



# NEW ENGLAND WHEELS

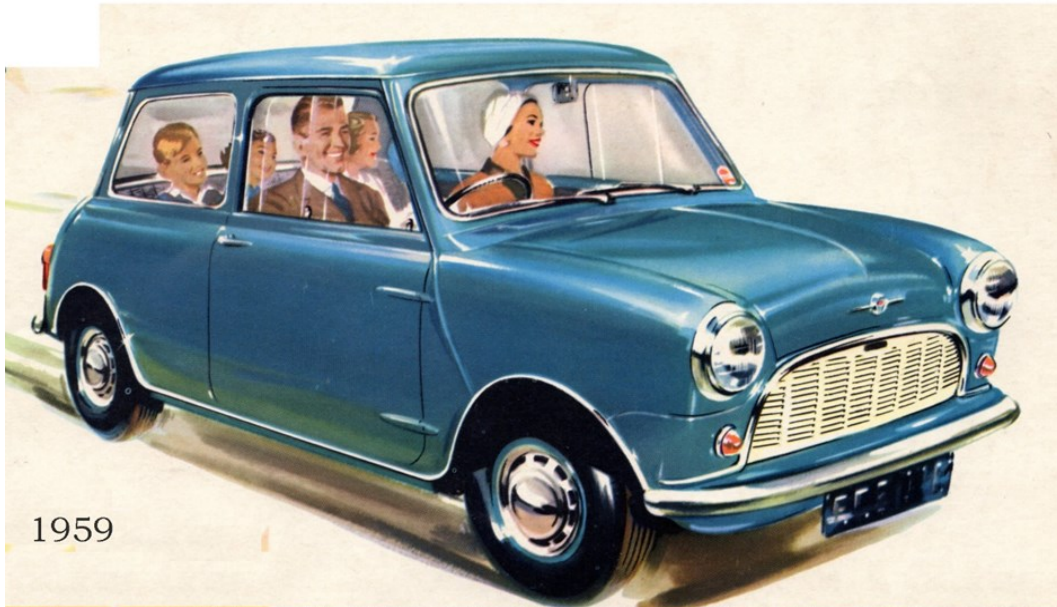
Official Magazine of The Classic & Specialist Car Club of Northern N.S.W. Inc.  
CHMC Member

Established 1976

<http://www.cscnsw.com.au>

September 2019

## 60 YEARS OF MINI



1959



MINI ELECTRIC

THE NEW MINI COUNTRYMAN  
PLUG-IN HYBRID.

2019



Cover Picture: This year marks 60 years since the release of the Mini Minor. In recognition of this, Eric North's article on the Mini is reprinted along with photos from the 2019 Victorian Mini Club Mini Show.  
Deadline for next issue: Wednesday 25th September



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# The Classic & Specialist Car Club of Northern N.S.W. Inc.

Life Members: Robert Bradley, Lyndon Hardman, Pat Curry, Graham Chisholm, Michael Poulter, Arthur Ackling

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### **Membership Officer**

**Graham Earl (57130278)**

### **Committee Members (Ordinary Members)**

**Pat Curry**  
**Peter Carey**  
**Robert Frost**

## Col's Column

This last month has been quite difficult for Judi and me and it is not over yet. My apologies for missing two meetings in a row, but with a bit of luck I might make this month's. Who knows what life is going to throw at us!

Apparently, the events and meetings are going well without me. Maybe I am not needed? Hopefully I will be at our regular coffee and chat morning on Sunday 1st. These events really get members together to show off their vehicles and fix the problems of the world. A big thank you to Mat for the event's introduction and his continuing support.

As usual Kevin has put together more great events until the end of the year. I hope everybody realizes how much work he does. (Oh hang on! He says there is little work for the next events coordinator.) On that note, please consider putting your name forwards for club positions. Now is the time for Kevin and Jenny to enjoy their new dwelling and not have to worry about events. So come on new members, have a think about positions and I promise you will get help from members. I know I have.

On a sad note, the 2019 Great Eastland Hub Rally at Taree has been cancelled due to insufficient nominations. Entries did not close until September 20<sup>th</sup> but their committee felt that there were not enough entries to move forward with organizing the weekend. Is this the way of Hub Rallies? Personally, I was waiting to get medical results due this week before entering. However, with only four nominations from CSCC I can understand the committee's decision to pull the pin.

Is it due to moving the rally from the long weekend? Is it the log book trial, where any vehicle can be used at any time and not having to wait for an organized event? Any comments will be welcomed.

Col

**Events & Social Committee**    **Committee Convenor: Kevin Chappell (0412050408) events@cscennsw.com.au**    **Peter Ducat**  
**Committee Members:** Judi Pearce, Peter Ducat, Des Bowlay, Peter Cox, Katie Austin, Tony Hadon, Allan Reeves, Denise Towns, John Lewis, and Chris Swindale.

# CLASSIC AND SPECIALIST CAR CLUB OF NORTHERN N.S.W. Inc.

MINUTES OF MEETING HELD ON: Wednesday 14 August 2019

In the absence of President Col Pearce, Vice-President Graham Earl assumed the chair.

**MEETING OPENED:** 7:30 pm

**PRESENT:** 67

**APOLOGIES:** Kay Pell, Des Hardman, J&B Brandscheid, JC&J Pearce, F&F Turner, W Clarkson, G Hannon, D Chisholm, S&A Tiede, V Innes, R Campbell, S Creed, P Shiels, S Rediger, R Ackling, D Goodwin. V Andersen.

