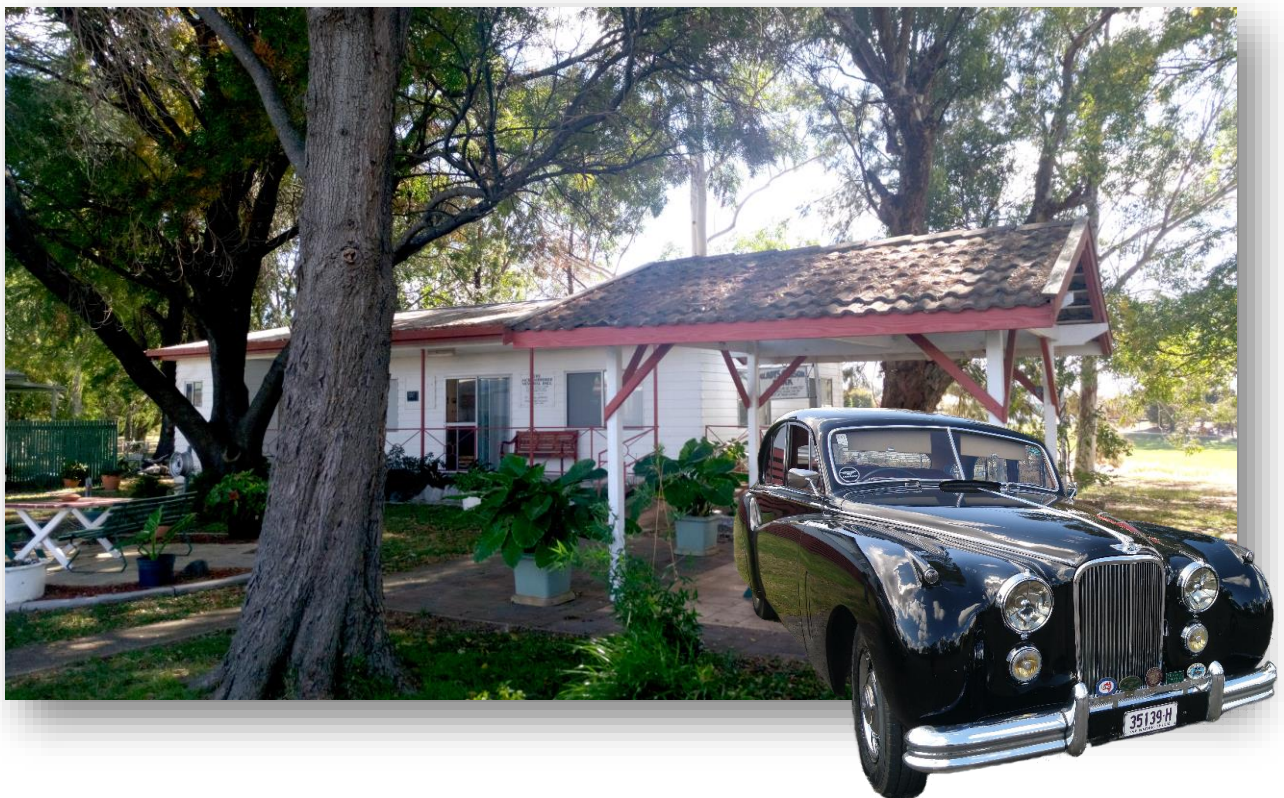


# CRANK CASE



***THE OFFICIAL JOURNAL OF THE  
INVERELL A.M.C. Inc.***

***October 2022***



**Meeting Rooms for the IAMC - The Jack Gaukroger Memorial Hall, Macintyre Street Inverell**

Website: <https://sites.google.com/site/inverellamc> Or: [tinyurl.com/inverellamc](https://tinyurl.com/inverellamc)

Face Book: <https://tinyurl.com/fbiamc> (members only)

E-mail address: [inverell.amc@gmail.com](mailto:inverell.amc@gmail.com)

Photo Gallery: [tinyurl.com/iamcphotos](https://tinyurl.com/iamcphotos)

