



THE TAMWORTH SPARK

Official Newsletter of the Tamworth
Vintage Car Club
January – February 2015

Tamworth Vintage Car Club Inc. Committee for 2014-2015

President		
Peter Wright	6761 6510	
Vice President		
Cliff Bird	6761 8709	
Secretary		
Alan Early	6762 4744	
Treasurer		
Lyn Hession	6760 8343	
General Committee		
Brian Orman	6760 5105	
Brian Chesterfield	6762 5928	
Michael Jeanes	6766 1787	
Plate Registrar		
Bob Hession	6760 8343	
Rally Director		
Roly Morgan	6760 8280	
Ladies Committee		
All Lady Members		
Magazine Contact		
Michael Jeanes	6766 1787	
Inspections & Public Officer		
Brian Orman	6760 5105	
Property Officer		
Ken & Emily Brooks	6761 3679	

Feature Article ~ Arthur & Kay Ramsey's 1965 Hillman Gazelle



The Club Magazine is printed Bi-monthly and members are invited and encouraged to submit articles to the Magazine Editors.

General Meetings are held on the third Thursday of each month, at 7.30pm in the Salvation Army Complex on Goonoo Goonoo Road Tamworth

Club Runs are held on the Sunday after the monthly meeting. Runs depart from the White Street car-park, unless otherwise advised.

Members of clubs receiving this magazine are cordially invited to participate in the activities of T.V.C.C. To satisfy regulations, the receipt of the invitation must be recorded in your club minutes and acceptance forwarded.

Address all correspondence to: The Secretary

Tamworth Vintage Car Club

PO Box 3275

TAMWORTH NSW 2340

or

tamworthvintagecarclub@gmail.com

or

visit our website:

www.TamworthVintageCarClub.com.au

TVCC EVENTS CALENDAR – FEBRUARY 2014 ONWARDS [5/2/15]

The following events have been categorised to assist those vehicles on Conditional Registration:

CLUB EVENTS: These are events which are organised by our club and details of participating vehicles will be automatically recorded in club documents. Carry Club magazine or events calendar with you:

DATE 2015	DETAILS
19 Feb	Monthly meeting
22 Feb	Monthly run to Bob's Shed at Quirindi. Admission \$6. BYO M/Tea which we will have at Werris Creek, and BYO lunch which we will have after Bob's Shed.
5 Mar	Pie Run – To be advised
19 March	Monthly meeting.
27-29 Mar	Bob Hession's Attunga Campout at Recreation Ground. BYO tables, chairs, meat, cutlery, crockery, & drinks. Saturday night to be finalised.
2 April	Pie Run to Big Fish at Manilla
3-6 April	Bush Council Easter Rally at Armidale. See Invitation Events for more details.
16 April	Monthly meeting.
19 April	Progressive Lunch
7 May	Pie Run
17 May	National Motoring Heritage Day
21 May	Monthly meeting
24 May	Monthly Run. Proposed Biggest Morning Tea

Unless otherwise notified, our Sunday monthly runs leave from Bicentennial car park at 9.30, and our Thursday Pie runs leave from Viaduct car park at 11.00

Roly Morgan is our Rally Director. Please contact Roly if you have any queries.

INVITATION EVENTS: It is essential to advise the Club before participating in these events. This can be done at a meeting, or ring the Registrar. Carry Club magazine or events calendar with you. If you are in 2 Clubs you must notify your Primary Club:

