, and freedom. The Model T transformed the landscape of America and beyond, offering personal transportation to the masses and altering work and leisure patterns. By the time the last Model T was made, over 15 million units had been produced, making it one of the best-selling cars in history.

The Final Model T in Louisville

As the Ford Motor Company began to shift its focus to newer, more advanced models, it was decided that the era of the Model T had come to an end. The Louisville plant, located on Southwestern Parkway, was selected as the site for the assembly of the last Model T, a fitting choice as the plant had been an essential contributor to the mass production of Ford vehicles.

On July 3, 1927, the final Model T, motor number 14,987,899, was carefully assembled. Though the Ford production process had become highly mechanized, the significance of this moment was not lost on the workers and management. The last Model T represented the end of a production line that had become synonymous with innovation and industrial efficiency.

The Legacy of the Model T

The last Model T's departure from the Louisville plant didn't just mark the end of a car's production; it signalled the close of a monumental chapter in American industrial history. The Model T's influence extended far beyond the automotive world. Its affordability and widespread ownership helped lay the groundwork for the rise of suburbs, improved roads, and even the culture of road trips and tourism.

Henry Ford himself was present to oversee the production of the last Model T, a moment filled with nostalgia and pride. His vision of mass-producing a car for the common person had succeeded beyond anyone's expectations, and the lessons learned from the Model T's production would continue to shape the automotive industry for decades.

While the last Model T was a moment of reflection, it also pointed toward the future. That same year, Ford began focusing on its successor, the Model A, which was designed to meet the evolving demands of consumers who sought more comfort, speed, and style in their vehicles.

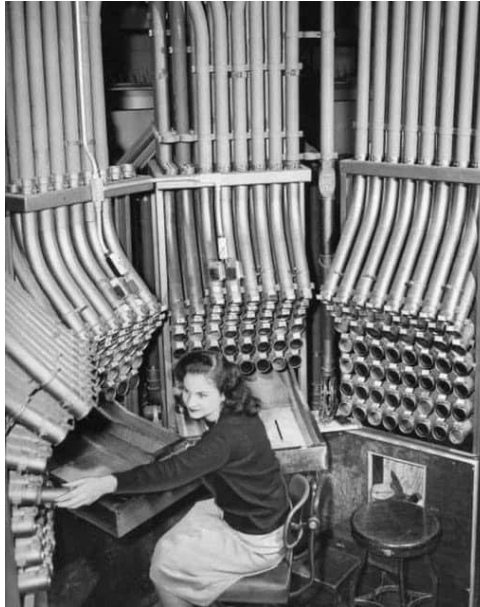
A Timeless Symbol

Today, the last Model T remains a symbol of innovation and progress. It reflects the power of Henry Ford's vision and the resilience of the American worker, whose hands helped build an automobile that changed the world. The Model T's legacy lives on, both in the thousands of surviving vehicles cherished by collectors and in the broader cultural and industrial impact it left on society.

As the last Model T, motor number 14,987,899, rolled off the assembly line in Louisville, Kentucky, on that summer day in 1927, it marked the end of an era. However, the spirit of the Model T—the democratization of transportation, the efficiency of production, and the ingenuity of design—continues to shape the automotive world and modern life today.



Mount St. Helens photographed from the same spot, one day before, and four months after erupting in 1980



The Rise and Fall of New York City's Pneumatic Tube Mail System

In the bustling streets of early 20th-century New York City, the need for a more efficient method of transporting mail across a vast urban landscape became increasingly apparent. To address this, an ingenious solution was introduced in the form of a pneumatic tube system. Spanning an impressive 27 miles and connecting 23 post offices across Manhattan, the network used air pressure to propel letters and small packages through underground pipes at remarkable speeds. This innovative infrastructure not only eased the congestion of traditional mail delivery but also became a symbol of a rapidly modernizing city. The system, which became operational in 1897, allowed for the transport of mail at a speed of nearly 30 miles per hour. Mail was placed into cylindrical carriers, each capable of holding up to 600 letters, and then inserted into the tubes. Using compressed air and vacuum pressure, the carriers would shoot through the network, arriving at their designated destinations in mere minutes. The pneumatic tubes ran as deep as 15 feet below the city's surface, crisscrossing major avenues and cutting through the heart of New York's most densely populated areas.

Initially, the pneumatic tube system offered a significant advantage over the traditional horse-drawn wagons and later, motor vehicles that delivered mail. In a city where the flow of traffic was often chaotic and unpredictable, the underground network could guarantee a reliable and timely delivery of mail between post offices, making it an ideal solution for handling urgent communications in a busy metropolis.

