

Classic Lines



February 2017

Barrie Hill's Datsun 260C Hardtop
on Club Inspection Day.



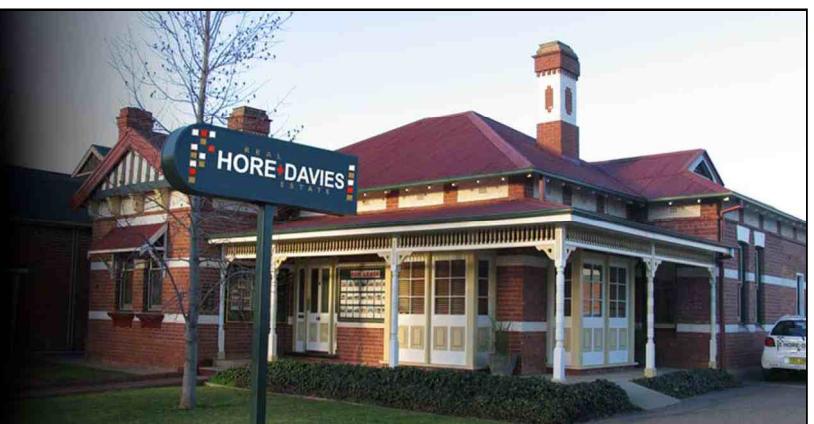
Our cars at the Young Cherry
Festival, December 2016

Classic Motoring Club Wagga Wagga Inc



Proud to be associated with the Classic
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Classic Motoring Club Wagga Wagga Inc



Incorporated 1999

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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.

For example, the club must "Determine what Approved Organisation sanctions should be applied for breaches of the Approved Organisation's CVS conditions," which translated means "What will the club do to police its members?" Our club will need to include these rules if we are to accept CVS vehicles. From reading other club's magazines, I note many clubs will not be accepting CVS cars at this stage. Looking at just a couple of other RMS rules for the CVS, clubs must "Maintain records of the Classic Vehicles inspected and the evidence of eligibility and compliance," presumably meaning copies of pink slips, and maybe photos.

This next one will scare clubs that are sloppy: "Allow RMS access and facility to inspect and/or audit the Approved Organisation's records in relation to the CVS." I think we can expect closer RMS scrutiny of our "H" plate records in the future, because all of this will result in a tightening of procedures for everyone.

Speaking personally, I am not a big fan of modified vehicles. Our club should think very carefully before heading into the CVS labyrinth. To satisfy the regulations we will need a "Committee" to draw up the new rules before any CVS vehicle is accepted into our club, and the owner will need to understand that the rules that apply to them are much stricter than rules that apply to "H" plate vehicles.

The log book "trial" period ends this year. We have to be sure that the RMS is confident that clubs are meeting the intent of the law. We don't want stricter RMS rules being imposed that could spoil our enjoyment. **KW**

The new CVS - a whole new set of regulations.

Inside "Classic Lines" this month there is an update of progress in implementing the log book part of the Historic Vehicle Scheme (HVS - the "H" plate scheme which our cars use) and the new CVS (Classic Vehicle Scheme). The regulations seem to go on for pages, but if you are interested in that type of thing, go to <http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/classic-vehicles/index.html> and follow all the other links.

The scheme will be administered by the Australian Council of Motor Clubs (ACMC) on behalf of the RMS. To quote Phil Mudie, President of the Southern Motoring Association, the "ACMC, its constituent Associations and Councils and all their individual clubs are charged with the task of making this new scheme run smoothly and successfully without abuses or breaches of the rules or intent of the scheme." He goes on to say, "Instances of abuse have to be quickly dealt with. Inevitably this will mean offenders being excluded from registration under this scheme."

Policing of the CVS will be the problem. There are clubs formed for the sole purpose of

having their modified cars on the 60 day logbook scheme, and some of those clubs will fail the RMS tests fairly early.

TOOL TALK Too much oil?

