

THE CARRIER PIGEON

BULLETIN OF
BALLINA CLASSIC VEHICLE CLUB INC.



Celebrating the Spirit of Classic Motoring



Ford Jeeps are highly regarded in the classic vehicle community, with owners appreciating their simplicity, historical significance, and capability on and off-road. Our members love their Jeeps.

SPRING | 2025 | EDITION 414



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FROM THE EDITOR'S DESK

Welcome to Spring edition of the Ballina Classic Vehicle Club Newsletter! This issue has a strong Jeep flavour, with Cedric, Luke and Clint all sharing their stories of these iconic vehicles. You'll also find highlights from the (Ex) President's Run, our recent breakfasts, and plenty of club news—from Lindsay's worst car to Lyn and Steven's farewell.

I hope you enjoy the mix of history, humour, and personal memories in these pages. As always, thank you to everyone who contributes their time, stories and photos—it's what keeps our club spirit rolling along.

Happy reading,
Janine



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PRESIDENT'S MESSAGE – IAN CUMMINS



In the meanwhile, let's enjoy our vehicles and each other's company in a beautiful part of this great country.

Best wishes, Ian.

It's an honour to be asked to take on the position of president of the BCVC. I will endeavour to do my utmost to carry out the role to the best of my abilities.

Firstly, I would like to thank Lindsay Smith for his considerable efforts on behalf of the Club during the past two years. And secondly, I must also thank the other officers of the Club for continuing to selflessly fulfil their various positions.

For Anne and me, the easy-going nature of the Club has always been an important feature of its appeal. The Saturday morning breakfast gathering is particularly convivial and inclusive, in terms of 'other halves', friends and local clubs.

If I have one wish as president, it would be to add more such events to the Club calendar, with more of our classic cars in attendance.

Otherwise, I believe the Club should continue just as it is.

AGM AUGUST 2025 ELECTION – OUR EXECUTIVE AND OFFICE BEARERS FOR 2025-26

President: Ian Cummins

Vice President: David Felsch

Treasurer: Russell Kelly

Secretary: Di Vickery

Registrations: Santo Pennisi

Events Manager: Therese Crollick

Webmaster: Bruce Key

Editor: Janine Cullen

Public Officer: Gary Faulks



*Thanks to our outgoing President
Lindsay Smith*

CEDRIC'S JEEP KEEPS ROLLING

Cedric Wilson has had a soft spot for Jeeps since he was 25, and his current 1944 Ford GPW is the fourth Jeep he's owned. "My first three were Willys, but this one's a Ford," Cedric explains. The only difference? "On a Willys, the front cross member is round, and on a Ford, it's a C-section. That's about it."

Cedric purchased this Jeep in Brisbane about three years ago, and unlike many of his previous projects, it didn't need a full restoration. "It was 99% restored when I bought it," he says. The previous owner had owned it for 32 years, completely pulling it apart around 2014 for a ground-up rebuild using original parts, keeping the body and spirit of the Jeep intact.

Cedric has added side curtains and doors he can take on and off as needed, but otherwise, the Jeep has needed little else. "It drives beautifully," Cedric says, and he isn't parting with it anytime soon. "They're too hard to find in this condition."

While Cedric hasn't taken this Jeep off-road yet, his earlier Jeeps saw plenty of adventure, from farm paddocks to creek crossings in the days when people were happy for you to drive across their properties. "We had a four-wheel drive club in Lismore in the '80s," he recalls. "We used to go out in the bush regularly. They're fun things to

drive if you like going off-road."

This Jeep also comes with a bit

of mystery. It was originally owned by the Australian Army, though Cedric hasn't confirmed whether it saw active service during the war. What he does know is that the previous owner took it on a memorable trip to Cape York and back around 2010, proving these Jeeps are still ready for adventure.

Even when driving around town, Cedric finds the Jeep sparks conversations. "People always want to talk to you about it. It's got that nostalgic feel, and it's different to what the average guy has."

Cedric has a deep appreciation for old vehicles, having restored a 1928 AA Ford truck from the ground up, even attending TAFE to learn welding, panel beating,



and spray painting to complete it properly. "You can't really do that now," Cedric says, noting how regulations have made backyard restorations much harder today.

For anyone considering buying a Jeep, Cedric's advice is clear: "Do your homework properly. There are lots of traps, and you want to get one that's been done right." While prices have climbed to around \$30,000 to \$38,000 for a

well-restored Jeep, Cedric believes it's worth it. "They're not cheap anymore, but if you get the right one, it's worth it."