A Marvel of Urban Innovation

The network was part of a broader movement to integrate technology into urban infrastructure. Similar systems were also adopted in cities like Philadelphia, Chicago, and Boston, though New York's remained the most extensive and celebrated. The tubes in New York City, made from cast iron and measuring eight inches in diameter, ran beneath major streets such as Broadway and Park Avenue, connecting the Grand Central Post Office, Wall Street, and other key postal hubs.

By the 1920s, New York's pneumatic tube system was handling an estimated 95,000 letters a day, playing a critical role in supporting the city's postal operations. The system proved especially valuable during times of heavy mail volume, such as the holiday season, and for quickly transporting urgent business and legal documents between financial districts.

Decline and Discontinuation

Despite its early success, the pneumatic tube network began to show signs of obsolescence by the mid-20th century. Advances in transportation, such as the development of more reliable trucks and the growing efficiency of surface mail routes, started to overshadow the benefits of the tube system. Moreover, the tubes required extensive maintenance, and their operation was costly.

The advent of new communication technologies, including the widespread adoption of telephones and eventually fax machines, also reduced the demand for such rapid intra-city mail delivery. By the early 1950s, the system's usage had dwindled significantly, and on December 30, 1957, New York's pneumatic tube mail system was officially discontinued.

A Legacy of Innovation

Although the pneumatic tube system is no longer in use, its impact on New York's postal history is undeniable. It served as a testament to human ingenuity and the desire to improve the efficiency of everyday tasks through technological innovation. The tubes remain a fascinating relic of the past—one that speaks to a time when air-powered cylinders were the epitome of urban progress.

Today, remnants of the once-thriving network can still be found beneath the streets of New York, buried alongside the forgotten utilities and pathways of a bygone era. For those with an interest in the history of the city's infrastructure, the pneumatic tubes are a reminder of how far we have come in the relentless pursuit of connectivity and communication.



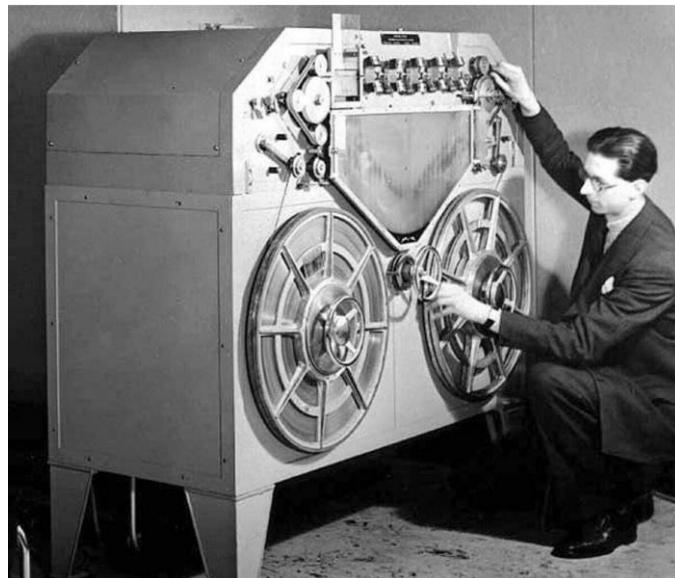
In 1945, Tsutomu Yamaguchi survived the atomic blast at Hiroshima, dragged himself to an air raid shelter, spent the night, caught the morning train so he could arrive at his job on time in Nagasaki, where he survived another atomic blast.





"Being the richest man in the cemetery doesn't matter to me. Going to bed at night saying we've done something wonderful... that's what matters to me." — Steve Jobs
Photo: Steve Wozniak's Apple I computer (1976)

GIANT TAPE RECORDER



In 1924, the Blattnerphone, an early magnetic tape recorder, revolutionized the way audio was recorded and played back. Developed by Dr. Kurt Stille and Louis Blattner, this

innovative technology was one of the first to use steel tape for magnetic recording, which allowed for more reliable and higher-quality sound reproduction compared to the previously used methods like phonograph records. The device was a breakthrough in the field of audio technology, offering a level of fidelity and convenience that had previously been unattainable.

The Blattnerphone was primarily used by the BBC and other broadcasters to record radio programs for later rebroadcasting, especially for international transmission. Before the advent of tape recorders, radio broadcasts had to be done live or recorded onto fragile discs, which were cumbersome to transport and had limited durability. The Blattnerphone's magnetic tape allowed for better sound quality and the ability to store recordings for future use, enabling broadcasters to transmit programs to other countries and preserve content for later airings. This capability was especially important for organizations like the BBC, which had a global reach and needed a reliable system for recording and distributing their broadcasts.

While the Blattnerphone was an important step in the development of magnetic recording technology, it was not without its challenges. The steel tape used in the recorder was prone to stretching and wear, and the devices were large and expensive. Nonetheless, it paved the way for future advancements in audio recording, eventually leading to the development of more practical and efficient systems, including reel-to-reel tape recorders and, later, the cassette tape. The Blattnerphone remains a fascinating part of the history of sound recording, marking the beginning of a technological evolution that would transform the media and entertainment industries.



