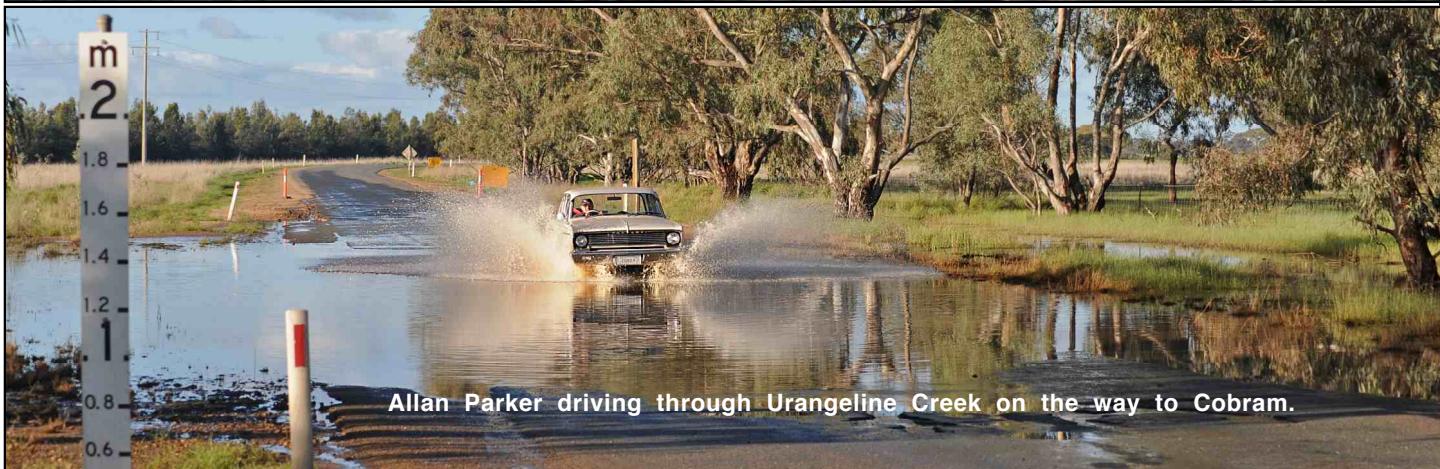


August 2016

Sylvias Gap on the old Hume Highway

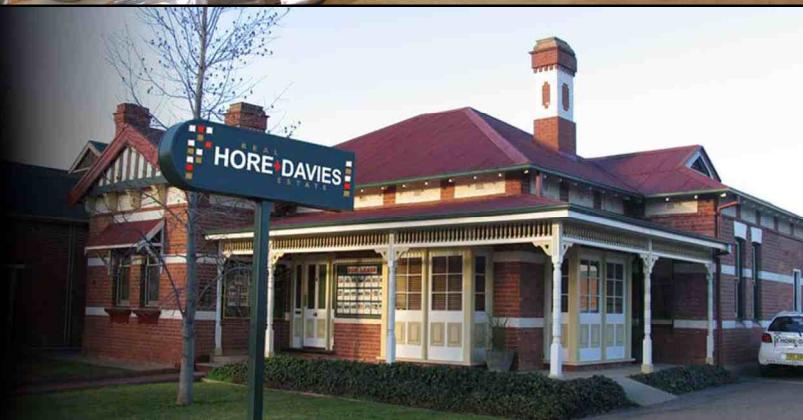
Classic Lines

Classic Motoring Club Wagga Wagga Inc



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Est. 1920



Classic Motoring Club Wagga Wagga Inc



Incorporated 1999

ABN 53 729 245 380

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Classic Lines

OFFICIAL NEWS MAGAZINE OF THE
CLASSIC MOTORING CLUB WAGGA WAGGA Inc.

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Go straight to the club's website by scanning the QR code.

ground-scraping level. Here in Wagga are any number of "H" vehicles with wide chromed wheels that nowhere near match the word "original". Do we really want to encourage regular RMS roadside inspections to root out non-compliant cars? That is what we could be inviting.

Chris Nicholes sent me a clipping from Eddie Ford's (Restored Cars) Facebook page. It reports that five out of six "red plate" cars pulled over after a show at Melton were fined for log book offences. Six other cars failed inspection and had plates removed. This is the non-compliant culture in Victoria, but if this happens in NSW the log book scheme will be doomed.

