



The Tamworth Spark

Official Newsletter of the Tamworth Vintage Car Club
Affiliated with; Council of Heritage Motor Clubs NSW
Mar — Apr 2025

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"Horace" the Dodge From the City of Light to the Northern Lights



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

Tamworth Vintage Car Club

PO Box 3275

WEST TAMWORTH NSW 2340

or

tamworthvintagecarclub@gmail.com

or

visit our website:

www.tamworthvintagecarclub.com

TVCC RUNS AND MEETINGS FROM FEBRUARY 2025 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

Thursday 17th April 2025: Monthly Meeting commencing 7.30pm at the Salvation Army complex, 328 Goonoo Goonoo Road.

Sunday 20th April 2025: **Monthly Run cancelled due to it being Easter Sunday**

Thursday 1st May Pie Run: Somerton Hotel. Meet at Paradise Car Park for 11.00 departure. If proceeding directly to the venue please pre-advise Chesty on 0428 332 830.

Friday 16th – Monday 19th May: Humber National Rally at Parkes. LOG BOOK EVENT. See Peter Wright or Brian Chesterfield for details.

Sunday 18th May 2025. Monthly Run: Monthly Run incorporating National Motoring Heritage Day. It is proposed to park our vehicles in front of TRECC in the morning, then proceed for a short run which will include lunch. Additional details to be advised.

Thursday 5th June, Pie Run: Dungowan Hotel

Sunday 22nd June, Monthly Run: Uralla Bowling Club, although this is yet to be confirmed

Thursday 3rd July, Pie Run: The Royal Hotel at Manilla

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

Other events

(Log Book entry required)

Friday 16th – Monday 19th May: Humber National Rally at Parkes. LOG BOOK EVENT. See Peter Wright or Brian Chesterfield for details.

2nd Sunday of each month - Cars and Coffee at Bunnings from 9am

THE PRESIDENT'S COLUMN

Since I last wrote in this magazine we have had a busy couple of months. At the end of February, we had the enormous effort to put on a display of club member vehicles at the Tamworth Show. A massive shout out to all to those who prepared their cars and brought them along. Of course, these displays don't just happen. Henk and Trudy Haak spend two days before the event, planning carefully where each car would be displayed along with setting up our area. The information and colouring booklets that Mel Collier prepared for us went down a treat. They provided people looking with a guide to what they were looking at. To the many members who volunteered to supervisors during the two days of the display a massive thank you is also due. Tamworth certainly put on a flush of typically summer weather throughout and the cooled fruit provided by Trudy and Nerida went down a treat. Our display was awarded a **People's Choice Award for Best Display**. We have been invited to participate again next year, although the timing of the show has been changed to the first week of September, so the climate should be kinder. Whether or not to participate will be something to be considered next year.

I did not attend the first Drive or Be Driven Day, so for me this year's was my first. Michael Jeanes organised a great event and could hardly contain his own excitement at both driving and being driven in many of the cars. He was likened by many to that of a boy in a lolly shop. It was pleasing to see such a wide array of our members cars and to hear the commentary of people as they were being driven in cars that interested them or driving a car other than our own. I was asked afterwards if there is now another car on the horizon for me. Sadly, the answer is no as I have too many already and want to take up opportunities to use the cars I have more and more. But as the saying goes, never say never. Until next year....

Recently Alan and Maree Early and I attended the Annual CHMC Rally in Dubbo. This was hosted by Dubbo Antique Automobile Club who was celebrating its 60th Anniversary. The vehicle display had to be moved undercover at the Showgrounds, so disappointedly many members of the general public didn't get to see the vehicles, except as they moved out and about on runs. This included Saturday afternoon to "Bally'O Bush" which for those familiar with the genre, was used in the 2024 season of Farmer Wants A Wife. On Sunday a longer run to Mendooan and Gilgandra provided ample opportunity to eat and have a closer look at the cars. At most rallies I spot a car or two that really takes my eye and this one was no exception. There were two totally different but very original cars - a 1959 Chevrolet Belair and a 1971 Mercedes Benz 300 SEL that were standouts for me. The challenge of maintaining original leather seats for so long is to be commended along with original exteriors and under bonnets. I wonder what will take my eye at the next CHMC Rally - although at this stage there is no club willing to host in 2026. I know the effort we put in hosting last year's North West Rally so I can understand clubs being reluctant to take this on.