**VISITORS:** Geoff Brown.

**MINUTES OF THE PREVIOUS MEETING.**

Moved: A Ackling, Seconded: C Swindale, that the minutes of the meeting were a true and correct record. *Carried.*

**BUSINESS ARISING:** Nil

**SECRETARY'S REPORT:**

Incoming Correspondence

- A 'Thank you for your valuable feedback letter' from the RMS re our response to the Log Book Trial review.
- The 'Dinkum Oil' newsletter from the CHMC
- Notification and entry forms for Uralla's Thunderbolt Festival (26<sup>th</sup> October)
- Five printed newsletters from kindred organisations.

Outgoing Correspondence Nil

Moved: R Nicholson, Seconded: R Willis, that the Secretary's Report be accepted. *Carried.*

**TREASURER'S REPORT**

Moved: M Cook, Seconded: P Curry, that the Treasurer's Report be accepted. *Carried.*

**EVENTS COVENOR REPORT:**

Past Events

- 12-14 Jul - Wauchope 'Trucks of Yesteryear' Run
- Sun 4 Aug - Shannons Coffee & Chat - much bigger roll up this time.
- Sat 10 Aug - Club Casserole Night - 21 members attended and there was tons of food. Don Hewitt gave another of his very well received history talks, this time on the Armidale Driver Training Range.

Moved: M Cooke, Seconded: Lyndon Hardman, that the Events Coordinator's Report be accepted. *Carried.*

**REGISTRATION OFFICER'S REPORT:** Two new regos; John Gow (Mercedes) and Peter Carey (Suzuki GSX750).

**REGISTRAR'S REPORT:** Next Meeting.

**VEHICLE MOVEMENTS OFFICER REPORT:** John Keynes reported that were 3 movements reported for the month.

**MAGAZINE EDITOR'S REPORT:** Bron Partridge passed on Peter's thanks to all contributors and that he thinks the new magazine format (A3 folded) looks good. The deadline of the next issue is 28<sup>th</sup> Aug.

**CHMC DELEGATE'S REPORT:** Robert spoke to matter of the Log Book Trial Review and our members' experience and indicated the response made on behalf of the Club members. The time allowed between the arrival of the survey form and submission deadline being only a few days required a rapid response. Feedback via the CHMC indicates that the 60 day Log Book is most likely to remain a permanent option for Concessional Registration. Large changes are not expected. There was a good response to the survey, however attendance at the meetings in Sydney was limited. Comment was made that some insurers may have preferred the options of 15, 30 or 60 'log book days'. Bob commented that he felt that the only change that would occur is that it becomes permanent. He also stated that the CHMC is the leading group working with the RMS and that it is noted for providing useful information for the RMS to work with.

Eric North suggested that contact be made with Adam Marshall to indicate to him the increase our membership (nearly doubled) and the number of concessionally registered vehicles represent a similar increase in traffic through businesses that provide restoration and maintenance service for our vehicles ... an economic stimulus in the region is the result.

**LIBRARIAN'S REPORT:** Bob had brought in 4 x Hemmings Classic Car and 4 x Australian Classic Cars for distribution.

Mike had two special editions magazine available for a \$5 donation each.

**WELFARE OFFICER'S REPORT:** Noel Schaeffer has had a few days in hospital, but is back with us tonight. Ken Peter had a quadruple bypass operation at Lake Macquarie Private Hospital and is now in rehab, meanwhile, Mary Peter has been in the same hospital with kidney failure and is not expected to be released until the end of August. Margaret North's cancer treatment continues. Jane Hannon is similarly continuing her treatment. Judi Pearce is to have surgery to remove a melanoma tomorrow. Frosty is to have a knee replacement on 27<sup>th</sup> August. A long list indeed and Bron apologised if she has missed anyone.

Moved: B Partridge, Seconded: C Swindale, that the Welfare Officer's Report be accepted. *Carried.*

**PUBLICITY OFFICER'S REPORT:** Nothing to report.

**MEMBERSHIP OFFICER'S REPORT:** Membership Cards are available for those that have paid their dues. Remember membership fees are due by the end of the month.

Moved: G Earl, Seconded: R Willis, that the Membership Officer's Report be accepted. *Carried.*

**PROPERTY OFFICER'S REPORT:** Nothing to report.

**WEBMASTER'S REPORT:** Nothing to report.

**GENERAL BUSINESS:**

- Ross Campbell requested permission to use his Morris for an event in March 2020. *Granted*
- CHMC Rego Reminder Stickers are available from Graham (Graham read the unusual label instruction)
- Bron reported that the new style Magazine (A3 folded) resulted in a unit cost reduction from \$1.47 per issue to \$1.35. A full colour magazine would be \$2 per issue in the new style. Please let Peter know if you are not getting your copy.
- Des Bowlay offered the members present the opportunity to join an Ag-Quip bus trip on Wed 21st. Register direct with Edwards if you are interested.
- Don said that he doesn't get to meetings as often as he would like, but really looks forward to getting 'our' magazine.  
Moved: Don Hewitt, Seconded: Kevin. That Peter Kirk be thanked for his ongoing work on producing the Club magazine. *Carried.*

Don also moved a vote of thanks to Bron and Wendy (our 'Calendar Girls') for the production of the magnificent Club calendar .. Well done.