The AOMC (Association of Motor Clubs) Victoria has started a hotline for the reporting of non-compliant cars. I don't like the idea of a "docking" process, but if we have owners deliberately flouting roadworthy rules, or drivers not filling out log books, then something has to be done.

Meanwhile, the new "M" plate rules, or whatever they are called, should see an end to modified cars pretending to be worthy of "H" plates. See the SMA report on page 4. **KW, Editor**
Classic Lines

Valuing our new registration scheme

The new **60 day log book scheme** for "H" plate original **unmodified** vehicles is a **two year trial**. Most members would agree that it is a major improvement over the old very restrictive scheme.

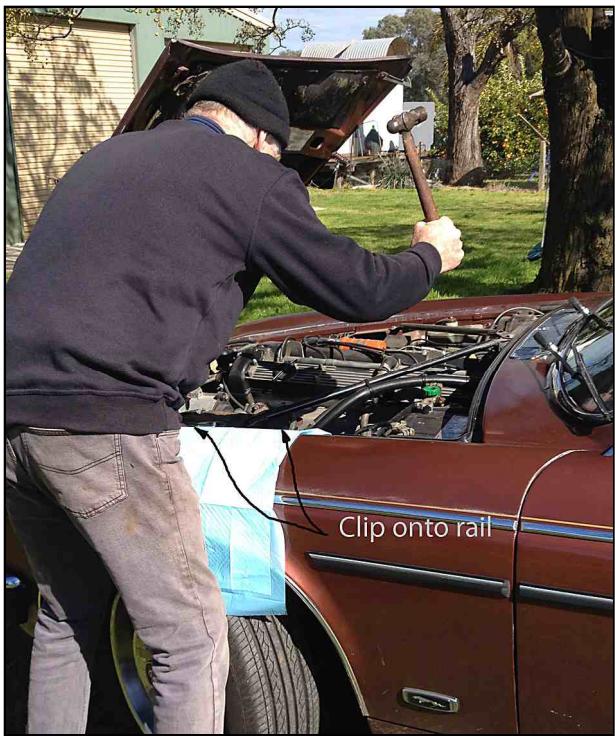
But it is a trial, and the RMS would be quite justified in withdrawing this privilege if the system is abused. Similarly insurers will be watching closely, and if the risk increases, then our premiums will rise.

Any day now we are expecting the new modified scheme to be announced. This should relieve some of the pressure that some clubs have faced, to falsely register club cars which are NOT "as close to original condition as possible with no alterations ..." etc, when in actual fact anyone sighting the vehicle would know it didn't meet "H" plate requirements.

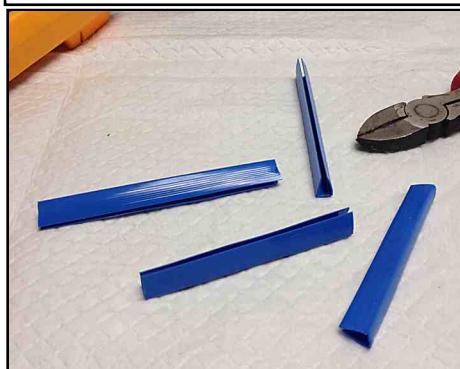
Parked in Cootamundra's main street on Swap day was a Chev Bel-Air, lowered to

ground-scraping level. Here in Wagga are any number of "H" vehicles with wide chromed wheels that nowhere near match the word "original". Do we really want to encourage regular RMS roadside inspections to root out non-compliant cars?

That is what we could be inviting.



As Trevor demonstrates the most used tool in the Jaguar toolkit, note that the puppy training mat is clipped to protect the paintwork. (Below) The binder/poster slides that clip the mat inside the inner guard.



return to the job only brings grit.

The solution was (for me at least) puppy training mats, (above) which also have several other uses.

I simply clip one end of the padded sheet over the water rail on the inside of the guard using masking tape or clip it on a binder/poster slide (left). This will allow you to close the bonnet leaving the protector sheets in place down the outside of the guard until you get back to it. I don't lift the sheet off until the job is finished.

Recycling the puppy mats:

1. As I'm not overly keen using disposable products, I reuse the sheets by placing them on the bench when I have a fiddly repair such as an ignition switch where ball bearings and springs spread everywhere. It's a clean surface and the bits and pieces don't roll away.

