



**Tamworth Vintage Car Club Inc.  
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2024 - 2025**

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# The Tamworth Spark

Official Newsletter of the Tamworth Vintage Car Club  
Affiliated with; Council of Heritage Motor Clubs NSW  
Nov Dec 2024

## Peter Wright's 1994 (NCIII) Fairlane Ghia



### Australia's Own Business Man's Express

**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 first Thursday of each month and the Sunday after the monthly general meeting. Members of clubs receiving this magazine are cordially invited to participate in the activities of T.V.C.C.

**Address all correspondence to:**

**The Secretary**

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**or**

**tamworthvintagecarclub@gmail.com**

**or**

**visit our website:**

**[www.tamworthvintagecarclub.com](http://www.tamworthvintagecarclub.com)**

## TVCC RUNS AND MEETINGS FROM DECEMBER 2024 ONWARDS

*The assembly point for the start of all our runs is the Paradise Car Park which is between Hungry Jacks and the Paradise Caravan Park in Peel Street.*

*The departure time for Monthly Runs is 9.30am, and for Pie Runs 11.00am.*

A log book entry is not required for club runs (club organised events). Travel from the place of garaging to the start of the run by the most practical route is part of the run, and the same applies for returning home afterwards. The Log Book must be completed for all other vehicle usage outside of club organised events. If in doubt, fill it out.

For updated information on events see our website: [tamworthvintagecarclub.com](http://tamworthvintagecarclub.com)

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### **Monthly Meetings:**

**There will be no monthly meetings in December 2024 and January 2025.**

**Our next monthly meeting will be on Thursday 20<sup>th</sup> February 2025.**

### **Thursday 19<sup>th</sup> December: Christmas lights get together.**

Meet at 7.00 to 7.30 at Windmill Downs Park which is in Mahogany Street off Windmill Drive. BYO drinks and food and when dark we will see the lights. For those who might get lost, we will end up at North Tamworth McDonalds for ice creams.

### **Sunday 19<sup>th</sup> January 2025.**

As Peter will be absent, a Destination Run has been arranged to replace the Presidents Breakfast. Proceed directly to Moore Creek Tennis Courts, 1019 Upper Moore Creek Road (where the hall is) at 10.00am for morning tea. BYO everything.

### **Thursday 6<sup>th</sup> February.**

Pie Run to Manilla Bowling Club for Chinese lunch. Meet at Paradise car park for 11.00 departure, or advise Chesty if travelling directly to the club.

### **Thursday 20<sup>th</sup> February 2025:**

Monthly Meeting commencing 7.30pm at the Salvation Army complex, 328 Goonoo Goonoo Road. This will be our first meeting for 2025 so come along and see and contribute to what the new year has in store.

### **Sunday 23<sup>rd</sup> February.**

Monthly Run to Walcha Road Hotel. Morning tea at Woolbrook. Maurie is contact.

### **Thursday 6<sup>th</sup> March.**

Pie Run to Kootingal Gate Street Cafe proposed. To be confirmed.

### **Thursday 20<sup>th</sup> March 2025:**

Monthly Meeting commencing 7.30pm at the Salvation Army complex, 328 Goonoo Goonoo Road.

### **Sunday 23<sup>rd</sup> March 2025.**

Monthly Run is Drive or be Driven Day at Kootingal Bowling Club. Michael Jeanes is contact.

Thursday 3<sup>rd</sup> April. Pie Run. Destination to be confirmed.

### **Thursday 17<sup>th</sup> April 2025**

: Monthly Meeting commencing 7.30pm at the Salvation Army complex, 328 Goonoo Goonoo Road.

**Sunday 20<sup>th</sup> April 2025**

. Monthly Run to Uralla / Guyra is proposed. Cliff Bird is contact.

**Thursday 1<sup>st</sup> May**

. Pie Run. Destination to be confirmed.

**Thursday 15<sup>th</sup> May 2025:**

Monthly Meeting commencing 7.30pm at the Salvation Army complex, 328 Goonoo Goonoo Road.

**Sunday 18<sup>th</sup> May 2025.**

Monthly Run incorporating National Heritage Motoring Day. Run could include Motor Show. Paul Boyd is contact.