- Don advised the meeting of his intention to use his Toyota Cressida (9350H) for the Hub Rally and expects to be on the road between 17th - 24th Oct.
  - Bob Willis announce that the Tamworth Dog Trials are now to be held in Armidale!
  - Lyndon's mystery object was a Fleam for bleeding horse.
- Meeting closed at: 8:25pm.

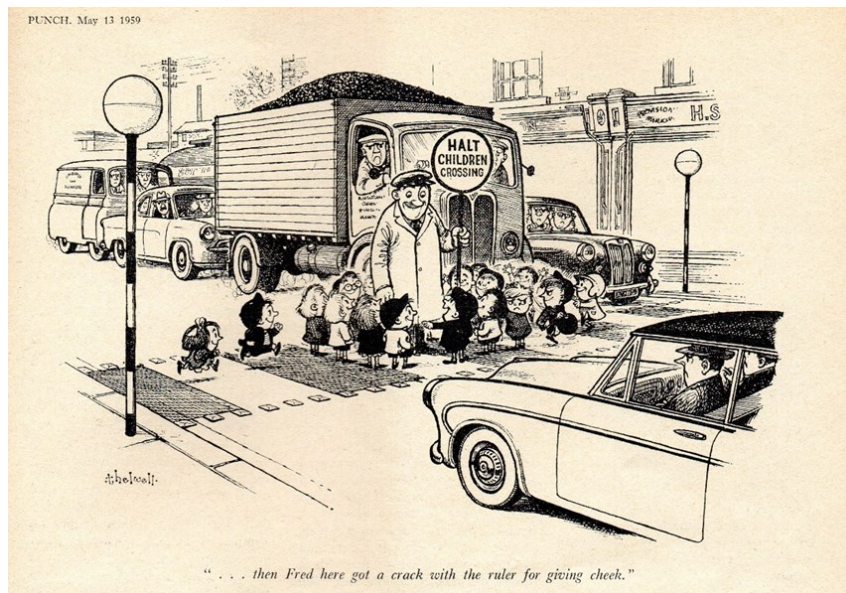
## Photos Taken at the Dumaresq Dam Afternoon Tea 18<sup>th</sup> August



## Auction Result

The attached two photos are of a 1924 Harley that sold in Walcha at a clearing sale in August. The winning bid was \$47000.00 from a collector in Tamworth. A close look at the 2<sup>nd</sup> photo shows the missing rocker on the rear cylinder and the pushrod taped to the forks that stopped the bike many years ago then was pushed into the shed where it remained until now.

Peter Carey



# The Victorian Mini Club Mini Show 2019

To celebrate the 60<sup>th</sup> anniversary of the release of the Mini Minor, the Victorian Mini Club staged the 2019 Mini Show at the Royal Melbourne Showground. About 150 Minis, representing clubs inside and outside of Victoria, were on display. A smattering of other vehicles closely related to the Mini, such as a Riley Elf and Mini Mokes, were also displayed. The display represented a wide variety of cars ranging from original cars to mildly customised to wildly customised. Eric North's article on the history of the Mini, previously published in New England Wheels, is repeated below. The Mini is without doubt one of the most original and influential designs in automotive history. Thanks also to Eric for the cover picture.

## Original Minis



## .... and not so original Minis



## The Mini Story

The Mini was the inspiration and creation of one man-Alex Issigonis, his passion was to create a car for four people in the smallest footprint possible and to be as efficient as possible.

Issigonis's story with the British motor trade really begins with first Morris minor in 1948, while not totally responsible for the design, he had a large influence on it. He left Morris Motors and joined Alvis, but rejoined what was now The British Motor Corporation (BMC) in 1956. In September of that year Colonel Nasser the Egyptian dictator, nationalised the Suez Canal and blocked it, thereby starving Europe and Britain in particular, of fuel.

This prompted BMC Chief Leonard Lord to commission a small and efficient car in order to capitalise on what he expected to be a long fuel drought. His thoughts on the dynamic efficiency of a new small car were similar to those of Issigonis, so in March 1957 a small-team engineer draftsmen, Issigonis, Jack Daniels and Chris Kingman were assigned to a new project for a small and efficient car.

The speed with which this project developed was amazing, within four months a wooden mock up was complete and by October there were two running prototypes, nicknamed "Orange Boxes" by BMC staff. What was even more amazing was the mechanical challenges which had to be overcome. The East-West engine technology, the gearbox in the sump, 10 inch wheels for a car capable of 70 mph, and the revolutionary rubber cone suspension. (The suspension was the development of Issigonis's friend Alex Moulton, who owned a firm called Moulton Developments, the project was one of Issigonis's pets) Leonard Lord drove an "Orange Box" in July 1958 and ordered it into production with a year.

The Mini was released in Britain in September 1959 as the Austin Seven and the Morris Mini Minor, priced initially at £496, it was not the cheapest car on the market and competed directly with the Ford Popular. Although the press gave the car a great write-up initial sales were slow. It was not until the Mini became "Trendy" with London personalities that sales started to take off. Issigonis's friend and celebrity photographer, Anthony Armstrong Jones, then husband of Princess Margaret, bought one, as did a number of movie stars.

The Mini was on its way.

During 1960 a Traveller (Woody Station Wagon) version was released to complement the Standard and deluxe versions of Austin & Morris.

Mini was introduced to the Australian market in April 1961 and the May issues of the local motoring journals carried road test. Only one version was initially available here, the Morris 850 selling for £825 including sales tax. This prompted Standard Triumph to drop the price of the Herald to £750 in order to combat Mini sales. The panel van version was released to the local market in late 1964.

