



# 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>

JUNE 2023



**Cover Picture:** Advertising the Renault Florida. See inside for Eric North's article on rear-engine Renaults.

**Deadline for June issue:** Wednesday 28th June



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

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

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president@cscnsw.com.au

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*Rick Hardman & Sharon Tiede*  
( 67720305 ) ( 0493614417 )

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secretary@cscnsw.com

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### Treasurer

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*Peter Carey, Eric North, Sharon Tiede*  
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*Robert O'Hern* (0418655231)

### Assistant Webmaster

*Graham Earl* ( 57130278 )

### Membership Officer

*Graham Earl* (57130278 )

### Committee Members (Ordinary Members)

*Eric North, Kevin Chappell  
Peter Carey, Robert Frost*

## Heritage Motoring

There is an interesting debate occurring at this time between the advocates of electric vehicles and those who support the hydrogen fuel cell, hydrogen power. In Australia the buzz word is green hydrogen, the use of climate friendly alternate sourced electricity to produce hydrogen for vehicle and industrial use. The hydrogen fuel cell case is being prosecuted strongly by Toyota as hydrogen fuel cells in vehicles would not need a great investment in hydrogen storage facilities. As is usual cost will be the determinant, however volume of production will reduce costs to manageable levels. All this of course is a long way away from our heritage movement and the progress of petroleum-based fuel into the future will be very interesting. There is a real value in us preserving our place in the heritage motoring field as it creates an educational forum and a very valuable economic spend. With the future production of cheap fuel cells, I wonder what the then heritage value of a heritage vehicle retro fitted with a fuel cell would be?

Bob Willis.

**Events & Social Committee** Committee Convenor: *Peter Ducat* events@cscnsw.com.au

**Committee Members:** Judi Pearce, Robert Frost, Peter Cox, Chris Swindale Col Pearce, Graham Earl, Bron Partridge, Peter Murray, Adam Archibald, BobWillis and Denise Towns.

## *Routine/regular Club Events*

These are events that are scheduled to occur regularly unless an exception notified (check events calendar for variations).

### WEEKLY

(Note- not in detailed calendar below)

Wednesday 11:30am	<i>'Chain Gang'</i>	Location - Meet at Col and Judi's - Cars welcome Contact Col Pearce 6772 9507
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### MONTHLY

2nd Wednesday 7:30pm	<i>Club Meeting</i>	Armidale City Bowling Club
2nd Saturday 10am -12 noon <i>(drop in any time)</i>	<i>Ladies Cuppa and Chat</i>	Location varies Contact Sharon Tiede 0493 164 417 <a href="mailto:asteeds@asteeds.com">asteeds@asteeds.com</a>
2nd Sunday 9am	<i>Coffee n Chat</i>	Civic Park Contact: Matt Pennycuick 0409 783242
3rd Wednesday	<i>Mid-Week Run</i>	Location varies Contact tbc?
3rd Sunday 2:30pm	<i>Afternoon Tea/Run</i>	Location Central Park Contact

## DETAILED CALENDAR

### JUNE

Friday 9th till 12th	<i>CHMC ANNUAL RALLY – WAGGA WAGGA – Hosts: Wagga Veteran and Vintage Car Club Entries Closing Date 1st MAY</i>	Details and forms have been sent via email to members
Saturday 10th- Monday 12 <sup>th</sup> June	<i>NORTHWEST RALLY Inverell Host Inverell Antique Motor Club</i>	Contact: Rally Director Graham Tampion 0428 430 987 Invitation emailed to members
Saturday 10th 10am-12noon	<i>Ladies Cuppa and Chat</i>	Armidale Ex-Services Club. Contact Sharon Tiede. 0493164417
Sunday 11th 9am	<i>Coffee n Chat Civic Park</i>	Contact Matt Pennycuick 0409783242
Wednesday 14th 7:30pm	<i>Club Meeting</i>	Armidale City Bowling Club
Sunday 18th 2:30pm	<i>Afternoon Tea Run</i>	Central Park
Sunday 18 <sup>th</sup> 9:30am	<i>Old Power Station Museum Tamworth and lunch at Court House Hotel Tamworth</i>	Contact Judi Pearce 0403432550 Leave T.I.C 9.30 Admission to museum \$2 with lunch to follow the tour.
Wednesday 21 <sup>st</sup>	<i>Mid-Week Run  Tracking Station Uralla</i>	Contact Denise Towns 0418608881 Depart 10a.m. T.I.C. bring morning tea & chairs. Lunch at Top Pub