One of my pet hates is when

with Trevor Beckwith

I've drained the sump oil for an hour, and then put in what the manual demands, only to find my oil on the dipstick if well over the high mark.

Now while this is not a real problem in some makes or models of cars, in others you risk blowing seals by over-pressurising the sump.

I have in the early days got back under the car and undid the sump plug only to find that being quick enough to get the bung back in is an art I never had.



So I decided to go the suck-it-up-the-dip-stick-tube route. I know they have machines in service centres that do this but having an old car is about getting around the obvious and being a bit of a tight-arse.

My kit consists of a :-

1. **50cc medical syringe** (see picture) obtained from the chemist (*best tell him that it's not for medical reasons otherwise he will think you have an extremely big dope problem*). These are cheap enough (*or else get one from someone you know in a hospital as they are disposable*) and you can use them over and over again. Mine in the picture is 22 years old and has been used many times.

2. **430 mm Garden sprinkler riser/s.** These fit neatly down a dip stick tube and even negotiate the minor bends. On a couple of my cars the 430 mm riser is not quite long enough so, using a joiner, I add a second riser. The nut shape in the middle of the joiner should be filed to the diameter of the riser so that it doesn't catch.

Method ... not rocket science.... Attach the syringe nozzle to the riser (good firm fit) and slide the riser down the dip stick tube and draw up a syringe full. I tend to take out 3 or four syringe fulls and re-dip the stick. If you are finicky, you can adjust the accuracy of the level of oil never achieved the using conventional means.

I actually used this the other day to clean out the sump of the dam pump on my farm. Because the pump is on floating pier, it sits slightly tilted back away from the drain when I walk out to it. Did the job nicely.

“Stewart’s Music”

& TV Antenna Repairs Ganmain
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Proprietor: Stewart Winrow

Trev PS: If you have a idea for solving the problems presented (or other) then please send them in Ideas are meant for passing on.

Pictures by Dave McCann

Christmas 2016 Party at the Turvey Tavern



Christmas presents are a surprise, being donated as suitable for a male or a female. (Above) Tree organiser June Pack with Norm Marshallsea at the tree, and (below) presents ready to be "swapped" . . Present selecting: (Above right) Phill Furnell, middle right) Sue Smithers under June Pack's watchful eye, and (below) Joy Hill and Lee Furnell making selections.

Each year the Club's Christmas Party is held at a different venue, so in 2016 we tried the Turvey Tavern's new dining area. Meals were excellent, and a good time was had by all, as they say. A few illnesses and a hospitalisation depleted the crowd slightly, or maybe it was also because the event was held a week earlier than usual so that the date would not clash with the Young Cherry Festival. However there was plenty of fun and frivolity, so thanks to Chris Nicholes for organising the venue.



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Christmas Party: (Top left) A few pre-dinner drinks, (below left) the swapping in full progress with Sue Nelson and Sue Smithers standing and (above) an obviously funny moment during the present swapping. Just a short description of our Christmas Party's format for those members who haven't been before: Apart from the dinner and a few drinks, each guest brings a present to put under the tree. Presents are then selected based on how good they look in their wrapping, and once everyone has received a present, everyone is entitled to one gift swap. Come in 2017. It is a cheap fun night out!



Junee charity show n shine.

Lyle Gilchrist's winning Mustang

As usual there was an excellent roll up of classic, vintage, veteran and street rods as well as a few motorcycles for last November's Junee charity show n shine put on by the Junee Motor Club. \$10 at the check-in table entered your car in one category and another \$2 gave you two categories! Food and drink, also coffee was available to purchase if you so desired.

Our group consisted of 10 cars from Wagga and one from Henty. It was a

very pleasant 28 degrees which also brought out the flies!

Judging commenced at 11am with the winners being announced at around midday.

Best V8 and also Best Ford was awarded to one of our group, Lyle Gilchrist with his pristine 66 Mustang.

The display finished not long after the awards were announced and four cars from our group did a garage crawl after an invite from a Junee local which proved very interesting. *Jim and Liz.*



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Young Cherry Festival

Jim Owen went to the 2015 Young Cherry Festival, and told us that we all had to go. So a few of us did in 2016, and we were certainly not disappointed.