The next major innovation was the advent of "Hydralastic" suspension, initially introduced on the Morris 1100 the system replaced the rubber cones on previous models. While the system worked well on the smooth roads of England and on the longer wheelbase 1100 models, Australian engineers had to work hard on local versions to make them as good as the previous system. Hydralastic appeared on the Australian Mini Deluxe in March 1965. The Mini Deluxe featured wind up windows (not available in the U.K. as Issigonis insisted that the Mini should have sliding windows, he was by this time head of BMC Engineering and what he said went!) a remote control gear shift and the engine was enlarged to 997cc. A number of other refinements were included at the same time. The name Morris 850 was dropped from the standard model in November 1965 and it was now known as the Morris Mini Minor and also featured wind up windows but not Hydralastic suspension.

The Cooper was introduced in the U.K. in August 1961 initially with the 997cc engine, suitably modified by John Cooper Engineering and available in both Morris and Austin forms. Introduced to the Australian market in November 1962 the Cooper continued until the Cooper S was released in Australia in July 1965.

The Cooper S featured wind up windows in Australia, again not in the U.K. and the engine was the 1275cc version of the BMC A Series engine, initially designed for the Austin A30 not it produced 75 bhp and was also powering Austin Healey Sprites and MG Midgets. In the U.K. both Cooper versions continued to be marketed and the Mark II versions were released in the U.K. in late 1967, all with sliding windows.

By 1969 BMC had morphed in British Leyland and Australia's next mini was the Mini K, now with an 1100cc engine, the range was then Mini 1100 Standard, no Hydralastic suspension, Mini K, Mini-Matic and Cooper S which was not quoted as a MK.II as in the U.K. it still used the 1275cc engine.

Leyland was not inclined to pay John Cooper a royalty to use his name, so when the new Clubman series with a redesigned front, arrived in early 1971, there were no more Coopers, replaced by the Clubman GT 1275 and the Morris Name was dropped. By 1973 the Clubman name was also gone, as was the 1275cc engine version. The new names were Mini S and Mini Deluxe, from October 1975 all Minis were fitted with 998cc engines and high back seats. When Leyland Australia closed its Zetland (Sydney) plant in 1975, Mini assembly was transferred to the old Pressed Metal factory in Sydney's southwest.

In March 1977 the LS model was added to the range and Mini's last hurrah in Australia was the LS1275 introduced in August 1978, by 1980 Minis had disappeared from Australian price lists.

However this was not so in the U.K. when the Clubman was introduced in Britain, the old mini shape continued and since Alec Issigonis's influence was swallowed up in the Leyland combine, all Minis now had wind up windows. The standard Mini was still available with 850cc engine and still used the rubber cone suspension. In the early 1980s the Clubman type front was discontinued and again all Minis looked similar to the original 1959 model.

Although the Metro was designed to replace the Mini, the Mini was kept in production, and considerably quantities were exported to Japan. In the breakup of British Leyland, the Mini went to the Rover Group. It was given many names under the Rover ownership, there was even another Cooper S. The last of the old Minis was the 1998 model. When BMW sold off the Rover Group they withheld the Mini name and built a new factory in England for the production of the "New Mini" but that's a whole different story.

Mini probably sired more Specials, Special Editions and modifications than any other car in the modern era. The Moke is probably the best known of these in Australia, but Bill Buckle also produced a fast back derivative here.

Eric North



## Nundle and Hanging Rock Weekend 24<sup>th</sup> – 25<sup>th</sup> August 2019

We left the Tourist Information Centre shortly after 8:30 with twelve cars and 26 people participating in the event. A beautiful, warm morning with not a cloud to be seen and no promise of the rain so badly needed. Chris was organized as usual and we were given a briefing of the weekend to follow.

First stop was morning tea at Bendemeer. Then into our cars and in convoy off to Hanging Rock and the museum to meet our host Marcia Ajani for lunch and a talk on the history of Hanging Rock. Marcia is a lady of much knowledge and passion for her small town. The town folk provided a wonderful cooked lunch followed by tea, coffee and small slices.

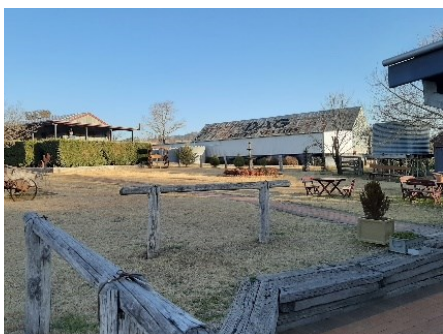
Leaving Hanging Rock, we had a short visit to Sheeba Dam and then the Hanging Rock Lookout. Here some of our group departed for home. The rest of us made our way down to the Nundle Woollen Mill for a tour, demonstration, and viewing of the operation of the various machines used to make wool into the skeins that we purchase from the shops today. A very informative talk by the owner of the mill, who opened his mill for our visit. We rewarded him with many of us making purchases from the shop section of the mill.

Departing the mill we made our way to the Dag Sheep Station for an enjoying evening with canapes, hors d'ouvres and dinner followed by a pleasant evening in front of the open fire.

The next morning after a hot buffet breakfast and thanking our host at the Dag Sheep Station for the warm welcome, nice food and great company we set off for home. Some of us on the way spent time looking through the various shops that were opened in Nundle. Altogether a very enjoyable weekend.