## JULY

<b>Sunday 2<sup>nd</sup> 9:00am</b>	<i>Mystery Garage Crawl and Lunch</i>	Leave TIC 9:00am BBQ Lunch \$5 p.p. Bring morning tea & wear firm shoes. Contact Frosty 67712240
<b>Saturday 8th 10am -12noon</b>	<i>Ladies Cuppa and Chat</i>	Armidale Ex-Services Club. Contact Sharon Tiede 0493164417
<b>Sat 8<sup>th</sup> – Sun 9th</b>	<i>Yesteryear Truck &amp; Machinery show Wauchope Showground</i>	Invitation and registration from emailed to members. Register at show office on arrival.
<b>Sunday 9th 9am</b>	<i>Coffee n Chat Civic Park</i>	Contact Matt Pennycuick 0409783242
<b>Wednesday 12th 7:30pm</b>	<i>Club Meeting</i>	Armidale City Bowling Club
<b>Sunday 16th 2:30pm</b>	<i>Afternoon Tea Run</i>	Central Park
<b>Wednesday 19th</b>	<i>Mid-Week Run</i>	Contact Denise Towns - Details to be advised.
<b>Sun 23rd</b>	<i>The Original Gold Coast Swap Mudgeeraba Showground</i>	Further information contact David 0428279291

## AUGUST

<b>Sunday 6th</b>	<i>TIA Church &amp; Cemetery with lunch at Commercial Hotel, Walcha</i>	Leave T.I.C. at 9 am. Bring morning tea. There will be 6-8 kms of good dirt road. Contact Bron 0429051955 or Judi 0403432550
<b>Wednesday 9th 7:30pm</b>	<i>Club Meeting</i>	Armidale City Bowling Club
<b>Saturday 12<sup>th</sup> 10am-12 noon</b>	<i>Ladies Cuppa and Chat</i>	Location TBA Contact Sharon Tiede 0493164417
<b>Sunday 13th 9am</b>	<i>Coffee n Chat</i>	Civic Park
<b>Wednesday 16th</b>	<i>Mid-Week Run</i>	Contact Denise Towns 0418608881 Details TBA
<b>Sunday 20th 2:30pm</b>	<i>Afternoon Tea Run</i>	Central Park
<b>Sunday 27<sup>th</sup> 8am for 8:30am</b>	<i>Annual Club Breakfast Racecourse Armidale</i>	Cost will be \$5 p.p. Contact Bronwyn 0429051955

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

MINUTES OF THE MEETING HELD ON: Wednesday 10 May 2023

MEETING OPENED: 7.31pm

**PRESENT:** 64 members were present as per the attendance book.

**APOLOGIES:** Kevin Chappell, Peter Kirk, Brian Kinghorn, Andrew Tiede, Tatiana Tiede, Bill Weston, Adam Archibald, Jed Wittig and Arthur Ackling.

**VISITORS:** Greg Norris, Adrian Bryant, Ken and Bronwyn Riley.

President Bob welcomed all to the meeting.

## **MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting held on 12 April 2023 were printed in the club magazine.

Moved: Don Hewitt, Seconded: Graham Earl that the minutes of the meeting held on 12 April 2023 are a true and correct record. *Carried by a show of hands.*

**BUSINESS ARISING:** There was no business arising from the Minutes.

## **SECRETARY'S REPORT:**

### Incoming Correspondence:

Emails in:

- 3 kindred club magazines: Mt Gambier, Northern Rivers (Lismore) and Parkes.
- Retroautos – featuring an article on the never released 1977 VA Torana.
- CHMC forwarding meeting documents for the 2023 Annual General Meeting to be held in Wagga Wagga from 9 to 12 June.
- CHMC forwarding Dinkum Oil #22 magazine.
- Northern Rivers VVCC (Lismore) forwarding entry forms for their club's rally to be held from 16 to 20 August 2023. Forwarded to Peter Ducat/Judi Pearce.
- Dubbo Motorcyclist and Drivers Club advising entries are now open for the inaugural Dubbo Motorfest to be held on 2 September 2023. Forwarded to Peter Ducat/Judi Pearce.

Correspondence in:

- Nil

### Outgoing Correspondence:

- Nil

Moved: Ron Bower, Seconded: Col Pearce that the Secretary's Report be accepted. *Carried by show of hands.*

**TREASURER'S REPORT:** Ron Bower presented the Treasurer's Report for the period 12 April 2023 to 10 May 2023.

Moved: Ron Bower, Seconded: Col Pearce, that the Treasurer's Report be accepted. *Carried by show of hands.*

**EVENTS CONVENOR REPORT:** Due to Peter Ducat's absence overseas, Judi Pearce presented the report on previous events for the period and gave advanced notice of events coming up next month:

The Autumn Festival Parade was well supported by club members.