DATE 2015	CLUB	DETAILS
15 Feb	Shannons	Thunderbolt Show, Shine & Swap at Uralla Showground. Matt 0409783242
15 Feb	Chev Asc	Sydney Super Swap at Hawkesbury Showground. Info 0410 447 927
7-8 March	Koot MC	Moonbi / Kootingal Motor Show & Historical Machinery Exhibition at Moonbi Showground. Adm \$5, Sen \$3. Tony 0407 831 253
7 March	TGHNMC	Tea Gard Hawkes Nest MC Motorfest at Myall Park, Hawks Nest. One of the largest rural Motorfests in rural NSW. Entry forms. Juergen 49970014
20-22 March	Hastings	Hastings Old Holden Classic Cruise at Port Macquarie. Rick 0408 478 363
3 - 6 April	Armidale	Bush Council Easter Rally. Sec has Entry Forms.
2-3 May	Quirindi	17 th Annual Rally at Rural Heritage Village. Includes vintage cars, tractors, trucks, miniature railway, wood chop & swap. Adm \$8. Beryl 6746 1479
30-31 May	Dubbo	50 th Anniversary Celebrations of Dubbo Club. Matt 0428 827 287
June	Moree	North West Rally
27-30 Aug	Coffs Har	Coffs Harbour Centenary of Rail & Smoke on the Water Festival. Steam trains, historic aircraft, tall ships, vintage cars. More info at website: http://coffsharbourrailcentenary.com.au/
2-5 Oct	CVV&RC	Condobolin Club 1915 Ford T Rally at Condobolin. John 0427 953 399

FOR WEDDINGS, SCHOOL FUNCTIONS, EXTENDED OR INTERSTATE TRIPS, ETC:

You will need a **Permit to Move**. These must be obtained at a meeting prior to the event, and carried to the event. In extenuating circumstances, separate arrangements can be made with the Clubs Office Bearers to obtain a Permit to Move.

SERVICING AND MAINTENANCE:

Ring the Registrar and advise details before proceeding.

President's Column

Since the November-December edition of Tamworth Spark we have held two successful events. Last year we combined our Annual Christmas Lights Run with our Presentation of Trophies. This event was very well attended and Santa Bryson and his Elf Therese were kept busy distributing the Secret Santa gifts brought along on the night.

We started off our club year with the President's BBQ, which I had to transfer to ANZAC Park due to my back yard being dug up. This venue brought its challenges not the least of which was having to bring everything, clean the barbecues and set up on the morning. A big thankyou is due to our members Roly, Alan and Chesty who helped in so many ways. A friend of mine, Pip Rowland from Sydney, was also roped in as a helper.

Recently our Registrar Bob Hession has had an enforced stay at hospital. Fortunately Bob is now convalescing at home. I know this has been a strain on Lyn and family. Our best wishes are extended to Bob and Lyn.

In November last year a meeting was held at Wagga of Southern NSW Car Clubs to discuss aspects of our current NSW Conditional Registration Scheme for Historic Vehicles. Clubs at this meeting were mostly close to the Victorian border and as such well aware of the update of the Victorian scheme which now includes M (Modified) and H (Historic) plates operating under a 45 or 90 day permit with a log book. As is often the case at meetings, some statements were made which were not accurate, in this case about the current NSW Scheme, and the Bush Council has written to all affiliated clubs pointing these out. Our club operates within the RMS Conditional Registration Historic Vehicle Policy and Guidelines and we exercise sound management of the scheme of the scheme.

In NSW two peak bodies currently represent the Historic or Classic vehicle movements, namely the Council of Heritage Motor Clubs (Bush Council) and Council of Motor Clubs (CMC). Between them they represent a block of 258 classic/historic motor clubs of the 734 historic vehicle clubs recognised by the RMS. Both the Bush Council and CMC were recognised as peak bodies and as such significant negotiators with the RTA when the current scheme was first introduced in 2002.

Since then both organisations have structured several consultations with their affiliated clubs on the Conditional Registration Scheme – Historic Vehicles. As examples, recently the Bush Council conducted a survey on modifications and attended our November meeting. To date, these consultations have revealed little appetite to significantly change our current NSW scheme or to embrace M plates. However, many individual clubs now cater for a broader membership that also embraces modified vehicles. In this context, there continues to be discussion around issues such as M plates or 45/90 day log book schemes. As we heard from the Bush Council Executive at our November meeting, they are clearly of the view that they represent the historic vehicle movement but are in a position to make adequate representations on our behalf about M plates should the need arise.