Many thanks to Chris Swindale for his efforts in organizing the weekend. It is always enjoyable to share conversation, good food and an evening away with other club members. A bonus also when the cars behave so well.

Denise Towns (Photos courtesy Karin Lennfer and the Kinghorns)





## Worth Trying

Rust the curse of the restorer or anyone dealing with small metal objects that are rust corroded. I have over the years set up a molasses bath to place heavily rusted items in to eat away the rust and often over a few weeks to free up rusted movable parts. Molasses does a good job and the only issue I have found is a very noticeable smell of the combination of the rust residue and the molasses. The parts require a good hosing or wash down with water then when dry a good coat of etch or other primer to stop atmospheric rust coming back.

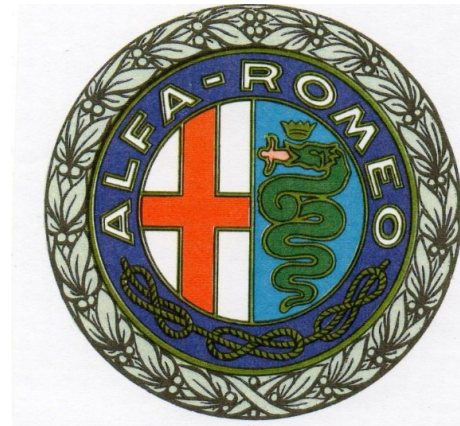
Another alternative to molasses for rust removal is a mixture in equal parts of acetone and automatic transmission fluid. Place the parts in the mixture, then use a stiff brush to coat the part and to force the mixture into all areas. Leave overnight or over a few nights for the mixture to penetrate the rusted parts. Wash the cleaned parts in water and detergent and dry. Heavily internally rusted areas may require application of heat and gentle persuasion to free up. The usual good coat of primer should be applied. Small items such as nuts bolts or items familiar to the restoration can be placed in a jar and covered with liquid rust converter and will clean up overnight.

Bob Willis.

## Alfa Romeo

**The story behind car badges taken from the book, 'Car Badges of the World' published in 1970. Last time it was the story of the Adler badge and this month the story of Alfa Romeo. As space permits each month these are printed in the magazine in alphabetical order.**

In 1904 the Frenchman Alexandre Darracq began to make taxicabs in Portello, a district of Milan, but within four years had sold out to the Societa Anonima Lombarda Fabbrica Automobili, who began a car of native design called the A.L.F.A. In 1914, Nicola Romeo became manager of the firm, and its name was changed to the Societa Anonima Ing. N. Romeo. After the First World War, its cars were renamed Alfa Romeo. Their emblem includes, in the left-hand segment of the inside circle, a cross; and in the right-hand segment, a crowned serpent with a human figure in its mouth. These two symbols form the arms of the city of Milan, which were also the arms of the Visconti Dukes of Milan. According to one story, the cross dates from the time of the First Crusade (1095 – 9), in which Milanese recruits took part, the cross being that of the Crusaders. The serpent has had half a dozen origins attributed to it. The human figure is said variously to be a child, and a defeated Saracen added after the Crusade.



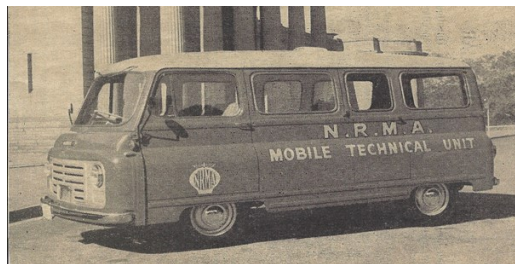
## Things to do with old Holdens



Photos forwarded by Gerry DeGabriele. The first is seating at our van park in Herberton and the second is a company in Yungaburra in North Queensland. A few suggestions for our Holden Members.

## **SOME ADVICE ON COASTING** Advice from the early NRMA.

Coasting is quite safe and pleasurable under favourable conditions and is a great relief to the nerves [and petrol bill too] to throw the gear lever into neutral and slide down a moderate grade for half a mile or so. Some enthusiasts go as far as to switch off the ignition. On a quiet road where the coast will last for a mile or so, it will be economical to adopt that procedure, but it is well to observe that the car is more readily got under way after coasting if the motor is ticking over. Re-starting after coasting is simple with the modern synchro-mesh gearbox. Just prior to commencement of the next climb or level stretch, depress the clutch pedal, steadily engage top speed, and switch on. As the clutch is engaged the engine starts and the requisite amount of throttle is given to maintain a normal speed. With a little practice, the whole process becomes automatic and is carried out without shock or jar. Don't attempt to start in an intermediate gear, as excessive stress will be placed on the clutch and other members of the driving system. If your car does not possess a synchro-mesh gearbox, the engine must be started after coasting before you attempt to engage gear. Then, using your judgement raise the engine speed by means of the Accelerator, to that corresponding with the road speed of the car and engage top gear. Speed up the engine and release the clutch pedal steadily. Coasting in neutral with the engine switch off is not recommended. The time lag in restarting the engine is dangerous in case of emergency. Coasting in neutral with motor idling is permissible on straight, gentle declines, with good vision and brakes in good order. It is bad practice to coast in gear with clutch pedal held down and motor idling or stopped.