Cover Car: 1954 Mk VII Jaguar

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<b><u>Vehicle Inspectors:</u></b>	Richard Farrell, Doug Green, Terry Griffey, Malcolm Page, Ron Thorp, Ross Worgan, Allen Fuller, Graeme Latham, Eddie Burn, Alan Ryan, David Wilson

**Club Information:** Meetings are to be held on the Second Tuesday of the month 7.30pm. Venue is the IAMC Inc. Club Room "Gaukrogers Memorial Hall" (Homes for the Aged Community Hall), Macintyre Street Inverell. [PDF Map and photos of where to find us.](#) You can also search Google for Inverell AMC and ask for directions

**Magazine Articles:** All articles, photos and advertisements are very welcome. Please send them to the Editor's email address: [crankcase.iamc@gmail.com](mailto:crankcase.iamc@gmail.com) or The Editor, PO box 96, Inverell 2360 NSW

## **Club Property for Sale:**

Maroon Caps with embroidered badge.	\$12.00 each
Bucket Hat with embroidered badge	\$12.00 each
Cloth Badges, embroidered.	\$ 4.00 each
Windscreen Sticker	\$2.00
Number Plate Bars ("IAMC INVERELL")	NA
Enamel Lapel/Hat Pins (make great cuff links)	\$10.00 each
IAMC Car Badges (see for sale items at back of magazine)	\$10.00 each

**Don't forget to carry the required paperwork e.g. Membership receipt, license(s), Rego. Certificates, RTA Certificate of Approved Operation, the Log Book (if on the 60-day option) and a copy of the latest issue of the Club magazine/Events whenever you drive your Historic registered vehicle on a public road.**

**Please note that the deadline for stories/articles is seven days before the General Meeting.**

**DISCLAIMER:** The views and ideas expressed within the 'Crankcase' may exhibit some editorial independence, or may be those of contributors, and do not necessarily represent the official opinion of the Inverell Antique Motor Club.



# **EVENTS PROGRAMME**

Pam Mason 02 67232912 moomovers2@bigpond.com

**The time given for outings is departure time and not arrival at the clubhouse.**

**Changes can happen, so when going on a run, if unable to meet at the clubhouse prior to departure, Phone Pam 67232912, Graeme 0426430787 or Lyn and Laurie 0427230017.**

**This applies especially to out of town members.**

**Please check that Suzanne has your correct email address so you will be notified of changes.**

**TIME CHANGE** RON'S HAVE A CHAT AND COFFEE MORNINGS AT FRECKLES WILL BE 8.30 TO 10.30 AM 2022

## **OCTOBER**

### **SUNDAY 2ND – DAYLIGHT SAVING COMMENCES**

- Friday 7<sup>th</sup> Saturday 8<sup>th</sup> – Coonabarabran Car Club visiting – **Members are invited to join them for an evening meal on Friday 7<sup>th</sup> at the Sporties Club, please contact Graeme Tampion.**
- Tuesday 11<sup>th</sup> – Committee Meeting, Community Hall, commencing 6.00pm
- Tuesday 11<sup>th</sup> – General Meeting, Community Hall, commencing 7.30pm
- Thursday 13<sup>th</sup> – Lunch at The Sporties Club, Glen Innes Road, 12.00 for 12.30pm
- **Sunday 16<sup>th</sup> – IAMC Progressive Lunch, Glen Innes**  
Arrive at the clubhouse at **8.30 departing at 9.00am**  
Morning Tea at Chris and Betty Walkers, there will be things of interest to look at.  
Lunch – Main Course at Maurie and Joy's – around 12.30pm  
Sweets and afternoon tea - Col and Pat Gardners  
**Cost \$12 per person. BYO CUTLERY, CUP AND CHAIR**  
**Numbers and payment will be required prior to the event.**
- Saturday 22<sup>nd</sup> – Sapphire City Festival Parade – **Marshalling area Oliver Street, between Mansfield and Vivian Streets, assembly 4.00pm for parade commencing 4.30pm.**
- Wednesday 26<sup>th</sup> – Wednesday Wanderers, lunch in Bundarra, departing the clubhouse 11.00am,