### Upcoming Events

- Saturday 10 June Ladies Cuppa and Chat
- Sunday 11 June Coffee and Chat/show and shine Civic Park
- Wednesday 14 June Monthly Meeting
- Sunday 16 June afternoon run from Central Park (details TBA)

**For further information on all upcoming events please refer to Pre-Ignition.**

**PUBLIC OFFICER'S REPORT:** No report.

**REGISTRAR'S REPORT:** Col Pearce reported that there are currently there is a total of 289 vehicles on concessional registration.

**VEHICLE REGISTRATION OFFICER'S REPORT:** Nothing to report.

**VEHICLE MOVEMENTS OFFICER'S REPORT:** Nothing to report.

**MAGAZINE EDITOR'S REPORT:** Peter Kirk was an apology for the meeting. The deadline for the next magazine is 30 May 2023.

**CHMC DELEGATE'S REPORT:** No report.

**LIBRARIAN'S REPORT:** No report.

**CLUB PROPERTY OFFICER'S REPORT:** Kevin Chappell was again an apology for the meeting so no report.

**WELFARE OFFICER'S REPORT:**

Bronwyn Partridge presented her report:

- Get well card to Peter Tracey
- Rick Hardman is recovering well and has returned to work on light duties.
- If a member could arrange to take Ken Love on a club run or a short private run, this would be very much appreciated by Ken and his family.
- Bronwyn has had a full body scan and been advised that she is free of any active cancer.

**PUBLICITY OFFICER'S REPORT:** No report.

**MEMBERSHIP OFFICER'S REPORT:** Graham Earl advised that the club has one new member; Ivan Cairney. Graham advised those visitors who are intending to be members to please see him after the meeting regarding new membership applications.

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

**GENERAL BUSINESS:**

Mark Wittig advised that 6 members in 2 cars recently attended the Autumn Tour at Cowra. The Tour is dedicated to pre-1931 veteran and vintage cars and bikes and there were 134 entrants. In the past, this event has been held in the NSW Central West by various clubs in rotation. It was reported that the format is now becoming stale and organisers were looking for a change of venue and for a new club to host the event in May 2025.

Following discussion and questions from members present it was Moved Bronwyn Partridge and Seconded David Carey that the CSCCNNSW offer to take on the organisation of the Autumn Tour event over 2 days in May 2025 and that the Central West clubs be advised. *Carried by show of hands.*

CHMC Annual General Meeting and rally in Wagga Wagga - club delegate Robert Frost advised that he is unable to attend and there was no indication from members of any prospective attendees from our club. Secretary to advise the CHMC.

President Bob told an amusing story about needing two wallets when attending wrecking yards with Lusy when looking for Dodge parts.

Judi Pearce asked members if club runs on unsealed roads were a problem. Only one overly protective member raised his hand.

The members were advised that one member has not yet paid his membership and will now need to re-join the club.

**Meeting Closed At:** 8:15pm.



## Rear Engine Renaults

With Renault celebrating 125 years of the name, we will look at the period after W.W.II when predominantly Renault was producing rear engine cars. The conventional Frégate and Colorale/Prairie are not part of this article.

The Renault organisation was formed by brothers Louis, Marcel and Fernand Renault, they started building cars in the family's back yard in Billancourt near Paris in 1898. Their passion and prime method of advertising was motor racing. Unfortunately this claimed Marcel's life in 1902, and Fernand died in 1909 leaving Louis as the sole owner of the business.



Renault's first production car.

Louis was the undisputed "King" of his empire and treated workers as simply a way for him to make money. The organisation flourished up to the time of the First World War when Renault taxis were part of the famous "Taxi de la Marne" convoy of 500 Renault taxis which carried French troops to defend Paris against the Germans. Renault also developed a light tank which was an important weapon for the allies.

In 1938 Louis visited the Berlin Auto Show and was impressed with the prototype Kdf (Volkswagen). He was received by Hitler and brought home a complete file on the Kdf.

When France came under Nazi rule, Renault was instructed to produce only trucks for the German war effort. However from about 1940 Louis ordered his team consisting of Edmond Serre, head of projects, his deputy Fernand Picard, transmission specialist Guettier and stylist Berthaud to build a prototype similar to the German car. The first prototype was ready in late 1942 and it looked remarkably like the German original.