***Members are requested to come forward with ideas and suggestions for runs for the rest of the year.***

**Other events (Log Book entry required)**

**2<sup>nd</sup> Sunday of each month - Cars and Coffee at Bunnings from 9am**

**THE PRESIDENT'S COLUMN**

The festive season is well and truly with us. For me, Christmas always kicks off with a lunch in Armidale, the last Friday in November. Many years ago we made this a permanent arrangement to get together under happy circumstances.

I have fond memories as a young boy of travelling through Armidale returning home from family Christmas at Llangothlin and stopping off to admire the magnificent coloured lighting on the Christmas Tree in Central Park. This reminds me of the importance of memories. I have no recollection of what gifts I received that year but I do vividly remember that tree and the importance our family placed on the meaning of Christmas. How we celebrate Christmas this year with our families, especially the young, the traditions we establish and the messages we share of the meaning of Christmas will live on long after the gifts received and food consumed is forgotten.

At last Saturday's Presentation Lunch the following members were recognised:

Best Pie Run Attendance - Ken Hill

Best Monthly Run Attendance - Graeme Faulkner

Restored Vehicle of the Year - Henk & Trudy Haak Holden HR Sedan

Club Car of the Year - Tom Sullivan Holden VN Commodore "Country Pack"

Club Member of the Year - Henk Haak

100 Year Old Vehicle - Tamworth Historical Society 1920 Dodge Tourer

100 Year Old Vehicle - Alan & Maree Early 1924 Dodge Tourer

Sadly Graeme Faulkner was unable to be present to receive his award. His partner Tanya passed away on Monday 9th December. Tanya will be very missed. She always had a happy demeanour and a great sense of humour. Our thoughts are with Graeme and his family at this time.

May I take this opportunity to thank each of you for your contributions to our club this year. Our love of cars may bring us together but is the friendships built and good times shared that give our club its heart. I wish each of you a happy, Holy Christmas. May 2025 shine brightly for us all.

*Peter Wright*

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***Did you identify this automotive device?***

***A tyre pressure monitor***

***it sends data to the car's management system via Bluetooth***

\*\*\*\*\*

***Can you identify this automotive device?***



**Early Ford owners won't be shocked at what it is?**

**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](http://www.TamworthVintageCarClub.com)

*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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## **Peter Wright's 1994 (NCII) Fairlane Ghia**

### **Background:**

*Courtesy of Wikipedia*

#### **The NC / DC (1991–1995) series**

1993 Ford Fairlane (NC II) Ghia sedan  
1994 Ford LTD (DC II)

August 1991 had the news that many Fairlane/LTD purists had awaited: the reintroduction of the V8 in the NC Fairlane and DC-series LTD. Ford had never recovered from deleting the V8s in the 1980s and bowed to public pressure with its reintroduction.

The 5.0 L engine was not identical to the one used in the United States Mustang and other passenger cars. For reason of better durability and perhaps cost, it was the Canadian-made Windsor engine used in the North American light truck and 4WD models.

To meet the needs of the space required for a right-drive steering column, its inlet manifold was reversed. Again, to meet the conversion to right-hand drive and the rerouted inlet ducting, air box, and air conditioning lines, the Australian-installed engines also had most of their serpentine belt-driven accessories on the opposite side to the US/North American models.

As Australian enthusiasts often found to their frustration, these subtle changes often meant that many Ford Racing/SVO add-on bits, like the available superchargers, were not exactly the bolt-on items they were in North America. The inline-six continued.

The NC also introduced a higher-spec Fairlane, called the Fairlane Ghia, and the V8 was available in this model.

The 1992 NC II and DC IIs redesignated the 3.9 L engine a "4.0-litre", but trim levels remained the same. To appeal to younger buyers, Ford briefly sold a Fairlane Sportsman

Ghia in 1993 with a "Tickford"-tuned 4.0 L six used in the Falcon XR6.

A second, even smaller update, known as the NC III, arrived in August 1993. It is the equivalent to the ED series Falcon, adopting the new "ozone safe" R134a air conditioning refrigerant. The base Fairlane model was also discontinued, leaving only the Fairlane Ghia.

From March 1994 production, the NC received additional changes - the fitment of a leather-wrapped steering wheel, body-coloured bumpers and side protection strips, new-design alloy wheels, and a bonnet ornament.