There's a morning display behind the shopping centre, so we parked our cars, and went wandering - mostly as far as the bakery and the cherry pies! It was a hot day, but I stayed behind to take photos and chat. Cheryl and I lived in Young when we were first married. Our new home was the first home that we owned as a married couple, so Young has a special place in our hearts.

When we lived there we only had two children. Our time in those days was devoted to them, landscaping, shed building - and then the Plymouth arrived and our lives changed forever! By the way I first met Chris Nicholes during that transaction. He was living in Tumut at the time and was selling the Plymouth for an old lady.

Cheryl and I were the only ones from our club to participate in the late afternoon grand parade, which I thought would be the main attraction! It sort of was for us, because we remember being in these parades when the Plymouth was first restored.

Enthusiasm for the parade has not waned.

There were plenty of tourist buses, and the crowds lining the main street were magnificent. As the parade was forming, somewhat chaotically, we quickly joined four Valiants from the Hunter Chrysler Club. We led that group, but just behind was a Torana race car with no muffler! The driver felt compelled to continually rev the engine to keep it going, and it certainly drew attention.

No cars from the Young Club joined the parade as far as I could see. A couple had said to me earlier that they were afraid of boiling. Norm Marshallsea and Hans Einhaus also didn't join in, because the afternoon was becoming late, so with the club ribbon proudly across the bottom of our windscreen, we waved and tooted as we coasted at walking pace past the enormous crowd.

It was hot, and once the parade was over Cheryl adjourned to the air-conditioning in the pie shop to collect the pies we had ordered and to have coffee before we drove home.

We all arrived at about 10am. The display in the morning was interesting because all types of vehicle were on display including a number of fairly new cars.

I chatted to Col Harmer who had two of his cars on display. Col built our house in Young. Then I chatted with Les McDonnell whose immaculate Bedford bus is now part of the Junee Omnibus Society's collection. Les



Our VC Valiant waiting for the parade to begin.

Pictures and story:
Keith Wheeler



The crowds in the main street as seen from our car, with our club ribbon across the bottom of the windscreen.



Volkswagens don't come any nicer than this one. Les Warren from Young (below) won the "People's Choice" Award for this very neat Renault taxi.



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is long retired from the bus business, and is slowly letting some of his cars go. For sale at the display was Les's magnificent Chrysler by Chrysler, a very desirable car.

There were trucks, and I joined in a discussion about trucks being allowed to be on "H" plates with later model diesel engines. The rule used to be that trucks were allowed to be classed as "original" if the engine was a part of the vehicle during its working life. Most trucks changed to diesel engines at the time of the 1974 oil crisis and the massive hike in petrol prices! The International below probably had a V8 petrol engine when new, but had been fitted with a Cummins Diesel.

I noted that very many "H" plate cars had modern mag wheels with very low profile tyres. To my mind they looked silly, but anyway, the new rules demanding absolute originality for "H" plates will sort out that problem.

So after more talk, and the heat getting to me, I found Cheryl with our crowd in the bakery. I enjoyed a cherry pie with my coffee then we headed for the picnic and entertainment in the Railway Station park, a beautifully shaded area. A quick look around the market stalls, and watching the pie eating competition from afar, while eating our own lunches, provided some relaxation.

I was amazed at the composition of the crowd. There were Japanese people everywhere, presumably bused in for the festival. These days Young has a large number of residents from the Middle East, but it seemed every other nationality was represented as well, and I don't think they were cherry pickers having the day off. We noted on the way home that there were still lots of cars around each cherry shed, but of course they could have been tourists buying cherries.



Les McDonnell's immaculate Chrysler by Chrysler is for sale. His phone number is 0427822758



So as they say in the Classics, as the sun slowly and warmly set in the west, we headed home.

Think about coming to this event in 2017. It is well worth the drive. As long as you love cherries!