And what's it like on the road? "About 40 miles per hour max," Cedric laughs. "Any faster than that is dangerous." But it's not about speed; it's about the joy of preserving history and enjoying the simple, rugged experience these Jeeps provide.

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LUKE'S LIFE WITH JEEPS

Luke Downes

Luke's connection with Jeeps began early. "I've had them since I was about 14 years old," he says. That first Jeep became his first car in New South Wales, and since then, Jeeps have come and gone in his life. "This is the fifth one I've had," Luke says, describing how he would "get in and out of them," sometimes selling when life moved him to Sydney or elsewhere, only to return to the Jeep life later.

About 15 or 20 years ago, Luke got a Jeep from his uncle in Chinchilla and rebuilt it, only to sell it again. But the itch returned, and Luke reached out to "Mr Jeep," Neil Goodrich in Tamworth, whose father Max had helped Luke as

a teenager by sending Jeep parts COD to the local station. "I'd pay for them when I picked them up off the train," Luke recalls. "It worked out well."

Luke struck a deal with Neil, who agreed to rebuild him a Jeep from the ground up. "We did it over about four years, just bits and pieces at a time when Neil's business was quiet," Luke says. "I've built about four or five Jeeps, but this one was the only one I haven't fully built myself."





continued from page 5

For Luke, the appeal of Jeeps is simple: "They're easy to work on, even for someone with a bit of mechanical background, and they'll go anywhere," he says. "They're only a slow old thing, so you're not going to sail up Australia's number one highway, but they'll climb a brick wall if you let them."

Luke's Jeeps have taken him across New South Wales and west of the South Australian border, sometimes alone for days without seeing another soul. "It was a big thing to do when you're a kid, but I made it," he says.

Now, Luke dreams of taking his Jeep across the Simpson Desert, seeing the country slowly and thoroughly. "I've seen a lot of Australia from 40,000 feet, but I just want to see it from the ground," he says.

His advice for anyone wanting a Jeep is straightforward: "Make sure it's mechanically sound unless you're prepared to work on it yourself. They're simple to work on, but it's important to keep them original so they comply with historic registration."

FINALLY BEHIND THE WHEEL: MY 1943 FORD JEEP

Clint Reynolds

Owning a 1943 Ford Jeep has been a lifelong dream. Only now, as a father, have I finally been able to afford one—it's taken years of patience and saving to make it happen.

When I found my Jeep, it was already fully restored, but that didn't stop me from getting my hands dirty. I've carried out a major service, replacing most of the mechanical components to make sure it's running as smoothly and reliably as it did over 80 years ago.

There's nothing quite like driving it with the windscreen folded down, no roof or sides, feeling the wind on my face. It's motoring in its purest form—raw, open, and deeply connected to the road.

One of my proudest moments so far was taking part in the ANZAC Day parade in Ballina alongside five other WWII Jeeps, honouring the vehicles and the people who served.

I'm still researching my Jeep's individual wartime history, but for anyone considering a daily driver, I'd suggest fitting free-wheeling front hubs, front disc brakes, and giving all mechanical components a thorough service. It'll make the ride both safer and more enjoyable—without losing that authentic Jeep spirit.



THE EX-PRESIDENT'S RUN A GIRL'S LIFE

By Liz Key



Thanks to ex-president Lindsay, another run was totally enjoyed by the club women old and young, well... maybe young at heart. So, in 200 words or less, what did the girls get up to this weekend?

After organising the menfolk for the run, most of us started at West Ballina then onto Goonellabah for a pickup then finally picking up Gary a lot further down the track. There were only four of us gals, we are hoping to inspire more of you to come next time! It's not all cars and noise. Hmm, actually mostly cars.... and some noise...but we still managed to have a good time.

The windy road through Kyogle and Woodenbong was really relaxing, with a nice lunch at Woodenbong where we made a few new friends.

We had to feed them leftovers and chips before they would talk to us, but we persevered and after a while had quite a flock of new friends.

Hmm 200 words was never going to cut it...

We stopped at Killarny – who knew you could buy a whole houseful of furniture there in one shop? (even if it was scale model).

The sprints were a lot of fun, we had great seats to watch Blake Curran's 1972 Ford Capri skid round the corners, as well as being able to see all kinds of cars at the show and shine. Including a very nice McLaren.