At Dubbo we had a lengthy session, mainly Q&A by TfNSW officials Matthew Cafe and Kathleen Cook. Matthew is the Historic and Classic Industry Group Chair and Kathleen leads to processing team based at Glen Innes. Whilst many questions asked were not new, there were some clarifications that were forthcoming. One of these was the way to align your HVS registration to a specified expiry date. Previously you could only renew for 3, 9 or 12 months. Now you can

renew your registration for 3, 6, 9 or 12 months which hopefully brings this close in line to 31/12. You can also cancel your registration at renewal time and reregister with a specified expiry date **without** having to hand in your number plates and pay for new ones. Advice has been sent to all SfNSW to this effect. CHMC also has a copy of this advice that will be provided to clubs. If you have a HVS compliant vehicle you can register it on CVS if the size of these number plates is better suited to your car. This apparently is the case on many American vehicles. What is acceptable under the HVS originality/authenticity policy has now been linked to VSI 06. Anything requiring VSCCS Certification (engineering) with a few specified exceptions, must be registered under CVS.

Next month I will be missing in action as the Pre-31 Autumn Tour will take place in Armidale. Although not an entrant, I intend to check out the display and lend a hand where needed. Also I will be away from the May Meeting due to commitments with organising the Humber National Rally that is being held in Parkes. This is perhaps a good time to remind you that this is my 12th year as your club president and last year I said that this was to be my final year in the role. I have no regrets but know that it is time both for the club to be led with fresh eyes and for me to re-charge and hopefully just enjoy club activities without the need to steer them. We have many very capable members who could easily undertake this role so between now and August please consider it.

I have not had a volunteer to take on board organisation of our June run. If you have an idea and are willing to be responsible for it happening, please let me know so we can get it onto our calendar.

Until next time, happy historic motoring.

Peter Wright

A Humber Man

After the war, Lord Rootes and Winston Churchill became close friends, exchanging Christmas gifts and farm animals, even collaborating politically.

Churchill was offered a new Mark III Humber Pullman that October, but demurred. The Tories had lost only narrowly, and he was sure he'd be returned to office soon. The following year they won. He remained prime minister until he retired in 1955.

By then he needed a new limo, but Humber had discontinued the Pullman. Churchill was forlorn: "I'm sure you could build one for me if you tried," he wrote his friend. "You can't let me down now; I need another Pullman that I can stretch out in."

The sympathetic Billy Rootes found a low-mileage Mark IV and expensively rebuilt it. Technically works property, it remained on loan to Churchill for the rest of his life.

Churchill was a loyal Rootes customer. He bought a Hillman Minx in 1948, a Hillman Husky in 1958. In 1955, marking his 80th birthday the previous November, the Rootes Group presented him with a 1956 Humber Hawk Mark VIA estate, "a token of our appreciation of his services not only to the country, but to all of us." The Hawk often accompanied Churchill on his holidays in France, where it was ideal for transporting his oil painting paraphernalia.

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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

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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AW1339396

VSI.09 | Rev 5 | 28 February 2019
Guidelines for alternative wheels and tyres

Requirements for alternative wheels When alternative wheels and tyres are fitted to a vehicle, the following requirements must be met:

- You must not fit wheels with rim widths less than the minimum width fitted by the vehicle manufacturer for the particular model
- The alternative wheel must not increase wheel track of passenger cars (or derivatives) by more than 25mm beyond the maximum specified by the vehicle manufacturer. The wheel track of off-road four-wheel drive vehicles and good vehicles (MC, NA, or NB ADR category) must not be increased by more than 50mm beyond the maximum specified by the vehicle manufacturer for the particular model.
- Where non-original axle or suspension components are fitted, the wheel offset in relation to the axle or stub axle assembly used shall not be increased by more than 12.5mm each side of the vehicle based on the specifications for the axle components.
- The wheel and tyre must be contained within the bodywork or mudguards, including any flares, when the wheels are aligned straight. The wheel and tyre must not contact any part of the body or suspension under all operating conditions, including when the front wheels are steered to full lock with the suspension fully compressed.
- All wheels fitted to an axle must be of the same construction, diameter, offset, width and mounting configuration, except for spare wheels used in an emergency situation. The wheel must not prevent the wheel nuts from fully engaging their studs.
- The wheel rim must not have a circumferential weld other than that which attaches the rim to the wheel centre.
- The wheel must be designed for the particular hub/axle in respect to bolt pitch circle diameter and wheel nut tapers. Wheels with slotted stud holes must not be used.
- Speedometer accuracy must be maintained and adjusted where necessary.
- Wheel spacers or adaptors must not be used for wheel conversions between the wheel mounting face and the wheels unless fitted as original equipment by the vehicle manufacturer. Some modifications may require certification by a licensed certifier to ensure your vehicle still complies with applicable NSW vehicle standards