## **NOVEMBER**

- Sunday 6<sup>th</sup> – Ron's Have a Chat and Coffee Morning, Freckles Coffee Shop – **8.30 am to 10.30am**
- Tuesday 8<sup>th</sup> – Committee Meeting, Community Hall, commencing 6.30pm
- **TUESDAY 8TH – AGM, COMMUNITY HALL, COMMENCING 7.30PM**
- Thursday 10<sup>th</sup> – Lunch Australia Cafe, corner Otho and Evans Streets, 12.00 for 12.30pm.
- Sunday 13<sup>th</sup> – Run to Glen Innes, visit John and Josie Ellis's bowsers and collectables, **lunch at the Standing Stones, BYO PICNIC.**
- Saturday 26<sup>th</sup> – IAMC Christmas Party – details when available
- Wednesday 30<sup>th</sup> – Wednesday Wanderers, lunch at the Commercial Hotel, Warialda, departing the clubhouse, 11.00am.

## **COMING EVENTS -**

### **OCTOBER –**

- Saturday 15<sup>th</sup> – Parkes Antique Motor Club 27<sup>th</sup> Annual Swap Meet in conjunction with Central West Car Club Show and Shine. General admission \$5 Contact Allen Curteis 02 68625848 Phil Dixon 0419888695
- Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> Dungowan Village Fair
- Sunday 23<sup>rd</sup> – 9.00am Cryptic Car Bingo, Inverell National Transport Museum -contact 67210377

.....  
Treasure Hunt, Waterloo Station and a Steam Train Trip

## EDITOR'S RUMBLINGS October 2022

**Motoring ain't what it used to be.** By that I mean it is no longer a pleasure. There was a time when we could drive to the limit of our ability within the capability of the car and the condition of the road. Now I seem to spend more time looking at the speedometer than watching the road and looking out for other drivers.

Have a thought for a long-time friend of mine who collected a speeding fine, then was photographed by a phone and seat belt camera. He had just had a shoulder operation and was wearing the seatbelt sash under his shoulder instead of in front incurring a \$1040 fine. After the recent rain, pot holes are everywhere and my friend hit one in his modern Mercedes AMG and damaged the low-profile tyre and mag wheel. European cars no longer have a spare wheel, so the RACQ was called to transport the Mercedes to the nearest RACQ service station. Unfortunately, there were no spare wheels available in Australia, although Mercedes Benz is supposed to stock at least one in Melbourne. Many months later he is still without his car, so he would have been better off driving his lovely Jensen Interceptor which has sensible sized tyres and wheels.

I have heard many stories of European cars being off the road while waiting for spare parts.

The New Zealand government is about to legislate that all fossil fuels will have to contain a bio fuel component from April next year with the percentage to increase each year. I believe Minister Woods in an address to the NZ motoring federation said that the mandate would be designed to ensure that owners of historic vehicles would have access to suitable fuel. A politician's promise?

For those of us who enjoy historic motoring and particularly racing there is a link below to the recent Perkolilli Mud Flat races in Western Australia near Kalgoorlie. Never too old for driver or car.  
<https://tinyurl.com/mudflatraces>

The good all days are also written about in reminiscences of Lynda Ashenden's father later in this issue. Not all hoons were born this century as most of us will remember.

Thanks to Lynda and the other contributors.

Bob Ausburn

QUEEN ELIZABETH II'S PRIVATE CAR COLLECTION. Not the most exotic of collections but interesting nonetheless with a couple of surprises. Thanks to Peter Noakes, our man on PEI, for spotting this one. <https://tinyurl.com/QE2cars>

### October Birthdays

Ken Hill  
Betty Walker

Ron Cameron  
Julie Latham

Ron Grant



**Hope everyone enjoys their day.**

DON'T FORGET IF I DON'T HAVE YOUR NAME YOU WON'T GET A BIRTHDAY WISH, so please send it to me on [landlcampbell@bigpond.com](mailto:landlcampbell@bigpond.com)

Thank you Lyn



## SHAKEDOWN RUN TO NEIL & BELINDA McLANE's.

**ON SUNDAY 18TH. DAY OF SEPTEMBER, 2022**, More than the usual numbers of members left the Clubrooms for a leisurely drive around town, firstly to give the Old cars a run and secondly to show off the Club Cars to the Locals.