Ken Reeves' Ford V8



When we were kids we wanted Mum to trade our Austin A40 on an Austin Lancer!



An admirer looking at two of Col Harmer's cars on display.



REGISTERING OUR CARS, 2017: How the new rules will affect us

Because our club has always observed the regulations carefully, we will carry on as usual until a member wants to register a car under the CVS rules. *Please read all of what appears below very carefully.*

TREVOR BECKWITH'S SUMMARY: Wagga Wagga, 14th Jan 2017, NSW Southern Motoring Association CVS Roadshows.

The NSW Southern Motoring Association annual road-show-meetings were held at 11 venues throughout the state with the one at Wagga Wagga held at the Rules Football Club on the 14th of Jan 2017.

Allan Parker, Rob Payne, Phill Furnell, Keith Wheeler and Trevor Beckwith represented the Classic Motoring Club Wagga Wagga Inc.

Thirty five delegates attended from many clubs in the area and Phil Mudie (SMA President) presented the status-quo regarding "H" Plate and in particular the new CVS and what it means. Also members of a new club (Forest Hill) made themselves known and in the ensuing week applied for membership to the SMA. They are known as "Junkers Australia" and are (at this stage) wholly a CVS club. Their only "H" plate members are from other primary clubs.

Discussions followed on keeping current when discussing insurance companies, necessary because some recent strong opinions have appeared in emails that were either based on rumour, or old product disclosure statements. Not helpful.

It was firmly put forward that the members of the SMA membership are not expected to play policeman, however we need to put peer pressure on individuals and clubs that are sneaking under with registrations and dodgy cars.

If we don't protect what we have worked for the Government will take it away.

Some issues have come to light during and following the many meetings:

- a. A complaint was received by the ACMC regarding a severely modified car sporting "H" Plates. The ACMC notified the SMA (as the car was a member club of the SMA) and the SMA contacted the club and told them to get the plates handed in to the RMS. They complied immediately. That's peer pressure in action.
- b. Some rogues are taking advantage of some RMS offices not quite up to speed with the training. Historical Vehicle Declaration forms are being presented using a club name (that they don't belong to) and handing in a blue/pink slip but with no club stamp. That door is closing as the SMA (and like) communicates with the RMS. I had a very productive meeting with the manager of the Wagga Wagga RMS a couple of days ago.
- c. Club stamp and Historic Club recognition are required for both "H" Plate and CVS by the RMS. Fraudulent documents used to procure registrations simply mean the vehicle is not registered. The need to produce a current club membership card may be a thing of the future.
- d. As in Victoria, there is a move afoot in NSW to get the RMS to provide, upon request, the names of anybody using their club name in re/registering vehicles. This will weed out dodgy registration applications and counterfeit club stamps.

On the page opposite is the report sent by Phil Mudie following the last of the road show meetings.