2. If I have to wait for a part, rather than clutter the bench, I simply pick up the lot (including my disassembly notes) in the sheet and put a rubber band around it, label the outside and place it in a storage box along with the other unfinished jobs.

3. Following all that use the sheet can be then used for messy jobs such as putting under the axle when changing wheel bearings etc. The bearings don't fall in the dirt, the sheet can be used to wipe off excess grease and the old parts can be rolled up in the sheet and disposed in the bin without getting grease everywhere.

Cost/availability

Puppy Training sheets \$25 for a 110 pack which is 23 cents each, (slightly dearer for smaller packs) from the Reject Shop in Baylis street.

Binder/poster slide, \$2 for one that can be cut into 4, which can be used over and over again. I heated the plastic slide and spread the gap a little to allow easier fitting. Office works have them (they told me they didn't but they were in the folder/binder section).

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Proprietor: Stewart Winrow

TOOL TALK with Trevor Beckwith

From time to time we come across nick knacks that can make our motoring endeavours much easier, nick knacks that may be spawned by a modern epiphany or something that was always around but now forgotten. It is the intention of this column to share with the members such objects and ideas that come to life that cause us to ponder why such a simple and useful thing has been so elusive.

It is my intention to invite the members to contribute to Tool Talk as a wealth of knowledge lies with the club and it would be a pity not to share same. *Trevor Beckwith*

Guarding the guards and more

After finding a mess of fine scratches on the front mudguard of my Jag I realised that the protective cloth I had over the guard to protect the duco (an old towel that had been washed after each use) must have picked up some fine particles of grit (that didn't wash out) and had done the damage when I was working on the motor.

To avoid this in the future I decided to find a cheap disposable protective covering that I could leave on the guard and put the bonnet down on the unfinished job (putting it back on when I

return to the job only brings grit).

The solution was (for me at least) puppy training mats, (above) which also have several other uses.

I simply clip one end of the padded sheet over the water rail on the inside of the guard using masking tape or clip it on a binder/poster slide (left). This will allow you to close the bonnet leaving the protector sheets in place down the outside of the guard until you get back to it. I don't lift the sheet off until the job is finished.

NB Any protective fabric no matter how soft will eventually mark duco if left to move around on the surface. For long jobs it would be prudent to secure the lower end of the protective sheet (making it taut) to the lip of the lower mudguard. This can be done with padded bulldog clips or similar.

Trev

Do you have a great idea? Send it in for the next magazine.

The Southern Motoring Association

The SMA has been working hard on our behalf. Trevor Beckwith is our delegate, and he can discuss any of these issues with you, first hand, or send you the complete Minutes.

Membership: The SMA now has 118 affiliated clubs. Foundation President Phil Mudie was re-elected President.

Insurance: New limits have been imposed by the NRMA. The incoming committee will undertake a review of insurance options.

Log books: Over 550 clubs have now adopted the log book system, representing around 85% of clubs. The 1259 form is to be reprinted to allow room for the club stamp.

Maintenance runs: The RMS has stated that they will not tamper with the wording of the conditions of use. (*The purple half sheet that should be in your glove box.*) Maintenance runs do not need a log book entry, but caution is suggested, to the point that maybe a logbook entry would be wise. (*If you are using our own club's sheet to record "club runs", then within sensible reason this should cover genuine brief maintenance runs.*)

Modified vehicles: A new scheme to be known as the Classic Vehicle Scheme will soon be introduced to provide Conditional Registration for most Historic Vehicles including Modified Historics. Full details are yet to be revealed but the SMA believes they will follow the following pattern: Vehicles must be 30yo by year of manufacture. Vehicles must be under 3.5 tonnes GVM. Vehicles must produce a blue slip to enter the scheme. Pink slips will be required annually thereafter. The conditions of use will be very similar to the HVS. An optional 60-day log book will be available. ICV's are specifically excluded. Replicas are included when the vehicle itself is over 30yo. The regulations regarding initial approval for a vehicle are still being worked out.

Heavy vehicles: The 2/3rds load limit on Historic Vehicles has been removed. This is particularly important for machinery clubs, because they can now take a tractor, or whatever, up to the full original load of the vehicle.

Website: Trevor Beckwith from our club was re-elected as Webmaster.