The foregoing is advice printed in the NRMA information booklet issued in the 1960's. I don't know how common the practice of coasting was but obviously it was being used. The NRMA sure placed a lot of faith in the motorist to make a decision on when and where to coast. One hopes that the passenger was not sitting there reading out the instructions to the driver as the coast started and rolled on. I have heard stories of drivers with older vehicles that had free-wheeling available on their vehicle and not all once used were keen to go back to it. An engine in good condition will when going down an incline assist in the braking and slowing down of the vehicle. Brakes have improved out of sight on modern vehicles but are still attacked by braking friction heat if over-used. Back in the days of the NRMA advice brake fade was a very real issue and added to the state of the roads, lack of safety barriers coasting was certainly the realm of the experienced motorist. Perhaps such an NRMA advice was not such a good idea and could be not in the best interests of road safety. I doubt that if the issue of coasting was raised in this day and age that the NRMA would even go there. Bob Willis

### **This will stimulate your dormant scientific grey cells:**

Oxford University researchers have discovered the densest element yet known to science.

The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks.

Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years.

It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes.

This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as a critical morass.

When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.

Contributed by the Tills

# CSCC EVENTS CALENDAR

## September 2019 TO January 2020

**Note:** All club runs depart from the Visitor Information Centre Carpark (unless notified otherwise)  
When departing the Visitor Information Centre Carpark all vehicles are to turn left for safety and to avoid members becoming lost in traffic.

**Note: Please advise Kevin Chappell on 0412050408 of any updates to listed events.**

Month	Day	Date	Event	Contact
<b>SEPT 2019</b>	Sun	1st	Shannons Display and Chat- Curtis Park- 9am-12N	Matt Pennycuick
	Wed	11th	Monthly Meeting – Armidale Bowling Club – 7.30 pm	
	Sun	15 <sup>th</sup>	Afternoon Tea- Dumaresq Dam- From 2.30pm for winter	
	Sun	22nd	Kellys Transport- tour and BBQ	Chris Kelly
<b>OCT 2019</b>	Sat	5 <sup>th</sup>	Dog Trials refer to “other things” in pre ignition	Bob & Lucy Willis
	Sun	6th	Shannons Display and Chat- Curtis Park- 9am-12n Daylight Saving Starts	Matt Pennycuick
	Wed	9 <sup>th</sup>	Monthly Meeting – Armidale Bowling Club – 7.30 pm	
	Sat	19th	Dungowan Village Fair -	Arthur Ackling
	Fri-Mon	18-21st	Hub Rally - Taree	
	Sun	20 <sup>th</sup>	Afternoon Tea- Dumaresq Dam- From 3pm for summer	
	Sat	26th	Thunderbolt Festival-Parade Uralla	Bob Willis
<b>NOV 2019</b>	Sun	3 <sup>rd</sup>	Shannons Display and Chat- Curtis Park- 9am-12n	Matt Pennycuick
	Sun-Sat	3-9th	Mick and Lyn’s Annual Long Run	Mick/Lyn Poulter
	Sat	9 <sup>th</sup>	Antique Machinery Show - Armidale	Peter Cox
	Wed	13 <sup>th</sup>	Annual General Meeting-City Bowling Club 7.30pm	
	Sun	17 <sup>th</sup>	Afternoon Tea- Dumaresq Dam- From 3pm for summer	
	Wed	20 <sup>th</sup>	Mid Week Run - TBA	Volunteer Needed
	Sun	24 <sup>th</sup>	Rego Day	
	Sat-Sun	30th-1st- Dec	Bellingen Week End	Bob Willis
<b>DEC 2019</b>	Sun	1 <sup>st</sup>	Shannons Display and Chat- Curtis Park- 9am-12n	Matt Pennycuick
	Sat	7 <sup>th</sup>	Christmas Party - TBA	
	Wed	11th	Monthly Meeting – Armidale Bowling Club – 7.30 pm	
	Sun	15 <sup>th</sup>	Family Day – Dumaresq Dam – From 10am	
<b>JAN 2020</b>	Wed	1 <sup>st</sup>	New Years Day Run	Bob Willis
	Sun	5th	Shannons Display and Chat- Curtis Park- 9am-12n	Matt Pennycuick
	Wed	8 <sup>th</sup>	Monthly Meeting – Armidale Bowling Club – 7.30 pm	
	Sun	19 <sup>th</sup>	Afternoon Tea- Dumaresq Dam- From 3pm for summer	
	Sat	25 <sup>th</sup>	Guyra Lamb and Potato Festival	Volunteer Needed
	Sun	26 <sup>th</sup>	Australia Day Run	Volunteer Needed

Please note: There are other events in the planning stage for 2019.  
Events will be listed here and on the web site as the details are finalised

# Pre-Ignition

**Check your timing for the following events:**

## SEPTEMBER EVENTS:

**Sunday 1<sup>st</sup> September: Shannons Display and chat- Curtis Park:** Fathers' Day, Farmers Market Day and Spring has Sprung. Three great reasons to get down to Curtis Park and display your vehicle between 9 and 12 Noon in the beautiful Spring sunshine. Check out the markets, grab a coffee, tell some lies or just kick back.... Now our biggest monthly display. **Contact: Matt Pennycuick 0409783242.**

**Wednesday 11<sup>th</sup>: Monthly Meeting:** Armidale City Bowling Club 7.30pm

**Sunday 15<sup>th</sup> September: Afternoon Tea Dumaresq Dam:** From 2.30 for the winter months. BYO arvo tea, a chair or two and a picnic rug/electric blanket and have a good catch up with fellow members.....and sit and stare at the WATER.