10 MB Floppy Disk of 1960: A Tech Marvel of Its Time!

Year: 1960

Storage Capacity: 10 MB

Cost thousands of dollars—accessible only to big corporations.

Stored enough to hold just a few high-quality photos by today's standards.



At Home With The World. This television set, retailing for \$100, is reportedly the first moderately priced receiver manufactured in quantity. Rose Clare Leonard watches the screen, which reproduces a 5x7 image, as she tunes in at the first public post-war showing at a New York department store, on August 24, 1945.



In 1941, the Germans allowed the British RAF to drop a prosthetic leg by parachute to a Luftwaffe base in France. The Germans were very respectful of Captain Douglas Bader, who was captured after bailing from his plane with only one of his two prosthetic legs. One got stuck in his damaged plane.



The U.S. Navy's love of ice cream during World War II was so strong that in 1943, they purchased an 'ice cream barge' — a mobile ice cream factory for sailors and marines. The barge could produce 10 gallons of ice cream every 7 minutes.



When France was occupied by the Germans in 1940, Citroën was compelled to produce vehicles for them. The company decided to lower the fill line on their oil dipsticks, which caused the trucks to seize under stress due to insufficient oil levels.



During WWII, workers at the Henry Ford aircraft factory Willow Run built a **staggering 8,685 B-24 bombers in three years**. No one had ever manufactured aircraft on such a scale before. **At its peak in 1944, it produced a B-24 every hour.**



In *Schindler's List*, a survivor named Mila Pfefferberg was introduced to Ralph Fiennes on the set. **She began shaking uncontrollably as he reminded her too much of the real Amon Goeth.**

Low Budget Movie be Like 🚀



Behind the scenes

///

April 28, 1955

Miss Marilyn Monroe
Waldorf Towers
Room 2728
New York City, N. Y.

Dear Marilyn:

In my whole experience I have never known anyone to ask for an autograph for himself. It is always for a child or an ancient aunt, which gets very tiresome, as you know better than I. It is therefore, with a certain nausea that I tell you that I have a nephew-in-law who lives in Austin, Texas, whose name is Jon Atkinson. He has his foot in the door of puberty, but that is only one of his problems. You are the other.

I know that you are not made of celestial ether, but he doesn't. A suggestion that you have normal functions would shock him deeply and I'm not going to be the one to tell him.

On a recent trip to Texas, my wife made the fatal error of telling Jon that I had met you. He doesn't really believe it, but his respect for me has gone up even for lying about it.

Now, I get asked for all kinds of silly favors, so I have no hesitation in asking one of you. Would you send him, in my care, a picture of yourself, perhaps in pensive, girlish mood, inscribed to him by name and indicating that you are aware of his existence. He is already your slave. This would make him mine.

If you will do this, I will send you a guest key to the ladies' entrance of Fort Knox and, furthermore, I will like you very much.

Yours sincerely

John Steinbeck's Letter to Marilyn Monroe. April 28, 1955

Gene Simmons has stayed sober his entire life is because his mother had endured the horrors of a concentration camp, where many members of her family perished. **“I’m her only child. I knew I had no right to hurt my mother. Life had already done enough to her.”**



CHARLES LINDBERG



This is the cockpit in which Charles Lindbergh sat while piloting the first aircraft to make a solo non-stop transatlantic flight, the Spirit of Saint Louis, in May of 1927. Note the periscope used instead of a forward window. The Spirit was designed and built in San Diego to compete for the \$25,000 Orteig Prize, which was offered by New York hotel owner Raymond Orteig to the first aviator to cross the Atlantic non-stop, either from New York to Paris or vice versa.

Lindbergh, a U.S. Air Mail pilot, believed that a single-engine, single-seat, high-wing monoplane would provide him with the best chance of success. Under his close supervision, the Spirit was designed and constructed in just 60 days.

To enhance the centre of gravity and minimize the risk of being crushed in case of a crash, Lindbergh had the large main and forward fuel tanks placed in the front section of the fuselage, ahead of the pilot, with the oil tank acting as a firewall. As a result of this design choice, there was no front windshield, and forward visibility was limited to the side windows. However, this arrangement didn't bother Lindbergh, as he was accustomed to flying in the rear cockpit of mail planes with mail bags in the front. When he needed to see forward, he would simply look out the sides.