### **Peter's comments:**

Mine is an NC3, although I have read conflicting reports as to whether or not Ford ever designated them as such. The NC3 also changed the stereo to a high-end Alpine Unit with an in boot (trunk) 6 stack CD player and an amplified sub-woofer. ABS was introduced with NC2. This unit was further changed in Feb 1995 and continued through to at least AU Falcons. Unfortunately, the rotors, sensors etc. in the NCs are not compatible with the later units and are often swapped over. NCs were the last to have the "tree" under dash handbrake lever. They were also the last of the era to have LCD digital speedo, returning to analogue for NFs. They do, however, have a fully adjustable steering column.

NC2/3 also were equipped with electronic air-controlled ride height. They benefitted from the handling improvements Ford introduced to the Falcons and as such provide a competent handling and steering experience.

One of the challenges to ownership is some compatibility issues with the 6 cylinder parts such as air con compressor and power steering pumps being non interchangeable.

My Fairlane is an 11/94 build, first registered in 2/1995 - so nearing the end of the production. It was sold by Medeike Motors in Port Macquarie. Its sale price, was at \$51,157, around \$22K more than a Falcon GL at the time. Both Ford and Holden produced these "high end" models at a significant profit, even with relatively low sales volumes. The original purchasers kept it

through until 2013 when it was traded on a new Ford (I'm not sure what but suspect a Ranger or Everest as they towed a caravan). Afterwards it was purchased by a Tamworth identity, who incidentally also owns a Buick wagon, who I bought it from in 2022. It has travelled around 172000 kms since new and came with a well documented service history.

Since purchasing, I have removed the aftermarket LPG as it was getting harder to buy LPG, but more importantly it was cluttering an already tight under bonnet and the tank taking up boot space. Apart from that, I have replaced the sagging hood lining, fitted a new dash crash pad and had the ECU and BCM modules refurbished.

People wonder why I purchased such a car. The answer is really quite simple. My twin brother, who died in a car accident when we were younger, was a Ford devotee when my car tastes evolved around Holdens. I'd always harboured a desire to one day own an Americanesque car and a Fairlane was also as a nod to my brother Allan, so when one popped up locally at the right price, I bought it. It was always going to occupy the "rotational" spot in my garaging but I have decided to keep it on HVS registration - at least until some other temptation appears.

Sadly, Fairlanes of this era do not attract a strong following in the collector car world. You can pick up really great examples for not a lot of money but you do have to be prepared to pay to refurbish the many 30+ year old electronic modules - an NC3 has separate modules for the Engine Control; Body Control; Cruise Control; Smart Lock; Ride Height; Climate Air; ABS and Automatic Transmission. Body parts and trim pieces need to be chased but pop up regularly. Items such as ABS brakes and fuel tank can be swapped over to the newer models which have more readily available parts.

Although you are unlikely in the short term to recover money spent on maintenance, owners are rewarded with a large, comfort, relaxing long distance driving car.



*The front and rear styling of the car easily distinguish it from the Falcon upon which it is based. The overall appearance has aged well thanks to a conservative approach in the application of decoration and trim.*



*By this stage, the Ghia version had become the single Fairlane offering. Being a very late series Peter's car is also equipped with ABS brakes. ABS stands for **anti-lock braking system**, which is a safety feature that helps prevent skidding when braking. ABS works by using sensors to detect when a wheel is about to lock up, and then rapidly pumping the brakes to release and reapply pressure up to 20 times per*

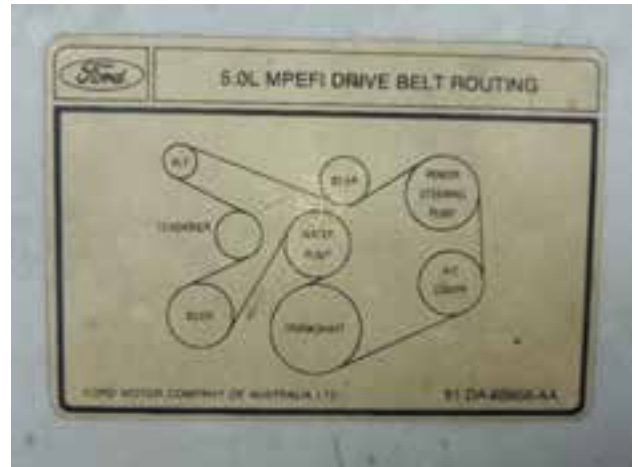
*second. This helps the driver maintain control of the vehicle and steer to safety.*