Wheel track and wheel offset • Wheel track is the distance between wheels on the same axle, measured between the rim centrelines. Usually, a vehicle's front and rear wheel tracks are different.

- Wheel offset is the distance between the centreline of the wheel and the hub mounting surface.
- If you fit wider wheels, you will probably increase the wheel track, and this is usually associated with a change in wheel offset, increasing the loads on bearings, axles, suspension joints and steering tie rods.
- Wheel offset must not exceed the limits set by the vehicle manufacturer.

Retreaded tyres The Road Transport (Vehicle Registration) Regulation 2017 requires all retreaded tyres fitted to vehicles to comply with the provisions of the applicable Australian

Standard. Tyres retreaded after 29 June 1998 must comply with the provisions of Australian Standard AS 1973-1993 “Pneumatic tyres - Passenger Car, Light Truck and Truck/Bus - Retreading and Repair Process”. In accordance with this standard, the tyre must have markings specifying the identity of the retreader, the date it is retreaded, the words ‘RETREAD’ or ‘REMOULD’ as applicable, and the tyre’s speed limit.

Regrooved tyres Regrooved tyres must not be fitted to a vehicle unless the tyres were constructed with an extra thickness of rubber designed for re-cutting or regrooving and are labelled accordingly on the sidewall.

Coloured wall tyres Coloured wall tyres have a coloured band on the outer walls to replicate classic vehicle looks. There are three ways to colour tyres:

1. Manufactured ‘coloured wall’ tyres These tyres have a layer of coloured rubber material included in the tyre manufacturing process. Such tyres are manufactured to meet the standards and regulation applying to them, but these tyres are usually manufactured in sizes to suit classic vehicles and therefore may not suit newer and heavier vehicles. If you intend to fit your vehicle with coloured wall tyres, you must ensure the tyres are the correct size, speed and load ratings specified for the vehicle.

2. Tyres with additional ‘coloured wall’ bands These additional coloured bands are commonly called ‘Porta walls’. They consist of a coloured band that is attached with adhesives to the sidewall of the tyre, sometimes covering the sidewall to the bead area under the rim. If fitting bands, ensure:

- The original mandatory tyre markings are not obstructed.
- The addition of a coloured band does not reduce the tyre’s integrity; for example, by interfering with the original tyre beads and causing them to lose proper seal with the rim edges.

3. Tyres with sidewalls Modified for ‘coloured wall’ inserts or painted stripes These tyres are not legal in NSW. They usually have sidewalls that are ground or buffed to provide a base for coloured paint to be applied. Any grinding or buffing to parts of the tyre is a safety concern as it has the potential to induce weak spots within the tyre wall structure. These imperfections may induce cracks and splits sooner than in an unmodified tyre. Additionally, the ground/buffed tyres may no longer meet the standards and regulation applying to them when they were first manufactured due to, for example, the loss of required markings.

Run flat tyres A run flat tyre has a stronger sidewall structure and if punctured it is claimed to be able to adequately support the vehicle for a short distance, usually to a maximum speed of 80km/h. A vehicle equipped with run flat tyres must be fitted with an onboard Tyre Pressure Monitoring System (TPMS) to inform the driver if the tyre has a puncture. If a TPMS is fitted to your vehicle, ensure that you are familiar with its use and care specifications.

Space saver spare wheels Some vehicles are supplied with a temporary-use, space-saver spare wheel. Space-saver wheels should only be used in emergency situations and for as short a distance as possible. Typically, they are rated at a maximum speed of 80km/h. When your damaged tyre is repaired or replaced, you should fit it on the vehicle immediately.