Trevor Beckwith

Classic Lines

Classic Motoring Club Wagga Wagga

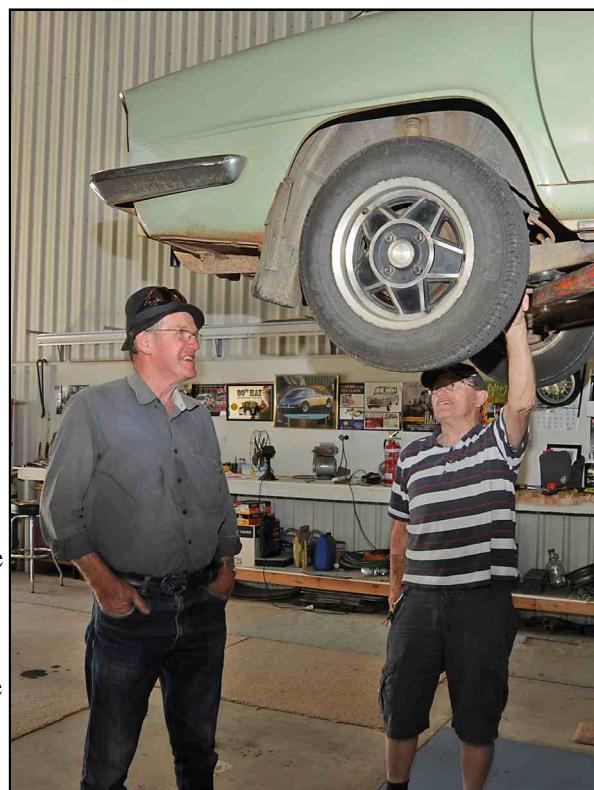


A family day out! Cameron Huckel came with his father Steven, and is pictured learning the trade with Terry Smithers.

The rules for club inspections of "original" "H" plate cars remain unchanged. We take safety inspections seriously, as these pictures illustrate!



The Furnells' Monaro on the hoist.



John Harvie's Triumph on the hoist with Club Inspector Allan Parker doing his job.

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PHIL MUDIE'S REPORT: NSW Southern Motoring

Association CVS Roadshows, January 2017

General Summary: We conducted 11 meetings in all with almost 100 clubs AND over 300 club representatives attending. Clubs came from every part of NSW from Grafton to Pambula and Sydney to Broken Hill and Mildura.

Topics: Discussions covered all aspects of conditional registration of Historic Vehicles in NSW with a particular focus on the newly introduced Classic Vehicle Scheme and its impact on the Historic Vehicle Scheme.

Conclusions:

Diversity: The meetings included clubs of all sorts with a wide range of specific interests from machinery to bikes and from strictly original to Street Rods. Not all clubs saw an immediate need to get involved with the CVS.

Registration: All the member clubs of the NSW SMA at the start of the roadshows were on the NSW RMS Approved List and were routinely providing their members with access to the HVS. It soon became apparent that the Association would soon have new member clubs who would use only the CVS.

HVS: At every meeting the attending clubs confirmed their support for the HVS ("H" plates) and their wish to see it retained unaltered into the future.

Log Book Trial: At every meeting very strong support was expressed for the Log Book trial and the hope that at the end of the two year trial in October 2017, the 60-day log book would continue to be an option on both the HVS and CVS.

CVS: As the relationship between the HVS and CVS became clear, almost all clubs indicated that they would be using the CVS both in order to provide conditional registration for a new range of vehicles and also to accommodate vehicles that they currently have on Historic Registration that do not meet the strict interpretation of the originality requirement due to either "modifications" or "improvements" ..

RMS Audit: Clubs generally accepted the need to improve the operation of the HVS by eliminating inappropriate vehicles from the scheme and **by more carefully defining Club Events** to respect the intended conditions of approved use. Clubs recognised that the CVS and the log book option provide the mechanisms to significantly improve the HVS in these areas. Clubs also recognised the need for "peer influence" to ensure that their members respected the rules of the HVS. Clubs indicated a willingness to immediately commence the process of removing inappropriate vehicles from the HVS taking advantage of the offered RMS "grace period" before any audit is commenced.

Further needs: The package of HVS, CVS and log books was widely acclaimed as providing NSW motoring enthusiasts with a particularly good range of options for Conditional Registration. A few further issues were raised that may be able to be resolved and introduced to the scheme in the coming year.

Log Book: The present form and the confusing wording relating to maintenance runs came in for discussion with the hope that after the trial period ends, an improved log book might be expected.

Heavy Vehicles: Issues remain about the particular needs of heavy vehicles which are excluded from the CVS and which usually cannot match the level of originality achievable by light vehicles in the HVS.