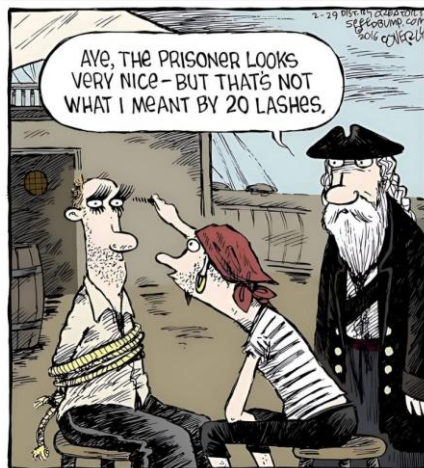
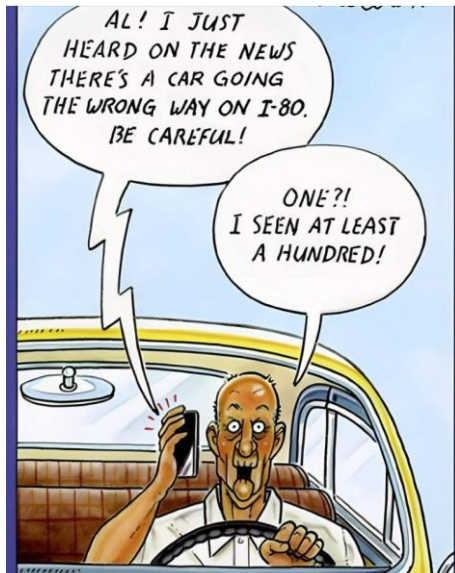
To address the need for some forward vision, Lindbergh enlisted the help of a former submarine serviceman to design and install a periscope. Inside the cramped cockpit, measuring 94 cm wide, 81 cm long, and 130 cm high, Lindbergh couldn't even stretch his legs.

Today, the Spirit of St. Louis is on display at the Smithsonian National Air and Space Museum.

FUNNIES

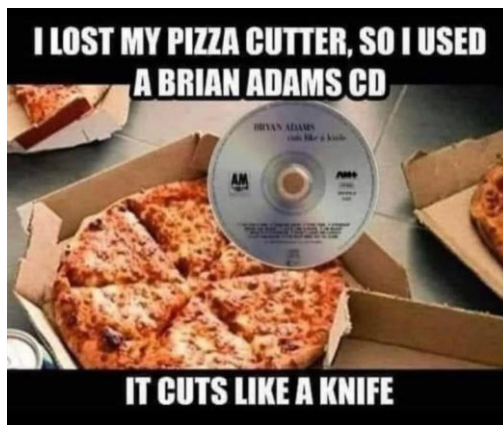
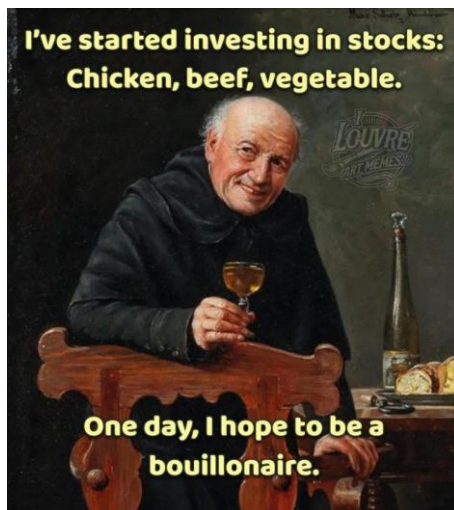
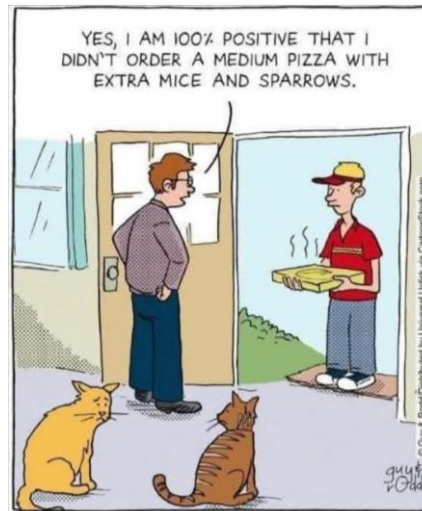
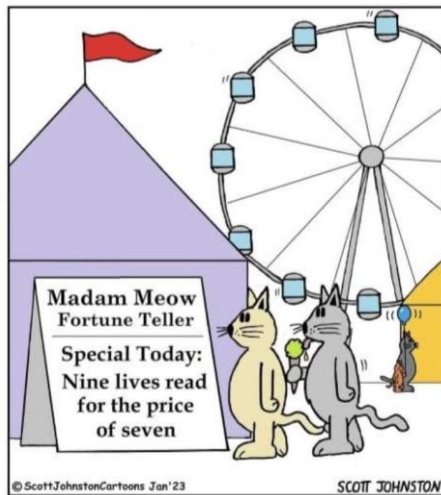
A modern cruise ship compared to the Titanic





IT'S NEVER TOO LATE TO BE WHAT YOU WANT TO BE. UNLESS YOU WANT TO BE YOUNGER, THEN YOU'RE SCREWED.