The next meeting of the SMA will be held later this year.



An "M" plate EJ Holden on Victorian registration, seen at the Cobram Swap.

The Cobram Swap - not much to buy, but plenty to see.

The Cobram Swap can be quickly defined as a Sunday Market with a few stalls selling motor parts.



Lesley is the driver these days!

I decided to go as a last minute thought, so called Allan Parker, since Allan doesn't have an historic car on the road at the moment. Allan agreed to come, and drove most of the way, which is just as well because I am beginning to doubt my ability to drive long distances alone, particularly late in the afternoon.

So we headed for Berrigan's Federal Hotel, which we can certainly recommend. We had a "motel" room at the back, cheap and comfortable. Having arrived in just two hours, it was time for a brief snooze.

Refreshed, we decided a walk around town was in order before dinner. The quiet in Berrigan on a Saturday afternoon has to be experienced. Then it was the dining room for dinner.

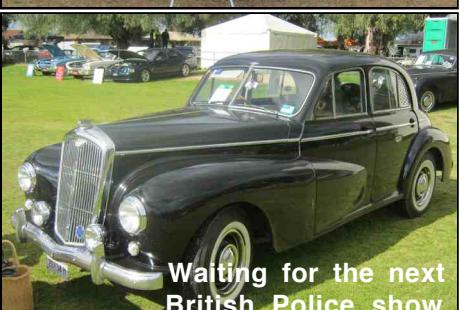


A totally original X2 HD Holden.

The footy and netball crowds had arrived, so there was plenty to see. We ordered, but guessed that we would be waiting for a while. When the meal came, it was generous and delicious - we would thoroughly recommend eating there.

So next morning early we took the half hour journey to Cobram. The

country side looks unbelievably scenic. And the swap? We met up with Jeff and Leslie, and the car display was well worth the trip. Go next year, just for the journey! KW



Waiting for the next British Police show.

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Allan Parker's 70th birthday

Very many of us gathered at The Farmers' Home to celebrate Allan's birthday at a club event, but unfortunately no pictures were taken. (Or at least no pics were sent to your Editor!)

Those of us who saw Allan in Intensive Care only a few years back didn't believe that he would reach 70 - in fact I thought he was going to be lucky to be with us at the end of that week!

So that's what makes Allan's birthday something special. Rob Payne (who often travels with Allan on his Peugeot adventures) and I attended the Melbourne family party.

There was a great gathering of extended family, plus of course the Peugeot family with whom Allan has been on some wild and wonderful trips. There was a slide show scrolling as the party progressed and many of the pictures were from those bizarre Peugeot activities, which Allan says may have to be behind him now.

Best wishes many more Happy Birthdays!

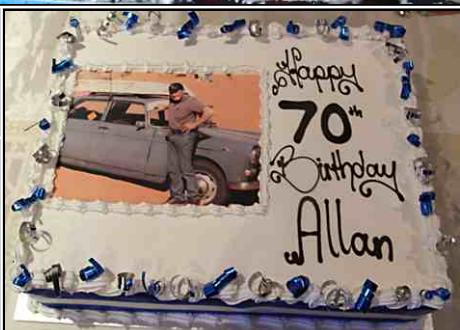
(Right) Allan finding enough breath to blow out the candles on a very large cake! Pictures are courtesy of Daughter-in -law Catherine.



Family photo: Daughter Lauren, Allan daughter in law Catherine (who organised Allan's Melbourne party), son Lindsay, and Grandchildren Lachlan and Chloe.



(Below) Allan with his Mother, Gwen Parker.
(Right) The cake.



Keith Wheeler and Rob Payne with Allan at the Melbourne party. Even with a GPS, I found coming across Melbourne from the Westgate Bridge side to be very stressful! **KW**



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Australian Heritage Truck Centre visits ...



Sylvias Gap on the old Hume Highway

Undulating, narrow surface, foggy, shaded, deadly drops, dangerous curves, nowhere to pass, and kangaroos!