During the war the Billancourt factory was extensively bombed by the allies and when France was liberated in late 1944 it was little more than a ruin. Louis Renault was arrested and jailed as a Nazi collaborator and the ruins of the factory were taken over by the French Government with no compensation. Louis Renault was released from prison into hospital where he died in October 1944

A new company was registered Régie Nationale des Usines Renault (RNUS) and the Government appointed Pierre Lefauchaux as the administrator. His brief was to build trucks.



After a long and bitter battle the Government Lefauchaux was able to convince the Government to allow him to build cars. One of the first things he did was to visit the workshop housing the prototypes. Convinced the little car was the way to go he ordered the 4CV to be developed. It was decreed that the new car needed to have four doors, a 750cc water-cooled engine placed behind the rear axle and to be of monocoque construction. The first hand-made prototype was displayed at the Paris Motor Show in October 1946, where it was greeted with derision, called a "cockroach", a "flea" or "a little pat of butter". Lefauchaux had decreed that 300 be built and in dealer's hands before the 1947 show and that production should be up to 300 cars a day by 1949.

This was achieved against a backdrop of factory rebuilding, purging of Nazi collaborators and Communist inspired industrial unrest. In spite of this, the production milestone being reached in October 1949, production was over eighteen months behind orders. A new factory was needed and this was built at Flins about 25 miles from Paris. It was commenced August 1950 and the first car left the assembly line in December 1951.

The 4CV Renault 760 was released in Australia in February 1949 and shown at the Sydney Royal Easter Show by the distributors Ira L & A.C Berk. (4CV is the French horsepower rating.)

Describing the car, it was a SMALL four-door sedan with doors opening from the centre pillar and sliding side windows. Mechanically the engine, located in back was a four cylinder overhead valve unit with removable cylinder liners, 55mm bore, 80mm stroke, 760cc, 19 b.h.p. @ 4,000 r.p.m. three speed gearbox, floor mounted change lever. Hydraulic brakes, independent suspension

on all wheels by coil springs. Rack and pinion steering. Overall dimensions; length 11ft.10 inches, width 4ft.8½ inches. Weight 11 cwt.

Melbourne's *Age* newspaper road tested the car reporting in their 1<sup>st</sup> December 1949 issue. They claimed the top speed was 59 m.p.h. and quoted the price at £644. The tester was very impressed with the car's roadholding. Melbourne's *Herald* newspaper was not impressed with the car's ride, they achieved 55 m.p.g. fuel consumption and were unimpressed with the price.

Ira L & A.C Berk (NSW distributors) built a new factory in Belmore Sydney to assemble the 760 (Code named R1060) and the first locally assembled cars were available from May 1949.

During 1950 some improvements were made including replacing the front sliding windows with wind up windows and quarter vents. The 750 model (code names R1062) was introduced in July 1951. The bore size was slightly reduced and b.h.p. was quoted at 18. 1951 was the best year for 760-750 registrations with over 3400 registered, bettering the 1950 total of 2077. Later years never approached these figures.

Melbourne's *Age* newspaper road tested the car reporting in their 23<sup>rd</sup> March 1952 issue. They claimed the top speed was 56 m.p.h. and quoted the price at £866. They concluded the article "*Altogether the Renault is a practical, pleasant and economical vehicle that should attract even more attention as prices rise.*" A year later the same paper retested the 750, claiming markedly better performance due to an increase in compression ratio resulting in the b.h.p. being increase to 21 and the telescopic shock absorbers replacing the old lever arm type. Price was reduced to £827.

Ira L & A.C Berk were still advertising the old 760s as late as March 1953, price quoted was £618 plus sales tax

The first recognisable change in appearance came with introduction in March 1964 of the Mark 54. There was a new grille with a

centre badge and chrome side strips. Many other improvements were also made, including a new dash panel. A sun roof became optional and two models were available, the standard model was price at £739 and the Deluxe at £766, sunroof £25.

For 1955 the designation was changed to Mark55 and the standard version was renamed "Thriftmaster" and the price was reduced to £685 making it Australia's cheapest car.

1955 was sad year for Renault with the death of Pierre Lefauchaux. He died when the *Frégate* he was driving hit a patch of ice and overturned, the case he had in the back seat hit him on the head resulting in his death. In his 10 years as head of Renault he had taken the nationalised company to number one position in vehicle production in France. Over one million vehicles had been produced. As a mark of respect the new Flins factory was renamed in his honour. The Government appointed Pierre

Dreyfus in his place as head of Renault. Dreyfus had been Deputy Chairman of the Board for seven years and was a friend and advisor to Pierre Lefauchaux.

The 1956 model, known as the Mark56, had a new dashboard and several other improvements. *The Australian Motor Manual* road tested one reporting in the August 1, 1956 edition, they quoted the price at £865. The option of the Ferlec magnetic clutch was available the following year. This is similar to the British "Manumatic " where a button is pressed on the gear lever operating the centrifugal clutch, rather than pressing a pedal.