I could tell you about the Darling Downs Zoo, the markets, food trucks, the girl's escapades at dinner and all the trash and treasure stores... but I have run out of words. Janine is very strict on this... so if you want to know more – come along next year!!!





ENGINES, FRIENDSHIP AND COUNTRY ROADS – OUR (EX)PRESIDENT’S RUN

By Lindsay Smith

After weeks of wet, cold weather, the four-day trip got underway on Friday 22nd of August with fine sunny weather. The weather had been unsuitable earlier in the year so this was a bonus as the weather was predicted to be cloudy for the weekend and Friday was to have clearing showers.

A country drive led to morning tea at the Roxy Lane Café in Kyogle just near the beautiful Council Chambers for the 10 members on the long weekend run. After a lunch stop at the Pitstop Café in Woodenbong, we arrived in Warwick around 3pm to book into our accommodation for the next three nights. Conveniently it was a motel behind a hotel that had good food and a place for drinks before dinner each night!

On Saturday and the Sunday, we headed to the town of Leyburn for their annual Leyburn Sprint Meeting about a 35-minute drive through rolling open plains. This is held in the town on local roads and is the usual sprint format of one car at a time trying for the best time. They are organised in classes of age, engine size and type of vehicle such as open wheelers, sedans, sports sedans, touring cars etc. There were over 250 cars entered and racing all day from 8am till pm.

The event is well organised with pit walk throughs and the ability to talk with owners and drivers, markets, a vintage caravan display and a show and shine event. With plenty of eateries available, there was no waiting for a meal or a hot coffee. They even arrange stands on many of the corners for the audience.



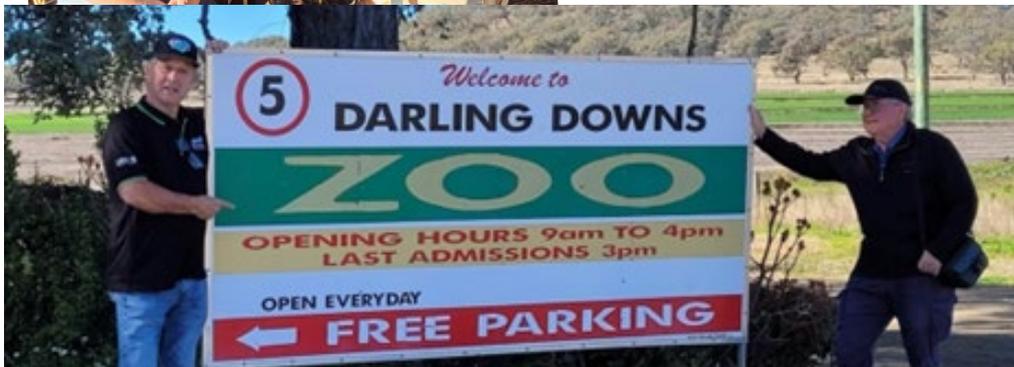
The cars varied from Ferraris to side valve Austins with plenty of Australian muscle cars hitting the track. The open wheelers were the fastest of the day with a Cobra the first of the rest of the field. Some of the cars I found interesting were an Australian made Bolwell Mark 7 and a Giocattolo which is an Alfa Alfetta fitted with a Holden 308 that sounded and went very well!



On the Monday we headed north to the Darling Downs Zoo for a couple of hours which is full of exotic animals with friendly staff and talks throughout the day on many of the animals and opportunities to interact with the animals for a price.

Then we headed further north to Gatton to visit the Cultural Centre for lunch and a visit to the Art Gallery and Military vehicle collection before heading home in the afternoon.

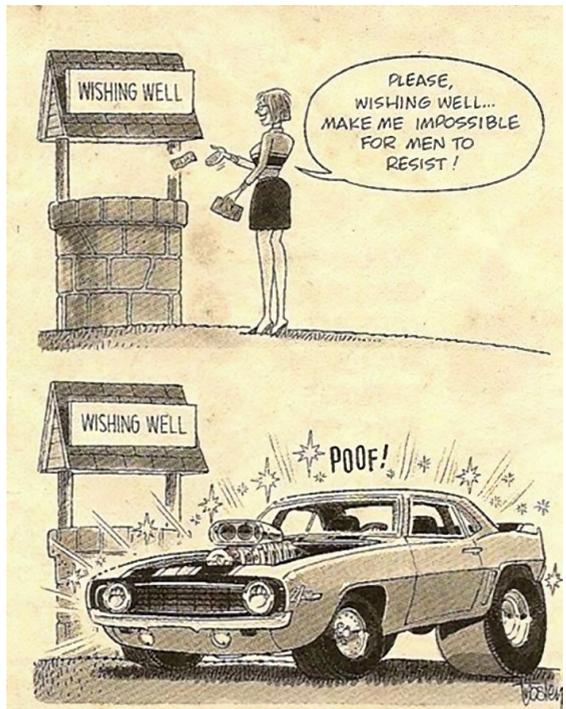
Many thanks to the members who attended and to the organisers of the Leyburn Sprints which was a really nice local event that one of our members said was great because they had not gone over the top on regulation and rules that allowed people to interact with the event and hold a nice community event with a big range of interesting vehicles hammering around the track.





