



The Tamworth Spark

Official Newsletter of the Tamworth Vintage Car Club

September - October 2020

Tamworth Vintage Car Club Inc. Committee for 2020 - 2021

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Michael Crawley	6766 8282
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Ken Brooks	0427 293 664

John and Marilyn Smith's 1990 Subaru Brumby



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.

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 RUNS AND MEETINGS FROM OCTOBER 2020 ONWARDS

The limitations imposed by COVID-19 continue and although some easing of restrictions has been aired, the main ones affecting our activities remain unchanged. As these are expected to continue until the end of the year we have had to structure our activities accordingly.

Members who have participated on our runs will be well aware of them all being confined to open / outdoor venues such as parks or rivers or reserves etc where is has been BYO everything. At least we have been able to re-commence the runs, but unfortunately the same theme will have to be observed until changes are made.

The existing restrictions on our meetings will also have to continue. In order to distribute meeting information to as many members as possible, a précis of the meeting will be provided to members at the following Monthly Run or Pie Run.

Interesting footnote: The Clubs insurance renewals contain 4 pages on COVID compliance.

OCTOBER:

Thursday 15th October. MONTHLY MEETING.

Commencing 7.30pm by Zoom video link. Details for joining will be sent before the meeting.

Sunday 18th October. MONTHLY RUN:

Meet at usual place for departure at 9.30am for Rose Park at Quirindi. Morning tea will be at Werris Creek. BYO everything.

NOVEMBER:

Thursday 5th November. PIE RUN.

Meet at usual place for departure at 9.30am for First Fleet Park at Wallabadah. BYO everything.

Thursday 19th November. MONTHLY MEETING.

Commencing 7.30pm by Zoom video link. Details for joining will be sent before the meeting.

Sunday 22nd November. Monthly Run:

Meet at usual place for departure at 9.30am for Alma Park at Uralla. BYO everything. Members can look at shops or venue for lunch or visit Little Birdie.

Saturday 28th November. INSPECTION DAY.

Please see separate notification in magazine for all details.

DECEMBER:

Thursday 3rd December. PIE RUN.

To be confirmed but possibly to Park at Werris Creek.

PRESENTATION LUNCH. Probably Saturday 12th December.

See separate notification in magazine to confirm all details.

MEETING. There will be no meetings in December or January.

The next meeting will be on Thursday 18th February 2021.

CHRISTMAS LIGHTS RUN. This has had to be cancelled.

JANUARY 2021.

PRESIDENTS BREAKFAST.

Hopefully, something can be arranged but it is too early to contemplate at present.

CONTACTS:

Pie Run Director is Michael Crawley. Ph. 6766 8282.

Monthly Run Director is Greg Campbell. Ph. 0427 205 390.

Meetings. Contact Peter Wright. Ph. 6761 6510

Please take care and keep well, and we will do everything we can to maximise our events within the COVID framework.

THE PRESIDENT'S COLUMN

Recently I have been reading a book titled "Bush School" that was loaned to me by Roly Morgan. The bush school was Weabonga, up Swamp Oak Creek from Limbri. I haven't been able to put this book down, partly because my first Principal appointment was to Limbri but mainly as it reminded me of growing up and attending Kingstown School in the early 1960s.

To say that these were simpler times is an understatement. Cars such as Humber, Hillman and Zephyr very prominent in that area, have long since disappeared from our motoring landscape and the past fifty years has delivered much in the way of motoring safety, comfort and efficiency. Even though we have made much progress I do wonder if we haven't abandoned the sense of community that was very much a part of village life in the 1960s. I suppose we have to put that down to progress.

The one thing that car clubs do provide is the preservation of our rich motoring heritage. It's always interesting to see the wide variety of cars in our club and to hear the stories about what attracted the owners to that particular marque. I have always had a soft spot for Humbers. Although I cannot remember it, my first journey in life home from Armidale Hospital was in a Humber Hawk. I've owned my Series V Snipe for over thirty years and still enjoy driving it but more importantly I like the way it makes me feel. Perhaps my rose coloured glasses are getting in the way but surely the reality of heritage motoring is that wonderful mixture of nostalgia and the tug at the heart strings.