In late 1956 Renault announced that it was taking over distribution and assembly in Australia. As a result in 1958 assembly was transferred from Ira L & A.C Berk to Clyde Industries (Martin & King) in Broadmeadows Melbourne. New distributors were appointed; Harden & Johnston became the NSW distributors, and Canada Cycle in Melbourne for Victoria.

There were small improvements to the 750 before it was withdrawn in July 1962. Of the over 800,000 built almost 13,000 were registered in Australia. The 750 had considerable success in European Rallying.





## Dauphine

Work on the Dauphine started as early as 1951 and the basis of it was derived from the 750. It was to be a larger car and sell alongside the existing 750 range. The first prototypes were completed in mid 1952 and extensively tested in Europe and North Africa before being shown for the first time in December 1955. It was shown at the 1956 Earls Court Motor Show in London and released in Australia in November of that year.

Melbourne's *Argus* newspaper of November 8, 1956 describes the introduction.

*"New Renault made a spectacular debut*

### **DAUPHINE IS ELEGANT**

*The new middle-sized Renault, the Dauphine, had its premiere last night at Menzies Hotel, in the most spectacular debut yet made in Victoria by a new car.*

*M. C. Le Bas French Consul, was present, with M. P. Guerin, world export manager, and M. J. Lefevre – Vacquerie divisional manager for the East and Australia, representing the Regie Renault, and there were 250 guests.*



*The Dauphine is a completely new car, of full four-passenger size, looking something like a smaller Frégate, but with its 845 cc. engine at the rear.*

*It will sell competitively, the standard model at £997 including tax, and £1,028 for the de-luxe model. A third model, priced at £1,058, will be available, with two-pedal control, and fitted with an automatic electro-magnetic clutch."*

Describing the car (code named R1090), it is a particularly attractive four-door sedan; mechanically the engine was derived from the 750, with the bore enlarged to 58mm to increase the capacity to 845cc and the b.h.p. to 30 @ 4250 r.p.m., still located in the rear of the car. Again the gearbox was three speed and there was independent suspension on all four wheels. Rack and pinion steering and hydraulic brakes. Dimensions were larger than the 750; length 13 feet, width 5 feet, weight 13¼ cwt.

*Wheels* magazine of January 1957 started their article *"Wheels conducts the first road test in Australia of the car which is taking the world's markets by storm, finds it a fast, economical, family saloon with charm, character and both pleasing and ingenious design."* They quoted the top speed at just under 70 m.p.h and the fuel consumption 42.7 m.p.g. for normal driving. The Gordini variant was released on the Australian market June 1960. This version had a modified cylinder head and exhaust system increasing the power to 40 b.h.p. @ 5,000 r.p.m. A four speed gearbox was standard. (Later optional on Dauphine)

*Modern Motor* magazine of September 1960 road tested the Gordini, an imported car with "Aerostable" suspension (small air bags on or in the suspension which help keep the rear wheels on the road, this feature was added to all Dauphines from February 1961) and concluded their article *"Overall, Gordini has added a sparkle of champagne motoring to a good little car that'll now keep up with most of its class. Sixty-five is an easy quiet cruise—and you don't have to pinpoint bowlers when you're on a country trip."* They quoted the price at £1157. Maximum speed 78 m.p.h.

Dauphine was discontinued on the Australian market in February 1963, the Gordini continued into the following year,

## Floride and Caravelle



The "glamour" car of the range Floride was introduced in Europe in May 1959 and here in Australia eleven months later. This sleek two door coupe, available with detachable hardtop, or convertible was styled by Ghia, but the prototype was actually built by Frua, due to Volkswagen's association with Ghia (the Karmann-Ghia). Mechanically it was basic Gordini.

All the Australian magazines tested the car and all admired the styling and handling, *Wheels*, July 1960 quoted "It is unquestionably one of the most beautiful cars, irrespective of price or size to come to Australia for many years. At £1598 it is good value." (The detachable hardtop version was £66 more expensive.)

In November 1962 the Caravelle was introduced to Australia with an all-new 5 bearing, 956cc engine producing 51 b.h.p. The restyled roof made it possible for full size adults to be comfortable in the rear seat. The car also featured four wheel disc brakes.