**Sunday 22<sup>nd</sup> September: Kellys Transport Tour and BBQ:** Dust off the old wheels and make your own way to Kellys Transport Depot on Bundarra Road (on the left, just past the sale yards) at around 10am for morning tea (Bring your own and a chair or two). Following morning tea a tour of the facility will be conducted by Chris Kelly. Then it's BBQ time supplied courtesy of the Kelly clan; meat and rolls will be supplied; please bring your own drinks, plates/cutlery etc and any extras you may require. **Contact: Chris Kelly 0427 007 161**

## OCTOBER EVENTS BEFORE OCTOBER MEETING:

**Saturday 5<sup>th</sup> October: Tamworth Dog Trials:** This is an odd one; we are trying to confirm if they are on and where they are being held. .... we have heard they are being held in Armidale.... surely that would make them the Armidale Dog Trials.....Bob Willis is trying to sniff out the facts. If you are interested in attending give **Bob a call on 0408 162 545 or 6772 7798**

**Sunday 6<sup>th</sup> October: Shannons Display and chat- Curtis Park:** Farmers Market Day and Spring has Sprung. Two great reasons to get down to Curtis Park and display your vehicle between 9 and 12 Noon in the beautiful Spring sunshine. Check out the markets, grab a coffee, tell some lies or just kick back.... Now our biggest monthly display. **Contact: Matt Pennycuick 0409783242.**

## EVERY WEDNESDAY:

**THE CHAIN(shaft) GANG LUNCH RUN:** (weather permitting) join the chain gang for a run and lunch. Depart Vic Andersons place in Bowman Ave. at 11.30am. You do not need a bike (with engine) to participate....you could bring your car and you would be most welcome.

**CONTACT: Vic Anderson 6772 3607**

## INVITATION EVENTS.

**For the following events, Log book entry is required for those on the log book scheme, otherwise ph Steve on 0412 995373 to register your vehicle movement**

### **September 2019**

Sun 8<sup>th</sup>: Cundletown Motor Show

### **March/April 2020**

AHMF National Rally—first since 2001. Full details at “[www.eventbrite.com.au](http://www.eventbrite.com.au)”

### **Swap Meets 2019**

**Gunnedah - September 14<sup>th</sup>/15<sup>th</sup>** For All NSW Swap Meets 2019, go to “[members.ozemail.com.au](http://members.ozemail.com.au)”

**ENTRY FORMS AND/OR GENERAL INFORMATION ON ALL THE ABOVE EVENTS IS AVAILABLE FROM THE EVENTS CO-ORDINATOR AT MONTHLY MEETINGS OR PHONE KEV CHAPPELL 0412 05 04 08:**

**TO CHECK FOR CHANGES TO EVENTS:**

**[www.cscnsw.com.au](http://www.cscnsw.com.au)**

## OTHER THINGS

The HUB Rally in Taree October 18-21st is a major event on our calendar. If you have never been to a rally and require information, please call Kev Chappell 0412 05 04 08 for entry forms and direction on who to contact in our club for first-hand knowledge of the event. Entries close Friday 20<sup>th</sup> September.

Bellingen weekend 30<sup>th</sup> November/ 1<sup>st</sup> December: Please note 10 rooms have been reserved at the Bellinger Valley Lodge (Motor Inn) for the night of the 30<sup>th</sup> November. You need to confirm a room directly with the motel and then advise Bob Willis that you have done so. \$140 for a queen room if you mention the car club event. First in and all that....

Contacts: Bellinger Valley Lodge (Motor Inn): 6655 1599 Bob Willis:0408 162 545 or 6772 7798

From October through to January 2020, we still have a few events that are being organised by Volunteer Needed. If you would like to get involved organising one of these events you will get help to do so and you will lighten the load on poor old Volunteer Needed. Talk to Kev Chappell asap. 0412 05 04 08

## Life's Riches

The heritage vehicle movement is rich in the rewards it has for us who are involved. The rewards stretch all the way from total dedication with an acceptance only for perfection down to, "Mister, hey its mine and I like it." There is a place for all at the table and for us in our club there is always a place set. At every monthly meeting we have the largest turnout of members of any club in Armidale. A meet and greet with a bit of club business thrown in. We all have our own reasons for being a part of the heritage motoring scene and this individuality is the strength that binds. The movement is rich in the people who make it up. In ten years of night Tech. in Dubbo I met many talented tradesmen, panel men who amazed and educated me in the beauty of true skill. Here in Armidale I met our own club member Ross Campbell, whom I know is the best panel man I have been privileged to witness practising his skill. In our club mix there are many members who possess other skilled knowledge and the richness I spoke of earlier is that knowledge which is irreplaceable and for now there for us to enjoy. Old vehicles, knowledge shared, good company and friendships born out of a common interest sure makes a great day out. Bob Willis

## For Sale

### **Mercedes Benz 300E, W124 07/1990**

2.6L six cylinder petrol, Auto, Dark Green sedan, 298,500 km

Aircon, cruise, sunroof, climate control, sheep skin seat covers.

Regularly serviced, reliable, runs well, too many parts replaced to list, registered till 02/2020.

Vehicle fully functional, runs well, interior & exterior in very good condition.

PDF workshop manual included.

Photos or inspection upon request.

I am looking for someone who treat this graceful lady with the care she deserves.

Offers around \$5,000 considered.