We continue to be restricted in a club activities by the Regulations around protecting us from COVID19. Thank you for continuing to support our club runs that through necessity have been outdoors. Our recent runs to Apsley Falls and Bendemeer have been well supported in spite of dark rain clouds hovering overhead. Fortunately the heavens have not rained on our parade. Thank you Greg and Michael for continuing to plan runs that stimulate us to attend. Sadly we are not able to plan for a Christmas Lights Run this year.

During these times we have continued to welcome some new members Warren and Joy Lynch, Tony and Susan Sims, Jim and Sandy Black, Peter Morgan, Craig Power and Tierzah Douglas, and Tom Chesterfield. We trust that you will feel a welcome part of our club fraternity and look forward to sharing heritage motoring with you.

For the remainder of this year we will continue to conduct our October and November monthly meetings via ZOOM. For those with HVS expiry dates late 2020 or early 2021 please refer to the information elsewhere for details. We have been planning a Presentation Luncheon in December, so keep an eye out for venue and costs. Our December magazine will have details of the January President's Breakfast if allowed or an alternative mystery run. Hopefully by our February meeting date we will be able to once again meet face to face. Even though we have been free from COVID19 in Tamworth, we must not lose sight that this is a highly contagious disease and that most of us are in the vulnerable age category. Practicing social distancing and maintaining good hand hygiene although inconvenient, continues to keep us safe.

If you have any questions about club activities, please do not hesitate to speak with Alan, Cliff, Ken or myself.

Peter Wright

TAMWORTH VINTAGE CAR CLUB Inc. MINUTES OF ORDINARY MEETINGS

*The minutes of Ordinary General Meetings will **no longer** be printed in this journal.*

These minutes are available on the Tamworth Vintage Car Club website;

www.TamworthVintageCarClub.com.au

Should you wish to have a printed copy of the minutes and do not have access to the internet, please contact one of your Committee members.

Sponsorship

We are pleased to advise that the postage for distribution of “The Tamworth Spark” is now being sponsored by

“Bearfast / Bearquip”.

We would like to thank the management and staff for their support. We would also like to recommend that you in turn support this local company when next you are considering a home, business, agricultural or car related purchase.

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The COUNCIL OF HERITAGE MOTOR CLUBS NSW Inc.

Heritage, Historic & Classic Vehicle Clubs throughout all regions of NSW

CHMC or the Heritage Motoring Council (formerly the Bush Council) promotes its members interests in historic motoring and historic vehicle ownership to State and Commonwealth Governments, and at peak motoring and heritage associations

CHMC is your direct voice to:

- the **RMS** and Transport for NSW on **HVS, CVS** and other **registration** and **vehicle standards** matters affecting historic and classic vehicles;
- **Heritage** Departments and organisations, including Operating Heritage Australia;
- the **Australian Historic Motoring Federation**

Email: Secretary@heritagemotoringcouncil.org.au

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Founded 1970

T.V.C.C. 2020 REGISTRATION DAY.

Inspection Day will be on **Saturday 28th November** at Max and Gwen Russell's property at "Bonnie View" 762 Manilla Road, Oxley Vale. Start time will be 8.30 and we anticipate being finished by 12.30.

All of our activities have to conform with COVID-19 requirements. We must ensure that we fully respect Max & Gwen's situation as the owners of the property, and we thank them for making their premises available. We must also safeguard our members as they are now individually responsible for any breaches. There will be no tea and coffee, and no raffles which is unfortunate but is necessary for compliance.

Only vehicles due for registration from 29/11/2020 until 10/4/2021 will be inspected and owners of these vehicles will be contacted by email or personally if not on email, closer to Inspection Day. This is to ensure that inspections are adequately spaced out from 8.30 to 12.30.

The vehicle eligibility timespan from 29/11/2020 until 10/4/2021 is calculated as follows:

Inspection Day: 28/11/2020.

Add 42 days = 10/1/2021. This is the period the Historic Vehicle Declaration is valid for.

Add 3 months = 10/4/2021. Vehicles can be registered 3 months in advance so if your vehicle registration is due before 10/4/2021 you can use your Historic Vehicle Declaration obtained on Inspection Day to register it.

Owners of vehicles whose Registration is outside of the 28/11/2020 to 10/4/2021 timeframe will need to make separate individual arrangements to renew their registration.