Plates: The potential retention of personalised plates was repeatedly discussed. In the short term many owners are storing or transferring their special plates which in some cases are original to their vehicles. In the long term it is hoped that the plates required on Historic vehicles registered under both schemes could include special and personalised plates. **Phil Mudie**

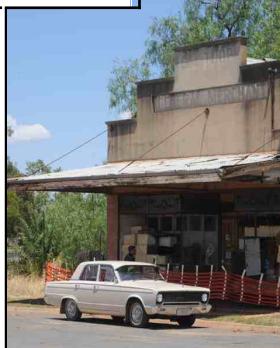
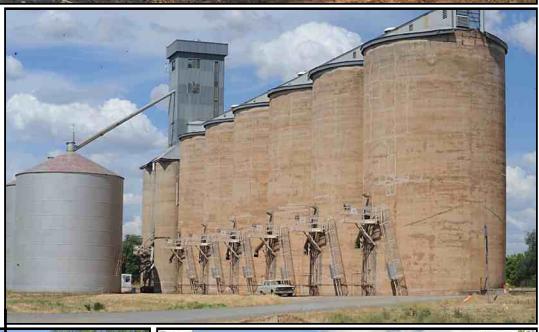




One of my 60 days!

(Above) Flat tyre on the dirt. (Below, clockwise) The Valiant dwarfed by the

Oaklands silos, Oaklands Pub, derelict shop at Rand with beautiful stained glass about to collapse, Rand Memorial Hall in very good condition, and a lunch stop in Walbundrie, where the take-away meal was very good!



What better than a lovely tour of the backblocks on a nice summer's day in an un-air-conditioned car? Son David was home from Perth for Christmas, and wanted to take the VC for a day out. On the Mangoplah to Henty dirt road, a stone went through one of the Sumitomo white-walled tyres. That's the second tyre to fail the dirt road test! Then it was on to Henty, and all the other places

named above. This could be a great day out for the club in cooler weather - morning tea at Henty or Walbundrie (perhaps avoiding the dirt road!), then lunch in Oaklands, and home via Boree Creek. The open-plain scenery is different enough to be interesting, but the death of towns like Rand and Boree Creek is just a little bit sad. **KW**

Hans has a car for sale!

Dimity's parents had a 1965 AP5 Regal Valiant, so Hans restored this one with his usual care - new 2-tone acrylic paint, reconditioned PB auto, brakes, windscreen, head lining and so on. We all know how immaculate Hans's restorations are!

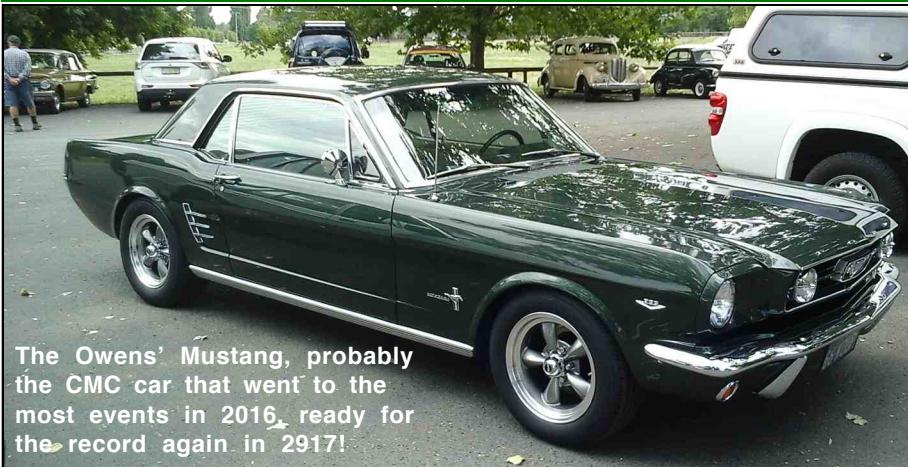
Unfortunately, Hans has had to decide that this is his last restoration. He has nowhere to store the completed car, so he decided that this one has to be sold. **Price is \$14,000. Phone Hans on 69312096 if you are interested.**

The engine was reconditioned before Hans bought it, and the body is absolutely sound. It was last registered in 1987 and still has the sticker!



Cootamundra's 37th Birthday Celebrations

Michael Livingstone Memorial Run, Jugiong



The Owens' Mustang, probably the CMC car that went to the most events in 2016, ready for the record again in 2917!



Alan Thompson's Cootamundra Studebaker.