**Terry Paris, 0402 052 489, terry@casaparis.biz**

**1997 MAZDA EUNOS 30X 1,800cc V6** In good condition. \$12,000. Call Darrin 0428 850 862

**1951 Rover 75 'Cyclops'.** Engine Number 143076690. Chassis number 14363280

Open to offers. For more details contact the owner Krystyna Rice on 0409813159

More photos available from the editor on request.



Pair of high lift rear springs to suit **80 series Landcruiser**, \$80. Pair of std height springs, Pedders 7262, suit **XH Falcon ute** and **Chev Belair**, \$50.

Contact Mike 0428 275530

## **Membership Application Process**

People intending to become members of the CSCCNNSW are required to attend a General Meeting of the Club and introduce themselves to the Membership Officer and collect an Application Form and a copy of the Constitution. They are also required to introduce themselves to the Club. The Application Form will not be accepted at this meeting.

Applicants are to submit their completed Application Form at the next meeting. It **MUST** be signed by the applicant, or the Application will be rejected. The Application will be approved/not approved by the Committee, may take a couple of months. The Membership Officer will then notify the applicant.

Once the applicant has been accepted they are to pay the equivalent of 3 years subscription within 28 days of being notified of their acceptance. Failure to pay within the stated period will result in forfeiture of the application. An additional \$20 per year is payable for a printed magazine.

Historic Vehicle Registration will only be available three (3) months after payment of their fees.

## **HVS Registration Procedure**

You **MUST** be a financial member of the CSCCNNSW.

Only unmodified vehicles eligible for the existing scheme can be registered in this scheme.

For **ALL** new registrations, irrespective of whether a vehicle has a current Pink Slip roadworthy certificate, all vehicles are required to be inspected by the CSCC Registration Officer, or Assistant Registration Officer, before the RMS Historic Vehicle Declaration (Form 1259) will be stamped and signed. You cannot renew registration at a RMS office unless the form bears the Club Seal and Registrar's signature.

All historic vehicles registered by members of the CSCC are required to have a current comprehensive insurance policy which must be shown to the Registrar. You must also show your current Club Membership card.

Once all the above have been completed, submit the registration certificate, RMS Historic Vehicle Declaration form and payment to a Roads and Maritime Services or Service NSW office. When doing so you have the option to have a log book (at no extra cost) for usage outside Club events

When your Vehicle has been passed for registration by RMS you **MUST** inform the CSCC Registrar, or Assistant Registrar, of the Plate Number, if you are on the logbook and any other changes to your Registration.

## **HVS Usage Rules**

### **For owners of vehicles with Conditional Registration:**

A Movement Permit must be obtained from the Club Movement Officer and carried for any non-club approved movement, where the member is **NOT** a participant in the Logbook Scheme;

Movement Officer will document and give verbal approval for maintenance runs in excess of 30 km radius from their place of residence, where the member is **NOT** a participant in the Logbook Scheme;

Must observe all RMS and national road rules and regulations;

Members are not liable for any infringement notices or fines incurred by another person in control of their conditionally registered vehicle provided such use is in accordance with this clause and the member indemnifies the Club from any and all liability which may arise as a result of such usage;

Members on the Logbook Scheme are required to complete the logbook for each usage that is not a Club Run. This includes ALL Maintenance Runs regardless of distance;

It is a requirement by Law that you Carry the Purple Card Issued by RMS, Your Log Book and /or Proof of a Club Event in the Vehicle at all times;

Caution needs to be exercised when leaving a vehicle with an outside workshop for work. If the mechanic is to test drive the vehicle he must make a log book entry. Only one log book entry needs to be made for each day, but a separate signature is required by every person who drives the vehicle on that day.

Any member may bring to the attention of the Executive an alleged misuse of Conditionally Registered Vehicle by a member of the Club, but such notification must be in writing and signed by the member making the allegation.

In the case of apparent misuse of a Conditionally Registered vehicle

the owner will first be asked by the Executive to explain the misuse;

after consultation the Executive will formally remind the owner of the RMS rules and regulations for Conditional Registration; and

the Executive will report back to the next General Meeting and either recommend no further action or some form of disciplinary action to be taken;

## **A Message From The Club Registrar**

**Please** let the Club Registrar know if you have;

Put your vehicle on the LOG BOOK SYSTEM

Sold your vehicle

Decided not to re-register a vehicle

Cancelled the registration, for whatever reason

Changed your insurance details (NRMA is changing policy numbers)

Your address

Your licence number

Have a new H Plate registration number or any H Plate registration change

Or any other changes you have made to a C.S.C.C. registered vehicle

Mick Poulter 0408 658 459

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Contact Mick Poulter 67728425  
Club ID Number Plate Bars \$20  
Car badges \$15  
Lapel Badges \$3.50  
Cloth Badges \$3.50

## Club Approved Clothing

Available from The Mallee Bull Clothing Company  
2/186 Rusden Street Armidale Phone 67722701  
[malleebullco@yahoo.co.uk](mailto:malleebullco@yahoo.co.uk)

Club Jackets (Sizes S to L) \$66.00  
Club Jackets (Sizes XL to 3XL) \$70.00  
Caps with embroidery \$9.00  
Bucket hats with embroidery \$11.00

## Club Shirts available from Graham Earl (57130278)

Mens and Ladies sizes available for a cost of \$30  
Ladies Sizes - 14, 16, 18 and 20  
Mens Sizes - S, L, XL, 2XL and 3XL.  
Additional sizes available on request.



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