*Modern Motor's* road test published in the September 1963 issue quoted the top speed at 87 m.p.h. and the fuel consumption at 36 m.p.g. for normal driving. Price quoted was £1695. In April 1964 the bore was increased to increase the capacity to 1108cc, producing 55 b.h.p., the gearbox was given synchromesh on all four gears. *Modern Motor's* road test of this model appeared in the August 1964 issue, the final comment was "At £1695 the Caravelle is not a cheap car. It is, however, a darned good one, both in concept and execution. It is one of the most attractive cars on the road, in my opinion and also one of the best finished."

The Floride convertible remained until the removable hardtop Caravelle became available from 1963. The model was withdrawn in 1968.

### R8-R10

The R8 was introduced in Australia in April 1963, as a replacement of the Dauphine, although as mentioned, it was sold alongside the Dauphine Gordini for another year. It was a totally new body but shared the same wheelbase and track as the Dauphine, while the outside dimensions were marginally smaller.



However, Renault claimed there was more room inside. The styling was described by *Modern Motor* magazine as "boxy", in the writer's opinion it was drab, after the stylish Dauphine, that aside, it won the inaugural *Wheels* "Car of the Year" award.

Mechanically it shared little with the standard Dauphine, but used the Caravelle's 956 cc engine and four speed gearbox. It had four wheel disc brakes and a sealed cooling system.

Again all the enthusiast magazines tested the car and all said they were impressed with the car's comfort, roadholding, performance and value for money, being priced at £998, although they pointed out areas that could be improved. *Modern Motor*, June 1963, quoted the top speed at 81 m.p.h.



In April 1964 Renault (Australia) rearranged the distribution system and moved assembly from Martin & King (Clyde Industries) to Continental and General's factory in West Heidelberg Victoria, to increase production. In 1966 Renault (Australia) purchased the factory.

The Gordini version of the R8 1100 were available from July 1964. The bore of the engine was increased to provide 1108cc, a full synchromesh gearbox was also provided, the price remained unchanged.

The R10 replaced the R8 in July 1965; the major difference was the extended front on the R10, which gave the car a more balanced look. In November 1967 rectangular headlights and revised rear styling were incorporated. The model was discontinued in 1970 replaced by the front wheel drive Renault 12, which ushered in an era of front wheel drive vehicles which continues to this day.

*Eric North*

## Membership Fees 2023/2024

A reminder to everyone that membership fees are due on 31<sup>st</sup> May.  
Fees are unchanged - \$40 for emailed magazine and \$60 for printed magazine mailed to your home.

The preferred method of payment is by EFT.

Cash and cheque payments can be made over the counter at any NAB branch.

The bank account details are:

Account name: CSCCNNSW

BSB no: 082-407

Account number: 036447525

So we can identify the deposit it is essential to include your initials and surname if paying by EFT or at an NAB branch.

As club membership is a requirement of the CRS scheme, vehicle registration details of members unpaid after 30<sup>th</sup> June 2023, will be sent to TfNSW.

Enquiries can be directed to the Treasurer on 0418 724448.

## May Coffee and Chat



# The 41<sup>st</sup> Orange Country Rally

Below is a report on the 41st Orange County Rally that Dan Calvert, Greg Dawson and myself Carmel competed in February 2023.

The 41st Rally was a great time, Dan Calvert on his 1968 Ducat 350 and Greg Dawson on this 1950 Vincent Comet (Carmel on the back of Greg) made up the 140 entrants participating in the rally held at Canobolas Scout Camp. A range of bikes from the 1927 Harley outfit, a 1935 Nimbus through to much later models, taking to the roads on Saturday from Orange, via Cargo to Canowinda, with morning tea provided by St Edwards Catholic P& F committee. With the generosity of the riders raising \$500 to assist a Canowindra family who has lost their home to a fire, it was on then to Neville for lunch.

The ride took us through the winding Canowindra countryside, via Mandurama. Neville Public School catering team prepared an outstanding meal and the chance for the riders to cool off in the near 38degree temperature in the shade of the trees and the lunch area. During the lunch break we had a chance to look at all of the bike on display and put our entries in for the voting. The final leg returned to Orange, via Blayney and Lucknow with the ride covering over 210km, a few breakdowns, no accidents and a few random breath-test. Fortunately, it was only cordial and water at lunch. Saturday night the committee held a dinner at the scout grounds, we all had intentions of sitting outside under the awning until the thunderstorm move in and sent every one inside. Greg's Bike (Comet) came home with 1st Place in the post war 1946-1955. Sunday saw 60 riders take to the roads on a guided trip to the village of Millthorpe, morning tea was at the old railway station and a walk through the town before returning to Orange.