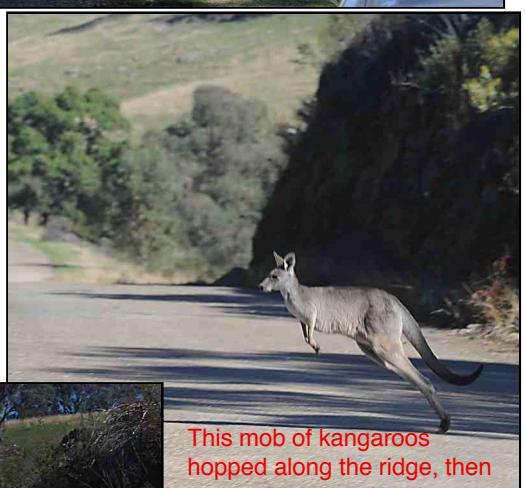


The actual gap could be dark even on a sunny day! The highway wound from Tumblong to Hillas Creek, through picturesque but deadly country. According to Chris Nicholes, who worked on the by-pass, there

were 27 deaths in 1980-81, including one accident with five dead! The highway had blind curves, crests, fogs, and occasionally the narrow



shoulder collapsed under an overtaking truck, sending the hapless vehicle into the ravine! Abandoned



Chris Nicholes in his 49 Ford Custom.

This mob of kangaroos hopped along the ridge, then suddenly crossed at the mouth of the cutting!

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wrecks are still evident today, like this HD Holden caught in a very deep place.







Wednesday run to Junee, and Ian Styles' Military Museum Just don't order the fish!



collection in the shed across the car park from the Chocolate Factory.

Except for the Zephyrs being hidden behind some rubbish, this collection is coming along very well. Just as an aside, that tan colour on the Zephyr was popular on several makes, and at one stage the car yard I worked for near Liverpool had a Zephyr, an FE Holden and an FX Holden all in that fairly hard-to-sell tan!

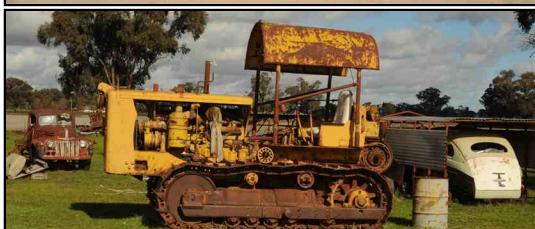
Then it was away at a rapid pace to Temora. Despite the chances of being bogged, we all carefully drove into Ian Styles' yard and inspected all the outside machinery and spare trucks. That's Ian in the Jeep above. All his vehicles in the shed will go, which is more than most of us can say! Many of the trucks are on "H" plates.

Then it was on to our lunch venue, where as luck would have it, the



fish was off! Luckily I ordered beef, because I had finished with teeth capping at the dentist just that morning, and was ready to try out my new several thousand dollar smile. Any other day I would have been caught with the fish, too!

This was a great day out, and may encourage more members to come when the traffic is lighter.
kw



A well-attended Sunday Run

This time with the Gundagai Club.

Pictures by Sue Nelson

The occasion was an invitation to attend the monthly meeting of the Gundagai Antique Motor Club. They have their meetings during an outing, and on this occasion the meeting finished with a casserole lunch.

This was a really well-attended run that took us way up into the hills to Oberne Hall. Morning tea was shared with Gundagai at the hall before their meeting.

We were able to sit and chat with the Gundagai members, and then it was on to the Farmhouse Industries Craft shop in Tarcutta, where quite a few good things were bought.



Then along the highway for a rapid entry into Gundagai before the new **Australian Road Transport Heritage Centre** closed its doors for the day. This is a bold venture by members of the Gundagai club and the wider community to set up a potentially great tourist attraction for Gundagai. The sheds being used to establish the Museum are on loan, because land has been earmarked in South

Gundagai near the Shell Service Centre where thousands of tourists stop every day. The catch, of course, is to get the Museum up and running and then convince grant authorities that the Museum



is the critical thing. If all of us pass the word around other clubs, and if visiting groups call in on their way to rallies such as Chryslers on the Murray, then interest will soon build.

Meanwhile exhibits of a high class are flowing in, including a restored International truck from about 1953 donated by the Illawarra Museum.





Donations of signage and memorabilia would be welcome to decorate an otherwise uninspiring building. But as I said, you have to start somewhere or no grants will ever come.