During the next few months we have a very bust start to the year. Some key events are worthy of comment. Over the 27-29th March we have Bob Hession's Annual Camp Out at Attunga. I have never been a caravan owner and my days of sleeping in a tent or under the stars are over – come to think of it I believe they passed me by – but I will be there for the bbq on the Saturday night. I encourage all of us non-campers to join the fun!

Over the Easter Weekend we have the annual Bush Council Rally, which in 2015 will be held in Armidale. This year's theme is "A Step Back in Time". Having a rally so close to home provides us with a great opportunity to participate without the worry and/or expense of a long journey so please join.

I am looking forward to seeing you on either our pie or monthly runs. These give us a great opportunity to use our historic vehicles and to promote the movement, so hopefully I'll see all our members in the near future.

Peter Wright

CHRISTMAS LIGHTS RUN. DEC 2014

This is our highlight get together and what a way to finish the year. It was great to have Santa attend, and the smiles he brings to the kids is unreal.



What I would like to know is what was Mrs. Santa whispering to those two jokers in the background??

And there are some big kids that like Santa too...



And Santa handing out the presents topped off that really special touch...



Besides the celebrations and gift giving, it was also the venue for our annual trophy presentations with the winners being:

Best attendance at runs: Carl & Beryl Casson

Best Unrestored: Kevin Turner's 1977 Chevrolet Monte Carlo

Best Restored: 1954 Austin Healey of Merv Sipple & Amy Dalligne

Best Owner restored: 1962 VW Beetle of Ken Brooks and Emily

Best Pre-war car: 1927 Chevrolet truck of Greg & Margaret Campbell

Best Post-war car: 1960 Rover of Michael Jeanes

Margaret Campbell was awarded **Club Person of the Year** for the support she provided to Greg in his dual roles as both President and Editor of the Clubs magazine, and also the help she provided to Alan as Assistant Secretary.

President Peter Wright recognised some good and funny traits in various members and handed out **Special Recognition Awards** to Roly Morgan, Cliff Bird, Beryl Casson, Michael Jeanes, Carl Casson, Mary Skannavides, Amy Dalligne and Brian Chesterfield. Bob Hession also received a **Special Mention**.

Darkness fell and it was off in the cars for a well organised run around the streets for a look at the Christmas lights. There were some very well thought out displays, especially the ones in Warwick Road which won the Street Award.

A fitting end to the evening was the rendezvous at Maccas where an ice cream slid down in conjunction with a relaxed social chat and farewell to 2014. It was so relaxing and congenial that some people even backed up for a second ice cream. And then there are the gutses who lost count at 4.

But what the heck! It was a good year with a smooth changeover in the leadership, and some new younger people joining the Club which combined with the experience of the senior brigade is exactly what is needed.

Congratulations to the organisers.

THE PRESIDENT'S BREAKFAST. JAN 2015

40 members turned up at Anzac Park to welcome in the first event of the New Year. Glorious weather, excellent food, relaxed venue and good camaraderie provided an excellent start to 2015.



Peter and friend Pip (Philippa from the Sydney Humber Club) plus Brian, Roly and Alan were the cookers and got off to an early start to ensure food was available when people arrived. Not only that but they cleaned up a mess on arrival and left things clean and tidy at the end. A great effort.

About 40 people attended which was good seeing it was the start of Tamworth's Country Musical Festival.

It was a change from the homely surroundings which we had become used to in previous years, and from the number of volunteers involved it makes us readily appreciate the effort that Greg and Margaret previously put into it.

The Ormans enjoyed the breakfast...



As did all the other members...



A very pleasant venue and judging from the leftovers everyone was well fed.

He knocked on the door to go to his friend's fancy dress party.

When the door opened the host thought the costume a little strange as he was dressed normally but had a girl on his back.

"What have you come as?" the host asked

"I've come as a turtle" he replied "The girl on my back is Michelle."