Please ensure that your Historic Vehicle Declaration form is completed before you arrive and bring your registration papers and log book. This year we will not be recording Insurance Policy details but will instead just ask if you are insured or not. Inspection fee is \$15 for 1 car and \$20 for multiple cars. Please bring the exact money to assist the Treasurer.

Keep safe and please have your car in a state of good repair for Inspection Day with everything working properly.

FOR SALE



1971 Rover 2000 TC

\$7,000 o.n.o.

For further details please contact either

Michael Jeanes (0420 216 420) or Neal McLoughlin (0427 652 546)

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WANTED!

**Four of 15"x 6" five stud Ford rims
Contact Michael Jeanes 0420 216 420**

23rd AUGUST RUN TO KEEPIT DAM

This was our first monthly run since 15 of us ventured off to Quipoly Dam in March. So the 20 that turned out for this event was a good number, and more so when you consider the bleak, cold, windy weather conditions.



But some water in the lake, which we have not seen for quite a while, made a nice backdrop for morning tea.



Cliff & Phyllis Magna, Brian & Phil's Corolla, and Greg & Margaret's Vanguard ute.



And Michael Jeanes' Rolls-Royce also enjoyed the run.

Everyone got together for lunch in the camp oven building where a wood fire was a welcome sight.



Karen keeping the fire company

Other participants were: John, Ian & Karen – Toyota Crown, Peter – Mercedes, and in moderns were: John & Leanne, Kevin & Lyn, Arthur & Kay, Alan & Maree, and Mark Jeanes from TDAMC in a Studebaker.

The local Ford Club was also present, and it was nice to have a chat to them .

We can be proud that everyone readily completed the Name and Contact No. protocol we have to keep in addition to the similar requirements the Park have to maintain. It is all part of the COVID regime which is vital if contact tracing is needed.

The facilities at Keepit are very good and with all our runs having to be of an outdoor nature we will have to make the best of these types of venues. The days will gradually get longer and warmer which will assist our outdoor enjoyment, and hopefully the improving situation with the COVID situation might see a further easing of the restrictions.

It is pleasing to see our Monthly Runs and Pie Runs functioning again, albeit with restrictions. It would be nice to get our conventional monthly Meetings running but that is going to take a bit longer. In the meantime, we just have to work within the framework of the COVID restrictions and enjoy ourselves to the best.

3rd SEPTEMBER PIE RUN TO CHAFFEY & WOOLOMIN

‘Spring has sprung and the grass is green’ and it doesn’t get much better than that for outdoor runs such as this. And most members brought their old cars out to complement the atmosphere.

First port of call was the Chaffey Dam Lookout to observe a bit more water in our main water supply. Its risen to 25% which triggered a slight lowering of restrictions which is a step in the right direction. A lot of water has been let out for environmental purposes so the fish at Menindee have got plenty to drink and are saying thank you very much. But we won’t get into that!



Water level at the dam wall



Pauls Chev and Marks Studebaker with the dam’s upstream storage in the background.

Then it was off to Woolomin reserve where a bit of shade under the shelter was quite

welcome. It is a nice relaxing spot with very few other people around:



The trees along the riverbank make a nice backdrop so we lined the cars up in front of them for a photoshoot.



We have been having our meetings via Zoom video link which is a stop gap measure which does a reasonable job, so this was a good opportunity to hand out a precis of the AGM

and ordinary meeting to update those unable to join our zoom meeting. It proved a good way to disseminate information to more members.

20th SEPTEMBER RUN TO APSLEY FALLS

Topsy turvy day this one which required large amounts of faith, and with that it turned out to be a reasonable day.

The usual assembly place was too wet so some water logged bloke redirected the traffic to the Truck Drivers Memorial for better cover so we could deliberate some options out of the rain. The only real option was to press on and hope for the best, so we kept going past Bendemeer which was just as wet as Tamworth, and had morning tea at Walcha where there was more shelter:



Then on to Apsley Falls where the rain stopped which gave us the opportunity to have a look around:



Falls in 2020

Falls in 2011

Nice to go back after our last visit in 2011 and the falls are always worthy of a visit. Quite a few improvements to the roads and parking and walkways have occurred which adds to its appeal. Also, no flies and not too many people.

So as the Gods kept smiling and diverted the rain we enjoyed a picnic style lunch out in the open.



No rain, no wind, and it was not all that cold, so about as enjoyable as it gets.