I mean to say, just look at the excitement on the faces of Norm and Cheryl! Yes, Cheryl seems to be saying, surely we have some stuff to donate to this cause, but unfortunately our Bedford has already gone to Lockhart. So, if you were unable to be with us on this trip, come with us on the next run to the hills behind Batlow,

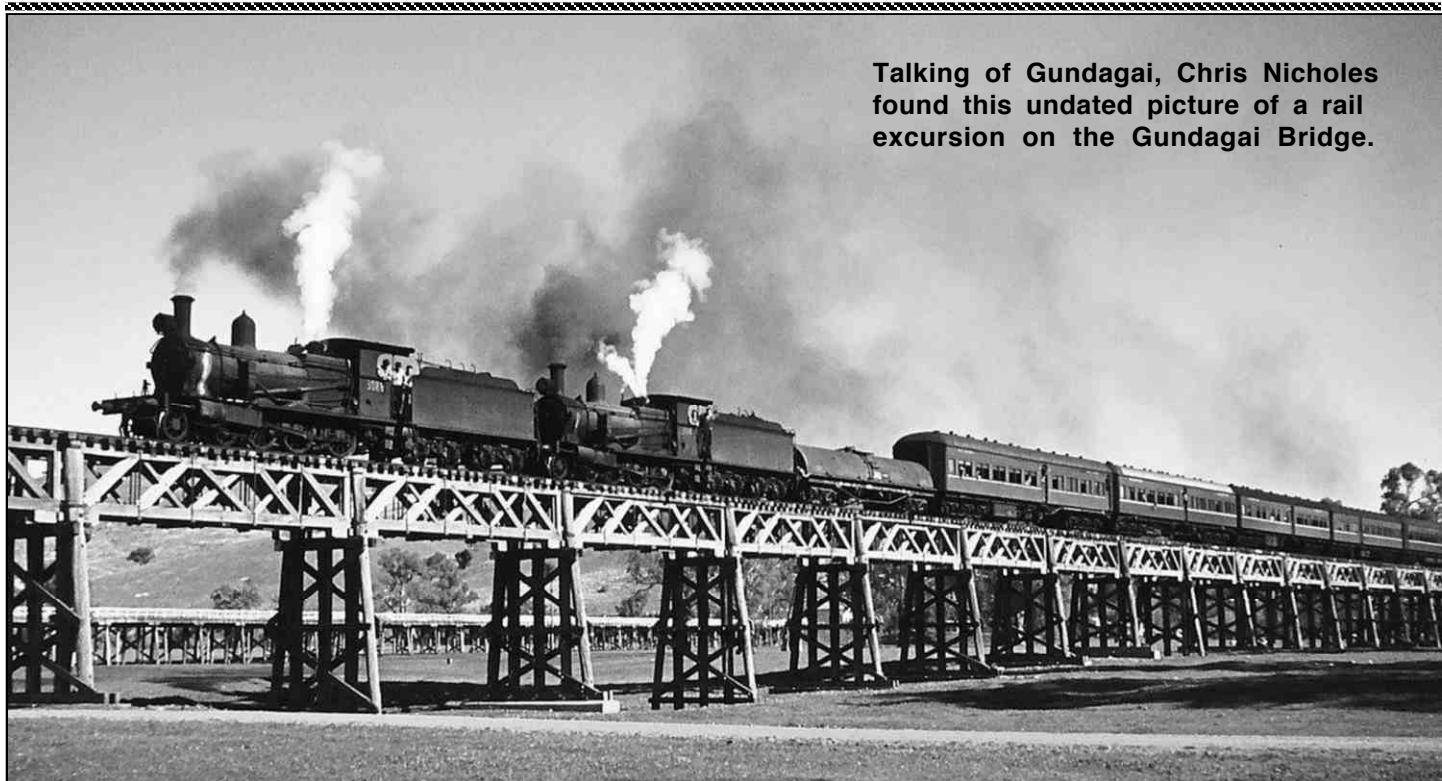
which will probably end at the Gundagai Railway Station, also a site well worth a visit. **Keith**



Who said low profile tyres are something new?



Talking of Gundagai, Chris Nicholes found this undated picture of a rail excursion on the Gundagai Bridge.





A few Valiant projects

Bringing Pat Keane's Valiant up to scratch.

A few years ago I had a great idea. I would fit a modern CD player into the glove box, to play my music. (Long live Rock and Roll!) This project is now completed. I installed a Pioneer CD tuner with USB, iPhone and Smart phone plug-ins with remote control unit and Bluetooth.