On arrival at Neil and Belinda's we were greeted and shown the beautiful gardens and very neat yard. A lot of time and effort has been put in to make a good showing.

Next was an Inspection of Neil's shed. Again, neat and tidy was the order of the day plus some surprises, firstly the Green Buggy with a Ford Prefect motor and drive train. It looked a picture and you wouldn't round up the cows in that one. Next was a Baby Blue Austin with the emphasis on "Baby". Then came Neil's current Restoration project, a 1919 Ford T model, only waiting on a Radiator from America and it will be very close to hitting the road. This and the other projects in the shed including scale models of cars, are a credit to Neil and he should be very proud of his work.

A cuppa and chat was next after all the Inspections.

Well done Belinda and Neil. A very enjoyable day was had by the following members and Visitors:

John and Ann Irwin with daughter Jacinta	1989 Range Rover	Mal Pomfret	1939 Chevrolet
Harry & Ann McNaughton	Vauxhall Victor	Pam Mason	1971 VW Beetle
Laurie and Lyn Campbell	1974 Triumph	David Wilson	1927 Dodge 4
Richard & Beth Farrell & Shaun	1929 Packard	Keith Magann	Morris Commercial Light Truck
Ron Thorp	1927 Triumph Super 7		
Tim & Judy Salmon, Graeme & Beth Tampion, Marg Worgan, Phillip & Dorothy Myhill & Neville Turner - Modern			

*Graeme T.*



More Photos: <https://tinyurl.com/shakedown0922>



## RON'S HAVE A CHAT - DEB'S PLACE 2<sup>nd</sup> October 2022

At Deb's Roadside Diner on a typical spring morning, the air was a bit fresh and the change to daylight saving must have caught the regular morning coffee sippers napping as indicated by the attendance. Ron and Warwick were suffering from Covid and were missed. The outdoor venue and morning sun gradually warmed everyone and there were no hasty departures this time. The idiosyncrasies of our DeDion Bouton attracted much interest, especially when it did not start on first pull of the crank handle. With fuel about 18 months old some stubbornness is to be expected.

Neil & Belinda McLane    Austin 7  
Graeme Tampion            Jaguar

Bob & Suzanne Ausburn  
Richard & Shaun

1907 DeDion Bouton  
Modern

*Bob Ausburn*

More Photos: <https://tinyurl.com/coffee-0922>





# WEDNESDAY WANDERS LUNCH RUN TO BINGARA

More Photos: <https://tinyurl.com/ww0922>



The Government's Biofuels Mandate will come into force in April next year and be applied to all liquid fossil transport fuels produced or imported into New Zealand. It will require fuel suppliers to reduce the greenhouse gas emissions by a set percentage which increases annually, but they will have the flexibility to deploy any type of biofuels in any location in New Zealand, as long as they meet the sustainability criteria. Bioethanol can damage or accelerate deterioration in the fuel systems and other mechanical parts of a wide range of vehicles built before 2005 or even as late as 2020. By and large bioethanol is not safe for use in any engine with a carburettor, and this includes boats, aircraft, and garden machinery.



## Motoring Triumphs Part Two Continued

The Moree plains presented no problem and the road though Inverell to Glen Innes was mainly uphill so brakes were seldom needed but I realized that what goes up must come down and that the Gibraltar Range would present a new challenge.

The road was narrow and steep with plenty of hairpin bends. The transmission handbrake smelt like it was on fire and wisps of white smoke filtered up through the floor boards. My biggest concern however, was that some part of the transmission would let go and that I would be catapulted over the edge of the road into the forest, never to be seen again.

With this unpleasant possibility firmly in my mind I drove as close to the embankment as possible so that, in the event of an emergency, I could nose into the wall and hopefully, prevent an uncontrolled exit over the edge.