Carmel Archibald



# CAR CLUB LADIES CUPPA AND CHAT

Saturday 13 May was our third Ladies Cuppa and Chat at the Ex Services Club in Armidale. The venue was voted a success, in part because we could organise the tables and chairs enabling us all to chat at which we excelled. In addition there as a very tasty selection of cakes and pastries (very large serves) which we could wash down with excellent coffee.

It was decided that with winter coming on we would stay at the same venue for the next morning coffee – June 10.

I hope to see as many of you as possible and if you can only call in for a short time please do so.

Sharon



*May morning cuppa group*



## HERITAGE OF MOTORING DAY

**Sunday 21<sup>st</sup> May 2023**

On Sunday 21<sup>st</sup> May, a bitterly cold windy late Autumn morning Classic & Specialist Car Club members, along with guests, departed the Visitor Information Centre at 9am to celebrate National Heritage of Motoring Day touring our local area.

This is a very special date on the calendar of Council of Historic Motor Clubs where all affiliated clubs are requested to participate by having their historic vehicles out & about for not only the public to enjoy but to promote the restoration & preservation of historic vehicles being enjoyed in friendly club atmosphere by like-minded folk. To this end our club came out in force 42 attendees travelling in 21 historic vehicles along with only 1 modern car.

Our first stop was Uralla's beautiful Alma Park where steaming hot tea or coffee was enjoyed as a freezing wind blew & a few members joined our group. We then travelled along The New England Highway to the quaint village of Kentucky onto the Terrible Vale Road joining the road to Walcha at Bergen Op Zoom Creek. Before entering the township we visited the Walcha Cemetery to pay homage to the grave of Nat Buchanan, 1826 – 1901 & born near Dublin, who was a notable Australian pioneer pastoralist, drover & explorer. Nat is remembered for the amazing feat of droving 20,000 head of cattle in his 50s. The largest mob ever known, from St George in Queensland to Glencoe in the Northern Territory without losing any. We then proceeded onto Walcha township for lunch which ironically was planned to be a picnic lunch in McHatton Park. Luckily the Walcha Fire Captain Peter Dunn & his wife Beryl are members of C&S.C.C. A quick chat a few days prior & Peter said he would move the Fire Engine out onto the footpath affording us lovely warm venue to enjoyed lunch out of the cold wind.

I was totally surprised to be presented with a magnificent birthday sponge cake complete with candles, strawberries & cream. Thankyou Beryl for my surprise & the lovely slices which were enjoyed by all. All in attendance were pleased to see Arthur & Margret Acklng arrive in the Bentley driven by their son Ian along with his partner Deb on their first club outing since Arthur's accident in November last year & in true club spirit he stayed until the last minute. Arthur commented that he really enjoyed the day, but above all he enjoyed talking to the younger members.

We came home via Wollun and Kentucky by back roads and the New England Highway to Uralla and back to Armidale.

On behalf of Bob Willis & myself I would like to say a big thankyou to all members & guests who attended this run on such an unpleasant day in high spirits.

### A breakdown of vehicles attending.

**1930's** - 1933 Dodge . 1937 Chev Sedan.

**1950's** - 1954 Bentley.

**1960's** - 1960 –HR Utility . 1963 EJ Holden Station Wagon. . 1965 E Type Jaguar.  
1967 – Jaguar. 1968 Valliant. 1969 M.G.B.

**1970's** - 1971 Mercedes. 1973 Ford Cortina. 1974 Holden Kingswood.

1974 – Mercedes. 1974 – Holden Torana. 1975 Rover. 1977 -Triumph. 1978 Holden Kingswood.

**1980's** - 1984 – Celica . 1987 – BMW. 1988 – Volvo.

**1990's** - EB Falcon.

**Modern** - 2006. VZ Commodore.

Bron.

## Mid-Week Run May 17

By 10 o'clock the nice blue sky had turned overcast with a slight drizzle, but 26 people still showed up for our run that day with 2 brave bike riders and 12 cars. A beautiful drive up the highway to Black Mountain with grass still green and the striking colour of the autumn trees dotting the landscape was a picture. We pulled in to the roadhouse to regroup as I thought some of the older cars may have been a bit slow up the Pinch, but no sooner had I stepped out of the car and there they were scooting along. Morning tea was pretty chilly at the railway station at Black Mountain, so we needed a warm cup of tea to warm our hands at least and didn't stay too long as it was only 10 degrees and a bit chilly.