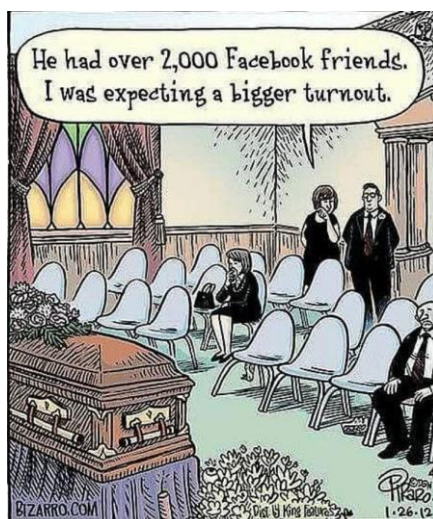
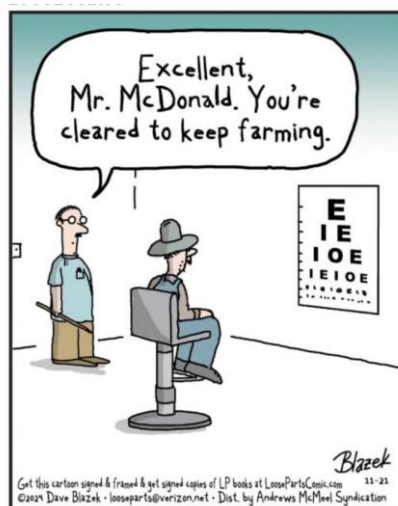




Colin Grimshaw from Halifax,
inventor of the Time Machine
has died. R.I.P. 1947- 1438



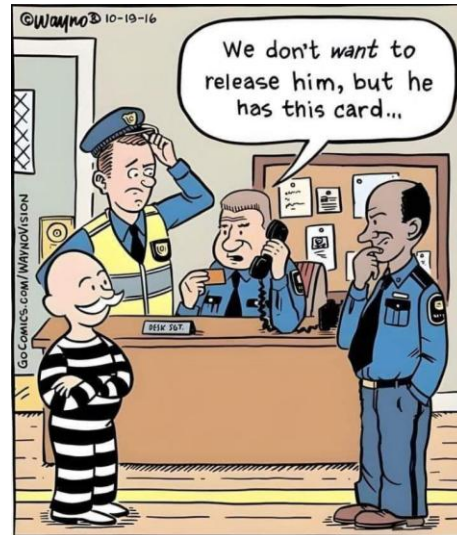




Captain's Log Day 39:

Roasted unicorn is delicious.

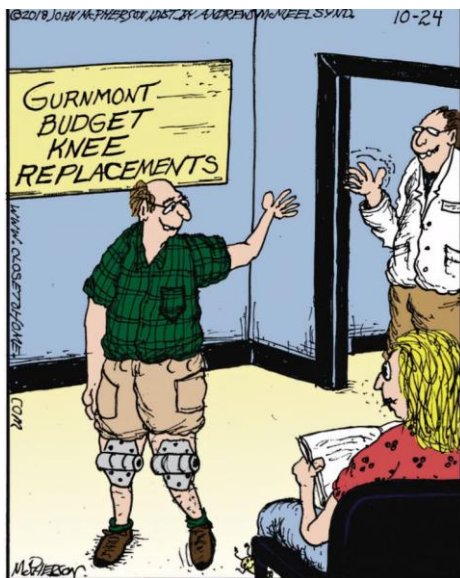




Busy night at Stonehenge as
they move the stones one hour
back



me on my way to ask my wife what's wrong with
her



WHAT DO YOU CALL AN
ALLIGATOR IN A VEST?



AN INVESTIGATOR.

FUNNY OF THE MONTH



In a tremendous stroke of luck, Dr. Remley has the opportunity to perform surgery on the contractor who renovated his kitchen.

DAD JOKES

What do you call the sexuality where you're attracted to men and women but neither are attracted to you?

Bi-yourself.

That awkward moment when you're running... And your boobs are bouncing all over the place. And you're a 55 year old guy.



Little Red Riding Hood found in a critical condition.

Paramedics have stabilized her condition, but she's not out of the woods yet.

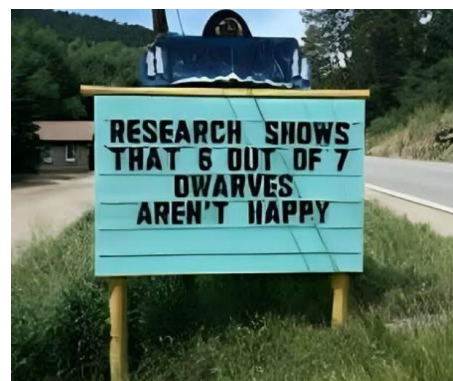
The swordfish has few predators to worry about in the wild, Except for the seldom seen penfish, which is said to be even mightier...