To my great relief the bottom of the range was reached without mishap and the flat road to Grafton presented no problem except some navigational difficulties in locating my uncle and auntie's farm on Carr's Peninsular.

I can remember the looks of total amazement when I turned up in this doubtful looking conveyance and they learnt of my adventure. Their hospitality was most welcome and after a wash, a good feed and a sleep in a soft bed I was ready for the final leg of the journey to Wollongong.

Having no brakes was, by now, not such a daunting prospect. With the Gibraltar Range behind me the coastal route seemed a mere cakewalk.

As I recall the main drama was finding my way through the maze of roads in Sydney. My plan was to pass through Sydney in the dead of night when there was the least amount of traffic and less likelihood of having to use the handbrake.

In a way this was a good decision, however I did not count on becoming totally disoriented and being convinced that I was traveling south when I was, in fact, traveling north. After crossing the Harbour Bridge at least three times I finally found a sign which directed me to the Princes Hwy. and Wollongong.

The final part of the journey almost ended prematurely when I dozed off in the early hours of the morning then waking to find that I was traveling on the wrong side of the road. The fright was enough to keep me awake until I reached home, much to the relief of my long suffering parents.

This adventure was to be the first of many Motoring Triumphs. The old adage "nothing ventured nothing gained" has been proven time and time again, not only in the achievement of the moment but in the lasting benefits that follow and finally in the treasured memories which can be enjoyed in later life.



## THE GOOD OLD DAYS

In the very early 1900's, the Old Man owned a 90 HP racing Wolseley – a great two-seater beast of a machine – which he hammered around Brooklands, and other more quiet places where his motoring activity was considered anti-social.

It had a six-cylinder engine with a bore of approx. four and a half inch (114mm) with a stroke of about six inches (150mm). He also said it had a three-inch dia. exhaust pipe.

On one occasion when I asked what it was like to drive on Brooklands, he told me it was not a bad circuit, "but a bit rough high up on the banked curves where it would shake the buttons off your shirt at 100mph". This from a man whom I remember as refusing to drive anywhere faster than 60MPH, and who regarded anyone who did so as "a bloody lunatic".

It would seem that the Wolseley required a special "shut down" technique which I found, many years later, to be necessary on the De-Havilland Gypsy Major engine which powered all the KH aircraft I flew.

If the motor was at normal Idle revs when the ignition was switched off, engine would continue to "run on" back firing madly until it eventually kicked back and ran in reverse for many seconds, during which time a large volume of white smoke was blown out of the carburettor air intake! The first (and only) time this happened to me, I was alarmed almost to the point of panic. Here I was about to step out of the aircraft and suddenly I had, with no ignition and a closed throttle, a runaway and seemingly uncontrollable engine on my hands. Calm was restored when our apprentice mechanic, George Mapstone, with a knowing grin on his face ran out of the hanger through the cloud of white smoke, which by that time, had been spread all over the tarmac by the wildly spinning (in reverse) propeller, reached past me into the cockpit, opened the throttle, and with an even bigger grin when quiet had returned, said with irritating calm – "Hello Bruce. Have a nice flight?"

After that experience I was never sloppy again and used the proper procedure which was – nudge throttle up from the idle position and put on about 600 revs, then switch off and immediately ram the throttle wide open. The engine would then come to a dignified stop after 2 or 3 revolutions, and without attracting a large number of sightseers It would seem that with this procedure, the sudden rush of cold air into the cylinders blew out all the little fires

On occasions when the "devil was in him" the Old Man used this similar characteristic of the Wolseley to terrify their horses and "scare the livin' daylights" out of John Plunkett the coachman, who hated the new-fangled "motor cars".

He would drive the Wolseley into the courtyard at the back of Spring Farm where the stables and coach houses were, place it where the echo from the surrounding walls could be put to the best advantage, and deliberately cause it to misbehave.

A series of shattering explosions along with clouds of black smoke and soot with an occasional tongue of flame were emitted from the large exhaust pipe, to be terminated by one enormous bang which preceded the emergence of great cloud of white smoke which drifted everywhere from under the bonnet.