On to Guyra Bowling Club for lunch where they opened their doors early to let us in. David Bearup, our guest speaker, was there to meet us while we thawed out. David Bearup is a well-known resident of Guyra, formally having the news agency in Guyra and formally on the Guyra Shire Council. Costa tomato representatives had approached him regarding establishing greenhouses in Guyra. Today Costa tomato's employs 850 people, a major employer in our region giving a boost to Guyra and Armidale economy. Up to 20 million kilos of tomatoes are produced annually by Costa with a \$200 million investment and one of the biggest tomato producers in Australia. David stayed on to have lunch with us. An enjoyable day and a good run for our cars with a nice lunch at the Bowling Club and an entertaining guest speaker. We all came home with a complimentary box of Costa tomatoes.

Denise Towns.



## FOR SALE

1992 Mercedes W124, 230E

Originally sold in Hong Kong, imported 12/97.

225K with new engine at 143K in 2007.

Retired from active service onto Club plates.

Interior good with leather seats, electric windows, mirror & seats but no fancy electronics.

Exterior okay with minor scratches from everyday use.

Runs well & luxurious to drive with modern performance.

Spare doors, boot lid, front guards and gearbox plus some new shocks to be fitted.

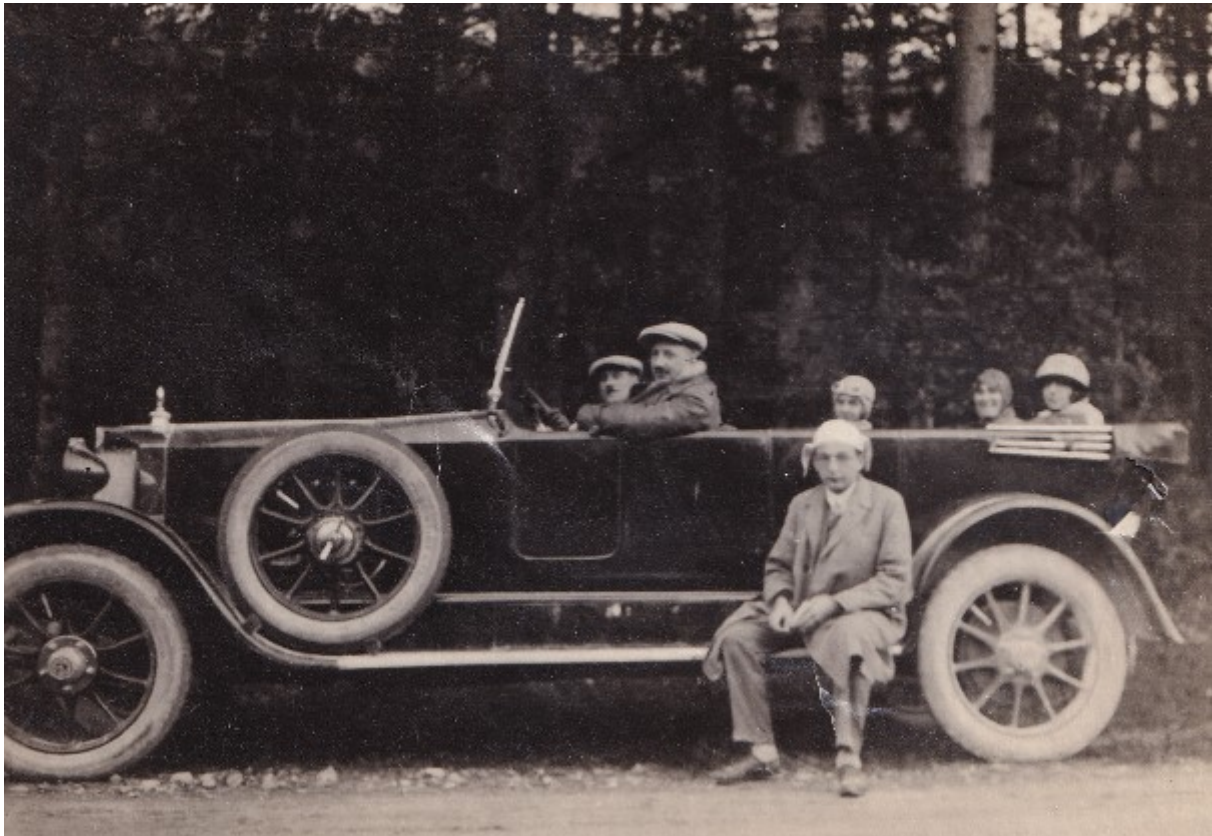
Original drivers and service manual.

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### Can you identify the make of this car?

This photo was taken in Vienna around 1924. Please let Peter Kirk know if you can identify the make so that he can pass it on to a descendant of the original owner.



## Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

## Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

## What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

## When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

## When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.



## Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

## Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

## What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

### Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

**Scenario:** A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

## How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

## What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272qg>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.



## 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 1 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;



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