AUSTRALIAN CLASSIC CAR TRIVIA

1. Which Holden model released in 1971 became an Australian muscle car icon with its coupe shape?
2. What was the last Ford Falcon model built in Australia before Ford closed its factories?
3. Which Australian-built sports car was produced by the company Bolwell during the 1960s and 70s?
4. What popular Australian classic car is affectionately nicknamed the “Kingswood”?
5. The Ford Falcon GT-HO Phase III is famous for being the fastest four-door production car in the world in which year?
6. Which classic Australian car featured the advertising slogan “Hey Charger!” in the 1970s?
7. The Holden Torana A9X was based on which Torana series?
8. What year was the first Holden Monaro launched?
9. Which Australian car was nicknamed “The Big Cat” due to its size and presence on the road?
10. Which classic Australian car was the police pursuit vehicle in the original Mad Max film?
11. What was the name of Holden’s performance division that modified Commodores for racing and street use?



PRESERVING AUSTRALIA'S AUTOMOTIVE ENGINEERING HERITAGE

Classic vehicles are more than showpieces—they're examples of the engineering principles that shaped Australia's motoring past. From Holden's grey motor to Ford's crossflow six, these machines showcase mechanical ingenuity that modern sealed units simply can't replicate.

Many restorers today are as much engineers as they are enthusiasts. A rebuild often begins with meticulous inspection—checking bore wear with a dial gauge, micro polishing crank journals, and comparing tolerances against original workshop manuals. Suspension refurbishments involve sourcing period-correct leaf springs or machining new kingpins to factory specifications. Even electrical systems demand skill, with Lucas or Bosch generators being stripped, cleaned, and reassembled with rewound armatures.

Driveline preservation is equally critical. Proper gear backlash adjustment in early differentials ensures smooth operation, while

accurate valve timing—set with nothing more than a feeler gauge and patience—can transform an old engine's performance.

Australian conditions add another layer of complexity. High ambient temperatures and long-distance driving make correct coolant mixtures, oil viscosities, and brake fade management vital.

By keeping these skills alive, restorers aren't just maintaining cars—they're safeguarding hands-on knowledge that shaped our automotive culture. In every rebuilt carburettor or freshly honed cylinder bore, Australia's engineering heritage continues to turn.



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A FOND FAREWELL FROM LYN & I

By Lyn and Steve Duncan

“**S**aying Farewell” isn't a strong point in our being. Lyn & I were drawn to BCVC Inc. to meet like-minded people in our community upon returning to Lyn's hometown area (Ballina) to care for her parents while in their twilight years. BCVC proved to be the conduit to share our passion of restoring / driving classic &/or vintage vehicles, and meeting the locals.

Initially, as "the new kids on the block", we were busy learning folks' names; location and vehicle focus along with the format of the Club Policies and Procedures, but other members, particularly Santo, David, Mark, Cedric and Allen, made those matters quite easy and us very welcomed. Lyn & I have had quite a few vehicles over the years, but my driving days concluded 2022 due to my loss of sight, while owning a magnificent 1951 Buick --- a lounge room on wheels.

I purchased the Buick from Shirley Parr, following years of it sitting in a shed being retired from a time as a Wedding Vehicle. As you can appreciate there was restoration work to be done on the vehicle, but after David's assurance that there was nothing that "money couldn't fix!" --- I proudly took ownership. She sure turned heads coming down the street as I drove her 38 Kms to David's workshop.... the only time I ever drove

her, as my Drivers Licence was then medically revoked.

I eventually decided to sell her to an Urangan fellow being a memento of his beloved grandfather, and I understand that the vehicle continues to be revered by the family. We have had 1939 / 40 Chev's; Holden Sedans; Toyota Crowns; Pontiac Firebird; 1963 Pontiac Grand Prix (a vehicle I regret ever selling to this very day). At times Lyn would liken the home driveway as an extension of a supermarket carpark.