The next time your wife gets angry,
drape a towel over her shoulders
(like a cape) and say, "now you're
SUPER ANGRY!"

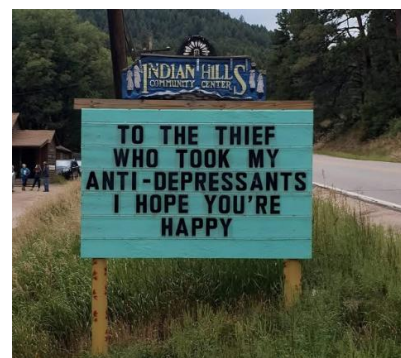
Maybe she'll laugh.

Maybe you'll die.

**I'm not saying I'm
attractive, but when I
get naked in the
bathroom. I turn the
shower on.**



**It's my wife's birthday
next week and she's
been leaving jewelry
catalogs all over our
house. So I got her a
magazine rack 😎**



**Arrived late to the
weekly kleptomaniacs
anonymous meeting
and all the seats were
already taken.**

**My wife has just fainted
on the luggage
carousel at the airport!
But I think she's OK -
she's coming round
slowly.**

**I walked past a homeless
guy with a sign that read,
"One day, this could be
you." I put my money
back in my pocket, just in
case he's right.**

BOWLS EVENTS



**BUSHRANGERS OPEN GRADED
2 BOWL TRIPLES**

WEDNESDAY 14 MAY
8:30AM ARRIVAL | 9:00AM START

\$3000 PRIZE MONEY
1ST \$1050 | 2ND \$750 | 3RD \$600 | 4TH \$450 | 5TH \$150

TEAMS MUST ADD UP TO 8 POINTS OR MORE BASED
OFF THE 2024/25 PENNANT SEASON.
WINS PLUS MARGINS DETERMINES THE WINNERS
1 END ROLL UP BEFORE THE FIRST GAME ONLY
2X BOWL TRIPLES
4X GAMES 12 ENDS
DEAD ENDS RE SPOT ON THE 'T'
ENTRY FEE \$150 PER TEAM

Harley | 0406713417
harley@chprst.com.au

Proudly sponsored by Bargo Sports Club
3580 Remembrance Drive, Bargo 2574

DENMAN MENS BOWLING CLUB

**JUNE LONG WEEKEND
JUNE LONG WEEKEND
TRIPLES**

**Saturday and Sunday
7th and 8th June 2025**

Commencing 9am both days
Entry: \$210 per team^
Five Games of 15 Ends
1st \$900*
2nd \$600*
3rd \$300*
4th \$150*

\$30 for every win over Sat/Sun
Entry includes: Lunch Saturday & Sunday
Presentation will commence during lunch on Sunday

First 28 Teams Accepted

*To Secure Your Team Booking Please Return Entry Form with
Payment before 23rd May 2025
*Advertised Prize Money May Vary Depending On Number Of Entries Received.
*Entries Are Not Confirmed Until Full Payment Is Received
*Extra meals for your guests are available if pre-ordered and paid with your entry.
^Entry fee is non-refundable after closing date

RAYMOND TERRACE Bowling Club
9th JUNE 2025

MEN'S PAIRS

1st \$600 3rd \$300
2nd \$400 4th \$200

The best performed team of each round wins:
Round 1 - \$50 Round 3 - \$50
Round 2 - \$50 Round 4 - \$50

PLUS
Best Performed Team Rds 1+2 - \$100
Best Performed Team Rds 3+4 - \$100
(Winners of major prizes not included)

ENTRY FEE
\$25 per player (\$50 per team) includes Lunch

PROGRAM
4 Games of 10 ends Round 1: 9am Round 2: Approx. 11am
Lunch (Approx. 1:00pm) Round 3: Approx. 1:30pm
Round 4: Approx. 3:30pm

MONDAY

TOOHEYS
Schweppes
Carltons United Breweries

2 Jacaranda Avenue, PO Box 89 RAYMOND TERRACE
www.rtbtc.com.au bowls@rtbtc.com.au Bowls Office: (02) 4934647

**JUNE LONG WEEKEND
SATURDAY 7th JUNE**
9:00am START

Lithgow City Bowling Club
2c Lithgow Street, Lithgow

**2 BOWL OPEN TRIPLES
5 GAMES OF 10 ENDS
WINS PLUS ENDS
Limited to 28 teams only**

1st prize \$3600 (\$1200 each)
2nd prize \$1800 (\$600 each)
3rd prize \$900 (\$300 each)

**ENTRY
\$210
per team
includes
lunch**

Contact Jacob
Via calling, text or email
0438 666 334
Email: turfnmor3@gmail.com

TURF N MORE?
0438 666 334

CLUBLITHGOW
...on Lithgow Street!