*The interior of the car was very well equipped, even by today's standards. The use of velour was in accordance with the fashion of the times. Genuine timber inserts are an unusually luxurious feature in an Australian car.*



*Not much to see here folks – all the good stuff is covered by the various plastic covers although you are allowed to check the oil – indicated by the yellow dipstick top.*



*The Canadian sourced 5Ltr (302 cu in) multi-point fuel injected V8 is a robust and highly regarded engine. The serpentine belt, an early use of this system, has plenty to do as it travels around the front of the engine.*



*A rare premium option at the time (only available very late in the series) was the Six CD Stacker, mounted in the boot of the car*

## **Baraba “Back to the Bush” Auto Festival – 19<sup>th</sup> Oct**

This regional event continues, in about its 10<sup>th</sup> year, to grow in popularity and attendance. It has become a significant event for the town, with festivities, attractions and fireworks late into the night. It's a great example of the social and financial benefits the Historic and Classic car movement brings to regional towns and cities.

Cars and enthusiasts travelled from far and wide to attend with a good attendance from the TVCC despite the early start and change of day to Saturday rather than the usual Sunday.





*A snapshot of the variety of vehicles and the size of the event, on a beautiful Spring day.*



*A very rare and beautifully restored Chrysler "Drifter" panel van.*



*Some of the many TVCC cars in attendance*



*An FC Holden convertible conversion, apparently done many decades ago. The overall effect was excellent, with the doors lengthened four inches to allow easy access to the rear seat. The two-tone paintwork and upholstery added to the*



*The club gazebo was a great success, with the sunscreen moving around, providing shade, as the day progressed.*

## Two interesting local events: Hot Rod Show – 2<sup>nd</sup> Nov

This event was a regional gathering hosted by Tamworth's local Hot Rod Club at the caravan park behind the Oasis Hotel (unfortunately your editor failed to record either of these details).

The quality of paint and trim was of a very high standard and the mechanical innovation interesting; how so much can be fitted into such small engine-bays is really quite amazing.



*A pleasingly traditional style of rod. A modern, fibreglass body on a tubular chassis with late model engine, transmission, brakes and steering would make it a very useable car indeed.*



*Something unexpected, again using modern chassis, body and other components, was this "Tophat" Model T Ford with a V12 Mercedes motor and drivetrain!*



*A '39 Ford Roadster, an excellent example of the designs of the era. Ford in particular seems to have an outstanding model in each decade until the dreaded "malaise era" of the late 70s, early 80s.*



*This extremely stylish and rarely seen 1946 Cadillac sedanet was essentially stock apart from lowered suspension and various era appropriate accessories.*





*A well-used but seemingly complete and rust-free Series I, short wheelbase Landrover.*



*As a counterpoint to all of the gleaming rods, this Model A Ford tourer was fully fitted out for "Droving and Mustering" and seemed to run beautifully as it ferried people, including your editor, around the caravan park.*



*A very serviceable mid 50s International flat-bed truck. This was perhaps the pick of the collector trucks on offer.*

## **The Sutton Family Clearance Sale 7<sup>th</sup> Dec**

This was a general farm clearance sale, with much used, old and ancient items on offer for the collector and farmer alike. Of interest to your editor were these items, proving that one man's basket case is another man's project



*A 1960s Mack "Thermodyne" – something for the man with a big shed!*

## **POWERSTATION MUSEUM Education Day Friday November 8**

Tamworth Power Station Museum had a school open education / excursion type day and had the Historical Society's 1920 Dodge on display. This is one of the older vehicles in our Club.

It is 136 years since Tamworth's city lights were turned on, and the museum started up its steam engines to illustrate to the school children how the lights were powered.



*As part of the displays, the Dodge, which is normally housed at Calala Cottage, was parked next to a new electric vehicle (in the background) to demonstrate how power sources have changed over the years. It will be interesting to see if there are any 100-year-old electric cars at these events in the future.*



*1920s Dodge engine, recognisable and easily understood by the average enthusiast.*



*2024 electric car engine – a mystery to all in attendance. If you take the cover off you do not see much as there is another cover underneath it.*



*1880s steam engine, restored and fully functional, still runs the generators on these special occasions.*

It was good to see the youngsters out and about with the opportunity to see at first hand the diverse types of power units and obtain an understanding of how they work. All the steam units at the Museum were operating and the efficient, silent, and smooth operation of steam engines, whether large or small, never ceases to amaze anyone.