In the Events Organiser Role, BCVC Club Runs proved to be so enjoyable for driving, socialising and solving the world's problems with members on the day over a meal or two.

As BCVC Inc. continues to attract new members / vehicles, I think it is appropriate to mention that Google can only give so much factual information, however, I suggest that new members speak with older folk to learn of the ins & outs of the vehicle of their passion to glean the hidden gems of knowledge, and experience, that computers don't know....that is the strength of motor vehicle clubs. Step up into roles, I accepted the position as BCVC Events Organiser and Lyn assumed the role as Secretary, which was/is a great way to learn more of the Club's intricacies and members.



Lyn & I have downsized considerably moving into a Senior Gated Village, Burpengary, closer to our children --- health issues have affected our lifestyle quite dramatically of late. We only have a daily drive now, Hyundai Tucson, and Lyn is the chauffeur to Oncologists; Cardiologists; Radiologists; Pathologists and Optometrists --- these medical services make our current social calendar to be just a hoot!

As we commence a new life chapter in Queensland we would like to say to you all --- thanks for the memories.... It has been fun!



MY FRIEND DAN'S GOT A 1928 CHEV TRUCK

By Di Vickery

This truck started its life out on a farm in Tullamore. In 1963, it was put up for sale at a clearing sale. That's when Dan Johnson's father bought it for 5 pounds and took it out to his farm at Parkes, where they used it for everything—carting wood, carrying fire-fighting gear, taking grease guns out to the headers at harvest time, and driving across paddocks with flat tyres.

“But we always made it home,” he said.

The family farm was sold in 1980 when his parents retired, and the Chev went into storage in various sheds.

Dan decided to start restoring it in 1988. He pulled it apart, sandblasted the body and chassis, and repainted it. He even learned how to use a sewing machine so he could repair the seats. The motor is a 170 cubic inch 4-cylinder. He undertook the restoration himself and had it running strong and fit for the road.



He used it for the next eight years as his builder's truck out of Mullumbimby, carrying timber and tools.

The Chev sat in a shed again at Parkes for another ten years, but now that Dan's retired, he's given it a 'tickle up' and it's back on the road. This time, it's on Classic Registration with the Central West Car Club.

He plans to build a camper body on the back and take it on a long run. At 30 mph, it'll be slow going — but that will suit him just right

LINDSAY SMITH'S FIRST CAR – THE “GETMOBILE”

For Lindsay Smith, his first set of wheels was a blue 1964 Volkswagen Beetle sedan – a simple, reliable little car that he purchased while working in Sydney during his university holidays. At just 18 years old, Lindsay used his railway wages to buy the car, making it his very first taste of motoring independence.

Part of the attraction was practicality. Not only was the Beetle affordable and dependable, but Lindsay’s uncle also owned one and knew how to service and repair them, which kept running costs low. That made it the perfect choice for a student with limited funds.

The Beetle’s engine was in excellent condition – “it ticked like a watch at idle,” Lindsay recalls fondly. But the car had its quirks. With just 40 horsepower from its 1200cc engine, the little VW struggled on hills. “You had to drop back to third gear on almost any incline, and third topped out at 45mph. By the time you got back into top gear, the cars you’d overtaken would be going past you again!”

Despite its modest power, the Beetle was well-loved. Its number plate, **GET 689**,



inspired the family nickname “The Getmobile,” which stuck with both family and friends.

Lindsay had the car for just under a year before misfortune struck. It was stolen in Sydney and later recovered two months on, damaged from being run under the back of a truck or another high vehicle, which left a neat crease in the bonnet and headlights. By then, Lindsay had already replaced it with another car, so he sold the Beetle on.

Even so, the little VW left behind plenty of memories. One that stands out is a trip from Armidale to Sydney with six people crammed in the car plus luggage. One unlucky passenger even had to ride in the gap behind the back seat. With no seatbelts in 1964, no one thought twice about it – though the journey was slow and steady.

Looking back, Lindsay describes the Beetle as “ultimately reliable.” It always started in the icy Armidale winters, returned 40 miles per gallon, and never failed him until it was taken away. “If it hadn’t been stolen, I’d probably still have it today,” he says, “though not for long.”