Not the sort of weather for leaky vehicles so we saw the more modern historic out and about:



From L to R: John H Toyota Crown; Phil's Mustang (with Brian); Michael J's Rolls Royce; Paul & Nerida's Chev; and Greg & Margaret's MG.

Other participants were: Peter, Ian & Karen – Mercedes, Barry – Ford, John S – Commodore, and in moderns: Lionel & Gwen, Arthur & Kay, Ron & Robyn, Alan & Maree.

And nice to see Ray & Julia who live at Walcha and greeted us in their Holden.

Overall a fairly good day. Rained all the way to Walcha, stopped while we had a look around

the falls and had lunch out in the open, and then rained all the way back to Tamworth. Faith or luck?? Whatever, the participants are to be congratulated for their perseverance.

1st OCTOBER PIE RUN TO BENDEMEER

After some thunderstorms at daybreak which sent the dogs and cats packing (and probably some members) 16 of us set off for Bendemeer Park. If the weather is uncertain at Tamworth you can bet it will be more so up in the hills at Bendemeer, but once again someone smiled upon us and we finished lunch in welcome sunlight.

Talking about lunch, David and Fiona brought along an old original picnic set from the 1960's.



David & Fiona's 1960's Picnic set with original Bex and Aspro. and a tin of Cuticura Ointment which has been around since 1865 and used for burns, sunburn, cuts, scrapes, bites, skin irritations. Sounds like snake oil?



Cuticura Ointment – a “fix-all” familiar to many of us.

Its contrast with modern picnic bags was quite noticeable:



L to R: Modern upmarket cane type; original steel esky; Coles shopping bag; NRMA shopping bag; 1960's original picnic set.

Back to the location and the Macdonald River adjoining the park had a good flow with plenty of springtime greenery along its banks.

For a place not far from the New England Highway, the park provides a nice quiet environment with a picture – postcard backdrop.



Cars overlooking the river at Bendemeer were: John & Marilyn's Subaru Brumby; John H – Toyota Crown; Michael & Mary – Jag; Peter - Humber

Terry Archer showed us his lube pump:



Terry with the pump, and it is obvious a lot of work has gone into its restoration. It is a credit to see it in working mode.



This pump is a faithful miniature of the type of pump often seen in service stations of the 50s and 60s. A separate pump for every grade of oil – which then went into the then common glass bottles in racks at the forecourt.



The miniature is fully functional, using an oil can hidden within the main body – very clever indeed!

Other participating members were: Alan & Maree – Dodge, and in moderns – Terry & Lyn, Neal, John & Leanne, Michael J.

The picnic set and the oil pump added something different to the day, as did Maree's venture up to the shop to buy hot chips which were spread around and devoured, much to the astonishment of a couple of hungry magpies.

JIM BLACK - NEW MEMBER 1925 DODGE

Jim and Sandy are welcome new members who joined us in August 2020. We have not seen anything of Jim as he had the misfortune to suffer a broken neck which in a lot of cases can be fatal. But Jim is on the mend and we will see him round the traps later on.

In the meantime, Paul Boyd and Alan Early went to Jim's place to welcome him to the Club and have a look at his 1925 Dodge.

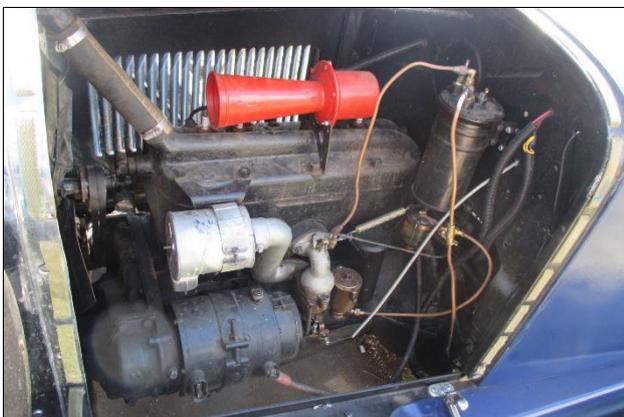




Jim is the third owner with the vehicle being originally sold through a Sydney dealer, then it spent some time in Victoria, and it is now at Winton where Jim lives. Jim stripped the vehicle back and put in new woodwork, and the car now presents in particularly good order.