Horace the Dodge From Farm to Finland

In 1920, Loomberah farmer Jack Lye bought (from Carter's Garage, on the corner of Peel & White Sts, where the Northern Inland Credit Union now stands) a brand-new Dodge in which his 11 children learned to drive around the farm over the following years.

In 1961 the family sold the Dodge to Farrer schoolboy Ian Neuss for £100 (a relatively high price due to the Lye family's sentimental attachment to the car). Ian was encouraged to buy it by his father, John (a pilot with East West Airlines and the owner of a T model Ford) as it would keep him from buying a faster, more modern car.

During WWII, Jack Lye had decided to not to have it registered and it became a farm-only vehicle. It was again registered after the war and Reg (Jack's son) remembers taking it into Tamworth, back to Carter's Garage, where Alan Ball, was the then proprietor, to see what needed to be done mechanically. "All it needed was to fit a new battery" Reg said.

Ian Neuss did his secondary schooling at Farrer before going to UNE at Armidale to study geology. "I drove it for five years to and about Armidale in the cold and wet, with no curtains – just gloves and a coat" he recalls. The Dodge also served as vacation transport for Ian and friends with little more than a tent, stove, cooking gear, sleeping bags and clothes, often travelling to Port Macquarie and all points north, following the surf and sun.

Ian's work as a geologist took him to remote parts of Australia and Asia, leaving no time or opportunity to restore the Dodge, which languished in friends' and family garages in Tamworth and Cundletown.

In 2004, and now living in Annandale, Sydney, Ian set about the long-delayed restoration job. With great enthusiasm, Ian dismantled the car, pulling it to bits, down to the last bolt and rivet, to repair or renew it all. Ian went to TAFE for four years to learn oxy and electric welding as many body parts were rusted beyond repair. With the help of a young apprentice from TAFE and a sheet metal fabricator in Gloucester the bodywork was returned to "as new" condition. The motor and drivetrain were next. Feeling that these were beyond the skills of a well-intentioned amateur, Ian engaged the expert help of Dave Moore in Nabyac (near Taree). Dave had to make new white metal bearings and other specialist jobs that few people can do these days. Following this 12-year restoration, the Dodge was finally registered in 2012, for the first time since 1968. Ian then drove the Dodge from Sydney to Tamworth, where it was reunited with 92-year-old Reg Lye, a son of Jack Lye.

Then, after a few practice trips in Australia, including a 2013 desert tour from Sydney to Perth, via Birdsville and Alice Springs, Ian decided the Dodge was ready and able to motor from South-East Asia to northern Europe. Accompanied by several mates to help as drivers, dogsbodies and bloggers, Ian completed the first part of the journey, from Bangkok, through China to Almaty in Kazakhstan, over a period of three months. In May the following year Ian and his cohorts completed the second leg, from Almaty, through the "Stans" (Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan and Turkmenistan), Azerbaijan, Georgia then across Russia to Finland.

And the 95-year-old Dodge didn't miss a beat, suffering only a number of flat or destroyed tyres on the sometimes-treacherous roads. As for the 60- and 70-year-olds, their health stood up remarkably well, with only the occasional cold and stomach bugs.

A full account of the trip can be found on www.bonditothebaltic.blogspot.com.au

After travelling the world on this epic road trip, this century old car has returned home to Tamworth to retire in comfort. The 1920 Dodge, nicknamed Horace (in honour of Horace Dodge), has been donated by Ian Neuss, to the Tamworth Historical Society and will be proudly displayed at the Society's Museum in Denison St. The Tamworth Historical Society has since become a member of the Tamworth Vintage Car Club and Horace the Dodge is now registered under the Historic Vehicle Scheme.

The Dodge Brothers and Dodge cars

Founded as the **Dodge Brothers Company Machine Shop** by brothers Horace Elgin Dodge and John Francis Dodge in the early 1900s, Dodge was originally a supplier of parts and assemblies to Detroit-based automakers like Ford. They began building complete automobiles under the "Dodge Brothers" brand in 1914, predating the founding of the Chrysler Corporation. The factory located in Hamtramck, Michigan, was the Dodge main factory from 1910 until it closed in January 1980. John Dodge died from the Spanish flu in January 1920, having lungs weakened by tuberculosis 20 years earlier. Horace died in December of the same year, perhaps weakened by the Spanish flu, but the cause of death was cirrhosis of the liver. Their company was sold by their families to Dillon, Read & Co. in 1925 before being sold to Chrysler in 1928.