*Those kids sure enjoyed their day out of the classroom, something that never happened when I was going to school! Good luck to them.*

### **7<sup>th</sup> NOVEMBER PIE RUN BENDEMEER HOTEL**

Our previous run to Bendemeer was in March this year and it was hot enough then to restrict the number of heritage cars attending. At 38 degrees it was even hotter for this run, so again the older vehicles were in a minority. But it was a good run and the 20 members and 3 visitors enjoyed the outing.



*Really good to have John and Marilyn join us, with our editor Michael in the centre of the photo. John & Marilyn are long time members with their Model A and unrestored Model T which has featured at many events.*

The hot weather saw the cars seeking shade so no group vehicle photos were possible.

:



*Fionas Austen Lancer*



*Michael,s Mercedes*



*Peters Fairlane, which also had on board a potential new member Allan.*



*Phil and Lyns Mustang.*

Also participating were Arthur & Kay, Alan & Maree, Lance & Kerry, Henk & Trudy, Paul & Maureen, Morrie & Jan, David, and visitors

Graeme and Margit with Graham giving a talk about prior vehicles and driving experiences. It was a good day out with the pub providing a wide selection of meals and a quiet enjoyable luncheon area to enjoy ourselves.

## Walcha Machinery Show 16<sup>th</sup> Nov

This run replaced the usual November run, being a week early. It coincided with the annual motorbike rally as well so the town was very busy – the bikes did a street parade while the cars and trucks were on static display. It was excellent weather allowing the club members a pleasant break from the heat, with an early start allowing for a morning tea stop along the way



*The Haak's P76, the Orman's Toyota, the Faulkner's HR ute, Peter Wright's Humber and Paul Boyd's Chevrolet, parked in front of the Antique Centre*



*Three drop-tops enjoying the cooler, sunny weather. Michael Jeanes' 1963 Valiant, a rare and beautiful 1960s Alvis and a 1940s MGTC.*



*The standout car of the event, in the editor's opinion, was this Toyota Corona 1600 S. This immaculately presented, local car was a worthy competitor to the Cortina GT of the '60s and an indication of the commitment of the Japanese manufacturers' plans to have a car for every taste and pocket.*

## INSPECTION DAY 30<sup>TH</sup> NOVEMBER 2024

51 vehicles were inspected and we are very grateful for the efforts of our inspection team and especially to Max and Gwen Russell for again generously making their shed available:





*Brian, Jason, and John checked the vehicles and talked to the owners where necessary.*



The admin team ably assisted them:  
*Greg looked after the documents whilst Ken took care of the payments and raffle tickets etc.*



There are many others like Clare, Phyllis, and Peter who organised morning tea, and a special thankyou goes to whoever ordered the weather. Steady rain was forecast for the day but it held off until the last cars were inspected.

The Covid years required us to introduce time slots to meet separation requirements, but these were dispensed with this year which saved considerable resources. Whilst there was

some queuing, this was mainly exacerbated by the threatening rain.



*It's a great opportunity to be reminded of the range and quality of vehicles within the club, something that should be a source of pride for all members.*



*Overall, a good day with our members presenting well maintained vehicles.*

#### **DECEMBER PIE RUN WERRIS CREEK PHARMACY**

Our end of year Pie Run was as enjoyable as it gets with a visit to Werris Creek Pharmacy. Some say it provides an opportunity to obtain Christmas presents, whilst others suggest it enables a belly full of gelato. Whatever, it attracted 24 members which is a good in view of the hot weather and diabolical forecasts.

Onto some photos:



*Plenty of gifts here*



*David & Fiona's Holden*



*P76 of Henk & Trudy*



*Morrie & Jan's red MG; Michael's Mercedes;  
and Alan, Maree & Meagan were in the white  
Dodge.*



*Peter's Fairlane*



Also participating were Cliff & Phyllis -Magna, John & Leanne – Commodore, and in moderns were Paul & Maureen, John & Marilyn, Arthur, and Chesty with visitors David & Col.

The run was a good fitting end to the years Pie Runs. And you will be pleased to know the Werris Creek Road has not lost any of its bumpiness. Just ask Maree or Meagan who got bounced around in the '24 Dodge!



*Wishing you all a safe and happy  
Christmas and New Year*