THE PRESIDENT'S RIDE: 1947 CHRYSLER NEW YORKER

By Ian Cummins

My wife and I have owned our 1947 Chrysler New Yorker for over 10 years. In that time, it's been pretty reliable (if that's not tempting fate!) and a pleasure to own. Our spending has been entirely on mechanical issues and not cosmetic ones. It's a 'driver' and most definitely not a show car.

Most parts have been sourced from the USA, particularly Andy Bernbaum Auto Parts, a Mopar specialist in Massachusetts, which carries an excellent range of new, N.O.S. and some used parts.

It's got a straight 8 'L' head engine – Chrysler-speak for flat head – with a displacement of 323.5 cubic inches. The bore and stroke of 4 & 7/16" by 3 & 1/4" makes for a torquey engine that matches the Fluid Drive gearbox well. With a compression ratio of 6.7:1, the engine outputs 270 ft. lbs of torque and 135 h.p.

The Fluid Drive consists of a conventional 4-speed gearbox with a fluid coupling between it and the engine. The car also has a standard clutch that is only used to engage the chosen range.

When upshifting in either range, gear changes are made by lifting off the accelerator pedal and allowing



a solenoid to activate the hydraulic control system. Downshifts are automatically accomplished when certain speeds are sensed by the gearbox governor, either 12-14 mph in the high range or 5-6 mph in the low range. For 'kickdown', there is a switch located in the carburettor that is operated by the throttle linkage.

The Fluid Drive system was also used in DeSoto taxi cabs from 1940 to 1953, and very popular as it eliminated the need to hold down the clutch pedal. If we didn't live on a hill, the car could be driven only in the high range, i.e. third and fourth gear, and having engaged the clutch pedal but once on our entire trip.

Anyhow, that's our little story. We look forward to a yarn about yours!



CORAKI MUSEUM 40th Anniversary



CASINO TRUCK SHOW





DIARY DATES

Ballina Classic Vehicle Club Monthly meetings are held at 7 pm on the first Tuesday of every month at the Ballina RSL.

Club breakfasts are held monthly at 8 am the first Saturday after the Tuesday monthly meetings.

All members, visitors, and members of other car clubs welcome.

OTHER EVENTS OF INTEREST

- September 12-14 Festival of Wheels – Boonah Showgrounds
- September 17-20 CSCC Great Eastern Hub Rally 2025, Armidale as host.
- September 17 Central West Car Club Show ‘n’ Shine Parkes Car Pioneer Oval Parkes
- September 18 Central West Car Club Swap Meet Pioneer Oval Parkes
- September 20-21 Clarendon Classic- Hawkesbury Showground
- September 27-29 47th Parkes Annual Motorcycle Rally Henry Parkes Centre
- September 28 Grafton Vintage Motor Vehicle Club Annual Swap Henry Parkes Centre
- October 19 Lake Macquarie Show ‘n’ Shine Speers Point Park Lake Macquarie
- October 19 Holden Day@the National Holden Motor Museum Coffs Harbour

TRIVIA ANSWERS: 1. Holden HQ Monaro. 2. Ford Falcon FG X. 3. Bolwell Nagari. 4. 1963. 5. Holden Kingswood. 6. 1971. 7. Chrysler Australia. 8. Panel Van. 9. Valiant Charger. 10. LX Torana. 11. 1968. 12. Ford Fairlane. 13. Victoria. 14. A 44-gallon drum. 15. 1968. 16. Ford Falcon XB GT. 17. Holden Special Vehicles (HSV). 18. 1978. 19. Morris Mini (built by BMC Australia). 20. 1967

Excerpt from Constitution:

VEHICLES OWNED OR USED BY CLUB MEMBERS

- (a) The Club is a community Club and therefore aims to cater for community members whose interests are consistent with the club's purposes.
- (b) The Club also seeks to take its place within a much wider geographic movement associated with the restoration and preservation of older vehicles. Within this wider context the eligibility of vehicles for competitions and events may be determined by conditions that apply to the movement generally.
- (c) The following rules shall apply to members wishing to avail themselves of the facility of Club registration:
 - (i) Vehicle(s) to be registered must be over 30 years old or whatever amended requirement the Roads and Maritime Services (RMS) might stipulate.
 - (ii) The vehicle(s) must be roadworthy and complies with RMS requirements
 - (iii) RMS registration fees including compulsory third party insurance must be paid.
 - (iv) Use of vehicles is subject to RMS requirements at the time.
 - (v) Vehicles on Club registration shall only be used on the RMS registration permit.

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