Dodge cars were first imported into Australia from a dealership in Adelaide. Jack Lye's Dodge cost between £610 and £625 in 1920, according to some old documents. The price went down from there as later, more elaborate, Dodge cars were priced at £410 to £595, as manufacturing processes became more efficient and therefore cheaper. The Dodge was probably initially black, as this was the only colour available from the factory however, as this car was imported with its American "Budd" body and assembled in Adelaide, this may not be the case for these Australian assembled cars (most of which, unlike Horace, were bodied locally by TJ Richards). The car was initially bought from Standard Motors in Castlereagh St, Sydney, and driven to Tamworth where it was on-sold by Carter's garage to Jack Lye.

- The editor/author of the above article would like to acknowledge that much of the detail was taken from Northern Daily Leader reports and interviews, as well as Wikipedia entries.

NDL coverage: Friday June 09, 2023



Ian Neuss (left) donated Horace the Dodge to Tamworth Historical Society Inc in June 2023. He is pictured here handing over Horace to Historical Society then vice-president John Vickery at Calala Cottage Museum in Denison St, Tamworth.



Schoolkids compare the old and the new. Horace and an EV on display at a Tamworth PowerStation Museum exhibition in November 2024.



Tamworth Vintage Car Club member Alan Early has been a great help to the Historical Society with the upkeep and repairs of Horace. Here he gets ready to work on Horace in April 2024.

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TAMWORTH SHOW DISPLAY
28th Feb – 1st March 2025

This is the first time we have ventured into displaying our vehicles at the Show and we must have done something right as the organisers have invited us back again next year.

The 15 cars were spread over the decades from 1920 to the 1990s which proved popular and attracted a lot of interest from all ages.



1957 Chev Bel Air. Paul & Nerida
1961 Humber Hawk. Peter
1953 Holden 48-215. Colin & Judy
1955 Vauxhall Velox. Mark
1924 Dodge Tourer. Alan & Maree



1933 Humber 12. Chesty
1935 Chev EC. Dustin



1961 EK Holden. Brad & Mel
1962 Ford Anglia. Bob & Cindy
1966 Holden HR. Henk & Trudy

1967 Holden HR. David & Fiona
1974. Leyland Mini Moke



1991 Holden VG Commodore
1985 Mercedes 280E. Michael
1974 Leyland P76. Henk & Trudy

Booklets summarising the vehicles were handed out to interested onlookers, plus colouring in books for the kids. AELEC was a good venue with a grassed area for the vehicles. A shady tree for our marquee provided welcome relief from the heatwave – 39 degrees each day.

These events require a lot of organisation and teamwork, and full credit goes to Peter for his inspiration and organisation; Henk & Trudy who managed the display; Mel & Brad for the booklets, and Maurie. Graeme, Mark, Alan, Ken & Clair, Chesty, Michael, Ken H, Paul, and Brett who were all involved in the supervision shifts.

The Show was well patronised, especially Friday when numerous school excursions came through. We also got some enquiries from people who had family vehicles stored away in their sheds, and seeing our cars might sow some restoration seeds. Maybe.



Cars & trains.



*And how about this prize ribbon to top it all off?
The icing on the cake!*

MARCH PIE RUN WHITE CAFÉ, KOOTINGAL

It has been a few years since we were last at this venue when it was known as the Yellow Café. It has new owners since then and they were right on the ball ensuring a nice range of meals at reasonable prices and good service, so we can envisage a return visit sometime.



The old building retains some of its church cottage charm but has been extended.



Some of our vehicles in the on-site parking which is now available.

Most of our 20+ members choose to eat inside:



John S had his back to the camera but that did not detract from today being his birthday. John wanted no fuss and quietly requested that his big day be kept under wraps, so we will catch up with him some other time.



The run provided an opportunity for members wear their new name tags:



They have a nice clean print to facilitate easy identification which will assist communications, especially with our new members where they

will make them feel more welcome and integrated within the club.
Thank you, Michael, for coordinating these.

**DRIVE OR BE DRIVEN DAY
MARCH RUN ON 23 MARCH 2025**

This followed on from the runs success in 2024 and again proved to be something different and quite enjoyable.