The sight of an ashen faced John Plunkett fanatically hanging on to and half suspended by, the bridles of two rearing and frenzied horses really broke him up.

It seems that every time the performance was repeated, poor old John's protest was the same.

"Glory be t'God Master Wahlter! One of these days that blooky machine'll plahster ye against the skoy."

*Written By: Linda Ashenden's Father Bruce Walter Kennedy about his Father Walter Joseph Kennedy*

## RESTORATION ? OR JUST A REPAIR JOB.

I recently completed (or almost) a repair project on my 1960 Rootes Group Hillman Minx 4 door sedan. I say a repair job as unlike most chaps in our Club who have started a restoration by commencing work on the chassis, then the suspension, motor, gear box, diff, body panels, upholstery and dash etc. etc.. My Hillman already had a body in good condition, a motor that went and had seats and windows.

What I did have to do was to have the brake cylinders re-honed, replaced all brake line hoses, drain and refill all oils, fit a new fan belt, made sure the rear indicator lens were the correct colour as they had faded. A new battery was installed and one terminal was replaced, new spark plugs were also fitted. Windscreen wiper blades were replaced as well as having the windscreen wiper motor repaired.

I forgot to mention that I purchased a Workshop Manual in CD form for \$14.95 as I was unable to locate the old style and original book form manual.

The car was then submitted for a Roadworthy test and a Pink Slip was issued and Club Registration followed.


As mentioned in the first line (almost). Whilst not required for Registration I now would like to fit one or two exterior rear view mirrors and seat belts.

Not including the pink slip or rego, total cost of repairs came to \$426.45.

This Project would not have been possible without the valuable experience and assistance of Club Members David Wilson and Doug Green. I am very grateful for their help.

Footnote: I had purchased a Second-Hand Hillman Minx, the same model and year as the vehicle mentioned in this article in the early to mid 1960's. The most memorable trip I did in the vehicle was our Honeymoon trip from Melbourne along the Princes Highway through Gippsland Victoria to Sydney along the South Coast, then to Surfers Paradise via the Coast road. Our return trip was along the New England Highway through Sydney and onto Melbourne along the Hume Highway. With side trips to view scenic spots, the trip would have covered approximately 5,000 kilometres and the car never missed a beat.

*Graeme Tampion.*



**HILLMAN MINX**

**FULLY** automatic transmission is the story here. Three speeds with electro magnetic clutches. More power too, bigger brakes, better vision, greater comfort, and fresh styling. Windscreen is deeper and wider and pillars are slimmer. New radiator grille, tail fins and chromium side mouldings are external changes; front seats are more comfortable. Normal four-speed gearbox, still standard, has closer ratios for second, third and top.

**CLOSE-UP**

Four-cyl.; o.h.v.; 79 x 76.2 mm.; 1,494 c.c.; 56.5 b.h.p.; 8.5 to 1 comp.; coil ign.; Zenith carb.; 4-speed, 15,244 9,751, 6,341, 4,55 to 1, Smith's auto opt.; col. or cen. lvr.; susp., f., ind. coil, r., half-elliptic; 4-door; 4-seat; hyd. brks.; max. 80 m.p.h.; cruise, 65; m.p.g., 30-34; whl. base, 8ft.; track, f., 4ft. 1in., r., 4ft. 0 1/2 in.; lgth. 13ft. 6in.; wdth, 5ft. 0 1/2 in.; ht. 4ft. 11 1/2 in.; g.c., 7in.; turning cir., 36ft.; kerb wt., 19 1/2 cwt.; tank, 7 1/2 gals.; 12-volt.

**£539 | £225.14.2 p.t. - £764.14.2**

More Photos:

<https://tinyurl.com/hillmanminx>





## FOR THE LADIES – 1914 Fashions

Just stunning, although I do think it would take quite a number of hat pins to keep that hat on in one of the cars of the period.

Suzanne



She who must be obeyed



**Return Address:**

The Secretary  
Inverell Antique Motor Club  
P.O. Box 96  
Inverell N.S.W.