LITHGOW CITY BOWLING CLUB

**ASAHI WINTER
OPEN PAIRS**
\$5,000 IN PRIZES

JUNE 14 & 15 2025
6 GAMES OF 13 ENDS, 2x2x2x2
9:15am start each day, Jack re-spot
1 end roll up before each game

**\$1,800
1ST PRIZE**

PAYS DOWN TO 6TH + BEST DAY PRIZES

Asahi

PLAYED AT
GUILDFORD BOWLING CLUB
97 BURSILL ST GUILDFORD

WINTER OPEN PAIRS
ENTRIES TO BOWLS ORGANISER
Club Bowls Office (02) 9462 8008
bowls@bushrangers.com.au
https://www.bushrangers.com.au

DIRECT DEBIT - NOT FOLLOWED BY YOUR NAME AS REFERENCE
ACCOUNT NAME: BUSHRANGERS BOWLING CLUB
BIB 082 967 | ACCOUNT NUMBER: 264 882 291

NAME _____ CLUB _____
SIGNATURE _____ CLUB _____
CONTACT NUMBER _____ EMAIL _____

CLUB MERTLANDS BOWLING

Entry \$100 (incl 1 lunch each day) per team must accompany forms for new clubs May 26
LIMITED TO 28 TEAMS-BOWLS AND TRAILER APPROVED UNIFORM TO BE WORN
If maximum entries are not reached, Prize money may be reduced to reflect entry numbers

BankstownSportsBowls

**MERV
COOK
TRIPLES**

SUNDAY 22 JUNE 2025
CARDS CALLED 8:30AM

**TOTAL PRIZE :
\$3,660**

ENTRY REQUIREMENTS
RESTRICTED TO 2025 PENNANT PLAYERS (MENS, WOMENS AND MIXED TEAMS)
\$120 ENTRY FEE PER TEAM

ENTRY FEE MUST ACCOMPANY ALL ENTRIES



JUNEE JOKERS BOWLING CLUB
MIXED PAIRS TOURNAMENT

R. ULSTON **RE/MAX**
KARUAH **QUBE**

DATES
 SATURDAY 17TH &
 SUNDAY 18TH MAY 2025

START & GAMES
 9AM START BOTH DAYS
 BREAKS BETWEEN GAMES

PRIZE MONEY
 1ST \$700 - 2ND \$400
 3RD \$300 - 4TH \$250
 5TH \$200 - 6TH \$100

FORMAT
 6 GAMES OF 3 BOWL
 PAIRS OVER 12 ENDS
 3 GAMES BOTH DAYS

ENTRY
 \$120 PER TEAM

CONTACT DETAILS
 JOHN - 0417458300
 JODIE - 0409039607
 COREY - 0438634668

THE COMMITTEE RESERVES THE RIGHT TO ALTER THE CONDITIONS OF PLAY TO CONCLUDE THE TOURNAMENT AND REDUCE THE PRIZE MONEY TO REFLECT THE NUMBER OF ENTRIES RECEIVED.

SUSSEX INLET BOWLING CLUB **\$2900 TO BE WON!**
FUNERAL DIRECTORS H. PARSONS

We invite you to enter a team (Any Combination) in our
Three Bowl Open Pairs
24th & 25th May 2025
 Team Entry Fee of \$90
 includes Breakfast Bacon & Egg Roll + Lunch, players attendance by 9am,
 play commences 9:30am, bowls attire.

Entries close by 17th May 2025

DAY 1: Qualifying Rounds, 4 games of 10 ends per team, Teams are divided into 4 divisions based on performance, Division A, B, C & D. **DAY 2:** Knockout Rounds, Cutthroat Matches (12 Ends), Semi-Finals (12 Ends), Division D Playoff (12 Ends), Finals (15 Ends, after lunch).

PRIZE MONEY:
 Division A: Winners \$700, Runner-ups \$400, Division B: Winners \$500, Runner-ups \$300, Division C: Winners \$300, Runner-ups \$200, Division D: Winners \$200, Day 1 Highest Winning Margin (excludes major prize winners), \$130 per game x 4 games.