The unit is hooked up to two Pioneer rear deck speakers, while the original Pressmatic AM radio is of course connected to the centre front dash speaker.

Everything works well, and the Grandkids are happy to play their music via their phones!

New Pushbuttons: New replacement pushbuttons were purchased through the Valiant Club, and fitted just in time to show at Chryslers On The Murray. It was a pretty easy job, and they now look so much better and work smoothly. (*TIP: Use a 10mm hole punch in the replacement felt behind the push button fascia plate for a nice fit .*)

Next project? Repair or replace the check links on the doors. If anyone has experience in doing this

job, please contact Pat Keane on 0490105033



Photo: Stewart Winrow

A very interesting Wednesday Run.

Bruce and Glenys Lumley not only have a beautiful home, but they own some very exclusive cars.

The 1951 Studebaker was delivered new in Australia, "boxed" in the factory before being shipped from the USA to Sydney. The engine is a flathead six, and the two-door style makes it even rarer.

Bruce is pictured with the Custom, and Glenys (R) with Norm and Cynthia Marshallsea next to a Los

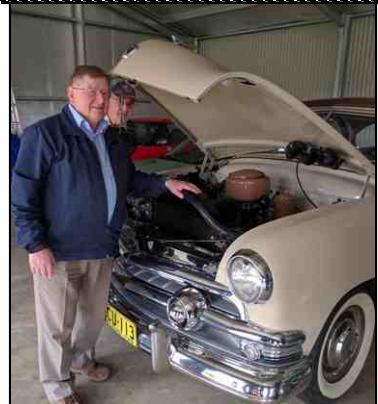


Photo: Trevor Beckwith



Photo: Trevor Beckwith

Angeles Police car. Both Fords are LHD.

Bruce is quite a craftsman, having a workshop with specialised tools for picture framing and so on. His frames have mainly adorned the memorabilia in his home. Thanks Bruce and Glenys for a great morning at your house.



Photo: Trevor Beckwith

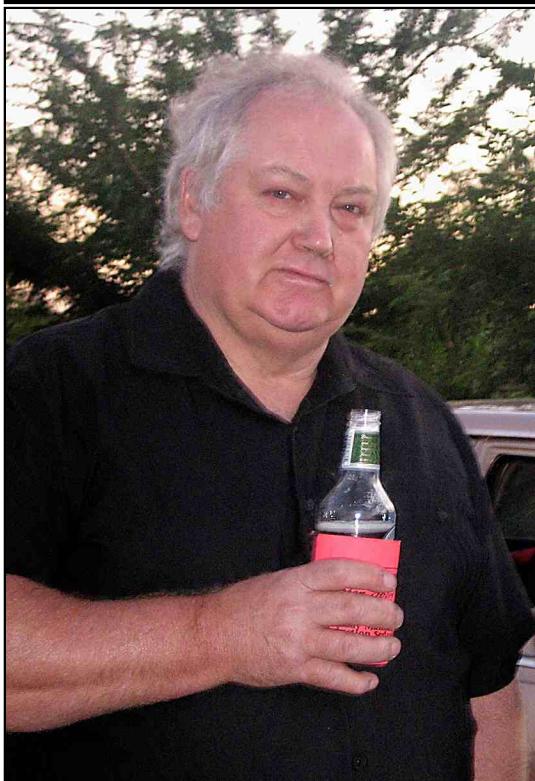


Photo: Stewart Winrow

Classic Motoring Club Wagga Wagga Inc

PO Box 8625
KOORINGAL NSW 2650

TO:



Lindsay Swann

It is with some regret that we say farewell to one of our foundation members, Lindsay Swann. Lindsay passed away on July 10th, at home washing his truck. His passing certainly wasn't expected.

Lately Lindsay had been very busy with his daily truck run from Canberra delivering pharmaceuticals. I talked with him in the Lake Village Shopping Centre carpark only a few weeks earlier, and he remarked that the night shift driving was taking its toll, but that he enjoyed the work. Lindsay was only 67 when he died.

Lindsay had been very active in car racing and boat sports, and he was easily met at the Boat Club, where he had been Commodore at one stage. His immaculate EJ Holden Premier had been offered for sale not long before, because Lindsay realised that he just didn't have time to be an active member. Many of us were there for Lindsay's funeral, and we offer our condolences and best wishes to Monica at this time.KW