It is similar to Lionel and Gwen's 1925 Dodge and not greatly dissimilar to the 1924 model that Alan Early is restoring.

It is a good original car and will be a welcome addition to the club.



As usual with these old timers, the engine has plenty of wires, tubes, rods and pipes to keep you guessing. There are a fair few on the other side too with these magneto ignitions.



And the interior has been tastefully restored, including a fully reconditioned steering wheel. This will be a nice car to see out on the road.

Tony Sims – New Member – 1984 Holden Statesman



More on this interesting model and Tony's car in a future edition.

Feature Article John Smith's 1990 Subaru Brumby

Background (courtesy of Wikipedia)

The Subaru BRAT, short for "Bi-drive Recreational All-terrain Transporter", known outside Canada and the United States as the 284 in the UK, Brumby in Australia, and Shifter, MV, or Targa in other markets, is a light duty, four-wheel drive coupé utility, sold from 1978 to 1994. It was an export-only model, never being officially sold in Japan. Due

to this, the BRAT became a popular grey import vehicle in Japan.

Developed in Japan in 1977 at the request of the President of Subaru of America, the BRAT was introduced to match the demand for small trucks in the USA, from Toyota, Nissan, and Mazda. Unlike these trucks, all BRATs had four-wheel drive, being developed from the existing Leone station wagon.

It has other features such as an optional T-top split roof, a spring-loaded hidden door for a side step into the cargo bed, and a spare tire mounted under the hood.

When the Leone was redesigned in 1979 for the 1980 model year the BRAT continued with the original body until 1982.

In 1987 imports to North America ceased, but exports to Europe, Australia, Latin America and New Zealand continued until 1994.

Due to truncating demand of pickup trucks since late 1970s as Japanese customers shifted to station wagons at that time, Subaru never considered marketing the BRAT in their home market.

All BRATs had four-wheel drive and the Subaru EA engine. Early models received the 1.6 litre EA-71 whereas 1981 and later models received a 1.8 litre EA-81 engine. 1983 and 1984 models could be purchased with an optional 94 hp(70 kW) turbocharged engine. Manual transmissions were standard on all models, and an automatic transmission was available on turbocharged BRATs. 1980 and earlier models had a single-range transfer case, while 1981 and later GL models had a dual range transfer case (DLs still had single range), and all turbocharged models were equipped with an automatic transmission with a single range, push-button four-wheel drive.

The Feature car:

John bought this 1990 Subaru Brumby from its first owner, a lady from Quirindi, who clearly cherished the car. Although it has in excess of 300,000km on the clock it has been well maintained and looked after.

These utes were very common in the day, as they were a useful size for light duty farm use, aided by their 4WD capability, and yet comfortable enough to take to town. In many ways they were the modern equivalent of the original Lewis Bandt '34 Ford Ute – ideal for going to church on Sunday and the market on Monday. Their place has more recently been taken by the side by side quadrunner and the double cab ute.

John has had it on full rego since he bought it but, as it is now eligible, being an August 1990 model, he has decided to put it on to the HV Scheme.

Marilyn is pleased with this as it has a heater and is much more weather proof than their other historic vehicles.

The integrated bull bar and driving lights are a very common accessory of the day, along with the decorative side decal, applied a short time after purchase by the original owner.

The increased popularity of four wheel drives of many different sizes and uses means that this type of vehicle will become an increasingly common sight among the historic car fraternity.

We look forward to seeing the Smiths and their Brumby at many future events.



John's car shows the later, rectangular front with a nicely integrated roof bar and period correct driving lights.



The tray has a fabric tonneau cover with elastic straps – a most convenient arrangement. Surprisingly this car does not have a tow bar, an indication of its relatively easy life.



The tonneau peeled back and the tailgate lowered – an ideal club car for picnic outings as well as general farm duties.



The car like interior adds to the appeal of this versatile ute. Note the dual range transfer lever below the transmission shifter.



The horizontally opposed, four cylinder 1800cc engine allows space under the bonnet for the spare tyre – an unusual location which provided good access without having to unload the tray or crawl under the car.



The identification plate calls it a pick-up truck – this must have amused American buyers, used to their mammoth home grown versions.



And finally, as governments past have advised us:

KEEP CALM and CARRY ON

Stay alert, but not alarmed