FEATURE ARTICLE

Arthur & Kay Ramsey's 1965 Hillman Gazelle

Background:

The “Audax” body was designed by the Rootes Group, but helped by the Raymond Loewy design organisation, who were involved in the design of Studebaker coupés in 1953. The car went through a series of annual face lifts each given a Series number, replacing the Mark number used on the previous Minxes; there was no Series IV. The engine was new for the model with overhead valves – a first for a post war Hillman. Over the years the engine grew from 1390 cc (in the Series I and II) to 1725 cc in the Series VI. A variety of manual transmissions, with column or floor change, and automatic transmissions were offered. For the automatic version, the Series I and II used a Lockheed Manumatic two pedal system (really only a semi-automatic), the Mark III a Smiths Easidrive and the V/VI a Borg Warner transmission.

A Series III deLuxe saloon with 1494 cc engine tested by the British magazine *The Motor* in 1958 had a top speed of 76.9 mph (123.8 km/h) and could accelerate from 0–60 mph (97 km/h) in 25.4 seconds. A fuel consumption of 31.8 miles per imperial gallon (8.9 L/100km; 26.5 mpg-US) was recorded. The test car cost £794 including taxes of £265.

There were Singer Gazelle and Sunbeam Rapier variants of all these Hillman Minx models, and the names were again used on derivatives in the later Rootes Arrow range. Some models were re-badged in certain markets (thus the Hillman

Gazelle in Australia) with the Sunbeam and Humber marques also used for some exports.

The New Zealand importer/assembler Todd Motors created the Humber 80 and Humber 90, badge-engineered models based respectively on the Minx and Super Minx, as a way to secure scarce additional import licences for CKD assembly kits. Although the 90 was identical to the Super Minx, the cheaper 80 could be spotted by a horizontal bar grille design. The Humber 80 was acknowledged in the 1980s Roger Hall play *Prisoners of Mother England*, in which a newly arrived immigrant in New Zealand spots one and exclaims: "Humber 80? There's no such car!"

In Australia, the first of the series V vehicles fitted with all-synchro gearboxes was known locally as the series Va. This little-known fact is rarely referenced within Australia and virtually unknown elsewhere.

The Audax Minx was also built in Japan by Isuzu Motors as the Isuzu Hillman Minx under licence from Rootes between September 1956 and June 1964. Isuzu produced their own unique estate car version, the Isuzu Hillman Express, from 1958 to 1964

PS: “Audax” is a Latin adjective meaning “Bold or Daring” from which, Kay noted, we derive the word “Audacious”.

NB: the “Background” information is largely from Wikipedia

Arthur & Kay's Hillman:

About 10 years ago, through a student of Kay's, Arthur came upon a rather down at heel but fairly complete Hillman Gazelle on a property near Condoblin.

At that stage Arthur and Kay owned a 1959 Humber Super Snipe (another restoration by Arthur, following on from a Vanguard utility and a Morris Major Elite) however the Hillman was not your ordinary Rootes product.

In fact, it was marketed by Chrysler, following their recent take-over, and quite comprehensively equipped for the time; timber dash and door cappings, woolen carpet throughout, comprehensive instrumentation, newly introduced 1725cc motor and a Borg Warner automatic transmission with a floor mounted selector. This was Holden Premier, Ford Fairmont and Valiant Regal territory at the time. Quite posh!



A deal was done and the Hillman was added to Arthur's "To Do" list, where it sat patiently for the next six years.



The restoration, predominantly done by Arthur in his Aladdin's cave of a workshop (he is an accomplished wood worker as well), involved a

new short motor, rebuilt transmission, brakes, hoses and shock absorbers and an exterior repaint. The interior was also refreshed, with new carpets, headliner, restored speedometer, and new front seat upholstery.



The result, which has taken these past four years (spliced in between extensive travel and the usual family commitments), is a credit to Arthur, the assistance and patience of Kay and the sound engineering of this marvelous little car.

I can confirm that the car is a delight to travel in and has that comforting charm that is so much a part of the English motoring experience.

Take the time to have a good look at the car next time you see it and I'm sure you'll agree.