John Sutton from Cootamundra owns the Kombi.



12pm and a speech by Alan Thompson followed.

A great get together of surrounding car clubs.

We headed home after lunch with the air con going all the way!



Ken Threthewey's XK 140 Jaguar



Liz and I left Wagga about 8.30 am with spots of rain on the Mustang windscreen for the one and a half hour drive to Jugiong to meet up with Cootamundra AMC for their annual birthday run, this year being 37 years. Although the skies were threatening we only saw about 20 spots of rain on the cruise up the Hume Highway, arriving just on 10 am at the very shady venue next to the Jugiong swimming pool.

As it turned out a lovely sunny day, that shade was much appreciated.

Approximately 60 cars were in attendance, ranging from a very maybe not original in colour but still old 34 Ford sedan to a beautifully restored purple VW Kombi and everything in between.

As usual it was the mandatory coffee on arrival and then a walk around the cars and a catch up with those we only see on car club runs.

We wandered across the road to look at the recently restored old Jugiong pub, now The Sir George, which has been done up nicely as a restaurant and licenced bar with accommodation. Maybe a venue for a future club run for lunch some time? It would be wise to book first, as weekends are quite busy.

Cootamundra club cut their birthday cake about

Story and photos by Jim and Liz Owen, who had the pleasure of air-conditioning on this hot day out!

Coolamon Shire's Australia Day ceremony at Rannock

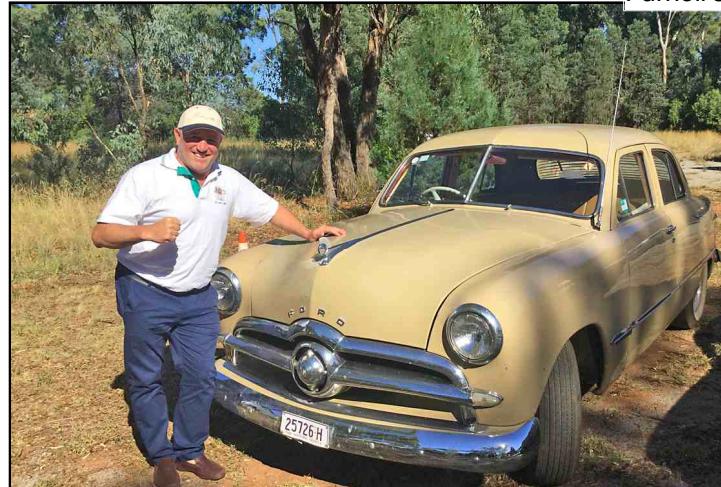
Story and pictures by Chris Nicholes

Four of our club members were present at Coolamon Shire's Australia Day ceremony in the bush at Rannock. It was a hot day, but plenty of food and refreshments were available. The Australia Day ambassador was Rick Timperi, a dual Olympian who was captain of Boxing at Atlanta and Barcelona games. He was an interesting speaker. He came from Italy as a four year old. His dad worked on the Snowy Scheme. He is now a skilled



Sydney stonemason. He posed for photos with my Ford and Phill and Lee's Monaro. Gary Stewart was there in the Valiant and Cliff and Gail Hamilton were there travelling modern.

(Left) Coolamon Mayor John Seymour with Rick Timperi. (R) Gary's VF Valiant, (below) Rick Timperi with Chris's Custom and the Furnell's Monaro.



Lockhart Shire's Australia Day at Yerong Creek

Story and pictures by Dimity Einhaus



Hans and John with their cars at Yerong Creek.



Cynthia and Sue chatting in the carpark.

Lockhart Shire's Australia Day ceremony at Yerong Creek at the Bowling Club was very well patronised by local people. Approximately 15 classic cars attended, with the Kingston, Marshallsea and Einhaus families from our club there with their cars.

A nice shady area was provided for a cooked breakfast

then the ceremonies were held inside in air conditioned comfort. The address was provided Mark Tonelli, Olympic Gold Medallist in Swimming, and now motivational speaker.