ENTRY FORM:
 Forward your Team Entry Fee of \$90 (includes GST) with your completed Entry Form to Arthur Laidlaw, Sussex Inlet Bowling Club, St Georges Ave Sussex Inlet NSW 2540 Ph:024441 2087, Email: bowls@sussexbowling.com
 Bank Details: Account Name: Sussex Inlet Bowling Club
 Reference: Parsons + Skip Name, BSB:112 879, Account Number:119 592 357

LEAD _____ CLUB _____
 SKIP (Please Print Full Name) _____ CLUB _____
 CONTACT NAME _____
 ADDRESS _____
 PHONE _____ EMAIL _____

Campbelltown Bowling Club
BERT NEW OPEN PAIRS TOURNAMENT
 JUNE LONG WEEKEND
SAT 7 JUNE & SUN 8 JUNE

Entry Fee: \$100 per Team
 Entries close: 5pm - 30th May 2025
 Includes lunch on Sunday

Dress Code
 Full Uniform

CONDITIONS OF PLAY
 Saturday - 2 games of 13 ends - 12pm start
 Sunday - 3 games of 13 ends - 9am start
 1 trial end before first game
 No dead ends - Jack respot on t

Prize money: \$5000
 1st - \$2500 | 2nd - \$1200 | 3rd - \$600 | 4th - \$300 | 5th - \$160

Games 1-4 Best Cards - \$80 per team
 Game 5 \$120 per team

Lake Conola
2025 BOWLS CARNIVAL
 MONDAY 28th JULY - THURSDAY 31st JULY
 CLOSING DATE: MONDAY 30th JUNE 2025 or sooner if numbers are reached
 Single entry and composite teams are welcome
 Program may be altered at the discretion of the Carnival Committee

ENTRY FORM

WOMENS TURNABOUT TRIPLES MONDAY 28th JULY 9.30am 3 games of 10 ends - 3 bowls Skip Second Lead	MIXED PAIRS TUESDAY 29th JULY 9.30am 3 games of 10 ends - 2x2x2x2 Skip Lead
MENS PAIRS WEDNESDAY 30th JULY 9.30am 3 games of 10 ends - 2x2x2x2 Skip Lead	OPEN TRIPLES THURSDAY 31st JULY 9.30am 3 games of 10 ends - 2 bowls Skip Second Lead

NOMINATORS NAME: _____
ADDRESS: _____
EMAIL ADDRESS: _____
MOBILE PHONE: _____
CLUB: _____

ENTRY FEE: \$15 per person per event. Includes tea, coffee, and a light afternoon snack.
 PRIZES MUST ACCOMPANY ENTRY FORM. NO RESUNDS WILL BE MADE AFTER THE CLOSING DATE.

BANK DETAILS:
 Bendigo Bank ACC Name: Lake Conola Bowling and Recreational Club
 BSB: 633 000 ACC: 14291955 REF: LCRC Carnival plus surname

MAIL ENTRIES TO:
 Bowls Carnival - Lake Conola Bowling and Recreational Club
 180 Entrance Road
 LAKE CONOLA NSW 2539

EMAIL ENTRIES TO:
 admin@lakeconolabowlingclub.com.au REF: LCRC Carnival

Yarrowonga Mulwala Tourism & Business proudly presents
"ACROSS THE BORDER"
Lawn Bowls Tournaments

\$60,000.00
TOTAL PRIZE MONEY
 Over 40 Prizes to be awarded

11 - 14 September 2025
 2 Tournaments over 4 days

SAVE THE DATE

Expressions of interest can be sent to:
 atbbowls@gmail.com

11-12 Sept. - Mixed Fours
 13-14 Sept. - Open Fours
 Calcutta - Friday Night

Tier 3 Bowls Australia Ranking

Campbelltown Bowling Club

FISHERS GHOST OPEN
FOURS TOURNAMENT

DRESS CODE:
FULL UNIFORM

Saturday 4 October & Sunday 5 October
Tier 3 BA ranking event

Total Prize Money: \$11,600
1st: \$5000 | 2nd: \$2000 | 3rd: \$1500 | 4th: \$1000 | 5th: \$500

Games 1-5 Best Cards - \$200 Per Team. Drawing Comp - \$400. \$200 Mystery draw on presentation for non-winning prize team (must be present at presentation to receive any prize money)

Entry Fee \$300 / Team (Payment must accompany entries).
Includes lunch on Saturday.

Payment to Campbelltown Bowling Club
BSB 062-517 Account # 1136-2768

Entry Form

Lead _____

Club _____

Second _____

Club _____

Third _____

Club _____

Skip _____

Club _____

Contact number _____

Email _____

Entries Close Entries are open until 26th September (or until 28 teams is reached).

Email to Simone.swilkinson@campbelltownbowlingclub.com.au

Payment To Campbelltown Bowling Club BSB: 062-517 ACCOUNT: 1136 2768

Conditions of play: Saturday – 3 Games Of 13 Ends – 9:00am Start (includes lunch). Saturday Evening Drawing Competition. Sunday – 2 Games Of 13 Ends – 9:00am Start (BBQ Breakfast included). 1 Trial End Before First Game. No Dead Ends – Jack Respot On T.

Terms & Conditions: Prize money may be reduced in line with entries.
Withdrawals & Refunds: Any withdrawal received before the entry close date will be entitled to a full refund via eft. Any withdrawal received after the entry close date will forfeit the full entry fee amount.

campbelltownbowlingclub.com.au