It is rare that we have to opportunity to go for a ride in someone else's historic vehicle and this run enabled our members to do just that and experience other historic vehicles of varying makes, models, and eras. There were 16 vehicles which ranged from a 100 year old Dodge through the decades up to the 1990s.

And although not historic, a member had a brand new Mustang on hand to bring us right up to date with modern motoring. Most of the cars ferried members around on a 15Km loop and they all enjoyed the experience.



All aboard Michaels red Valiant convertible



And the cars all behaved themselves too!
Lindsays Morris Cowley with Kay on board is a fine example of older vehicles reliability.

With agreement, it was also possible to take another member's vehicle for a drive around the same loop.



Vehicles lined up.



The timbered park alongside the Bowling Club provided an ideal shady spot for our base and morning tea. Lunch was available at the club.



Cliff & Phyllis 1988 Magna; Johns fawn Commodore behind; Peters 1961 Humber Hawk; Alan & Maree's 1924 Dodge (far right).

Also attending were Brian – Datsun ute; Mark & Lois – Rover Quintet; Arthur & Kay – Humber; Ian & Karen – Capri; Michael – Meteor; Brian – Morris Minor; Phil – Mustang;

Bob & Cindy – Anglia; and nice to have new members Juha & Tatjana joining us.

Our thanks go to Michael for the concept and organising the day, The weather smiled on us and the Bowling Club environs ensured a relaxing and casual day.

APRIL PIE RUN WALLABADAH HOTEL

New people have taken over the Marshall McMahon Hotel since our last visit and they are keen to make a go of it, and they were right on the ball for our visit.

The menu is quite comprehensive and prices are reasonable, the food is good, and the staff are friendly and provide prompt service, so it all adds up for a revisit.

The dining room has been refurbished and provides a quiet environment for a meal and a chat.

Wallabadah is an easy 45-minute drive down the highway, and the run attracted 22 members.

+
Brians FB Holden with Kay and Margaret on board, and behind are two Triumph 2500s owned by Mark & Lois, and Greg & Margaret.

Cliff & Phyllis Mercedes with Graeme's green

Holden ute behind, and Peters Fairlane on the right.

Also participating were Michael – Meteor, and in moderns were Alan & Maree, Ken & Clair, Arthur & Kay, John & Leanne, and Wayne.

COUNCIL OF HERITAGE MOTOR CLUBS DUBBO RALLY 28 - 31 MARCH 2025

The CHMC (Bush Councils) 2025 Annual Rally was hosted by Dubbo Antique Automobile Club, and a lot of participants commenting it was one of the best rallies they have attended. The Dubbo club did an excellent job in the trying weather conditions. The rally attracted 120 entries with a wide range of vehicles attending.



Like these veterans at Gilgandra which was a 100 km run from Dubbo



Peter's Fairlane between an MGB and a Holden.

And you might ask where is the blue Dodge? Suffice to say that on the morning of departure it decided not to start, so after an hour which included some "Oh deary me's", it got left at home.

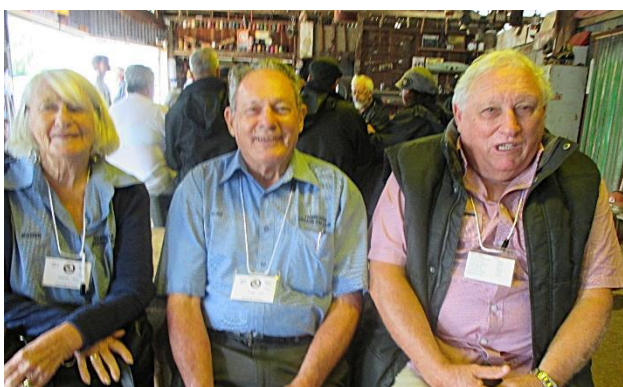


The vehicle display and judging was relocated under cover. One thing quite noticeable at this rally was the improved standard of the vehicles.

13 Trophies were awarded to winners of various vehicle eras, but no motorbikes were entered. One of the highlights of the rally was the Delegates meeting on Friday night which was attended by 3 representatives from TfNSW. This gave everyone the opportunity to ask questions and get direct and comprehensive answers.



Mendouran which was once a busy logging and railway town welcomed the visitors.



Maree, Alan & Peter keeping dry inside Billy 'O' at Wongarbron.



Gary & Val Grout from TDAMC joined us.

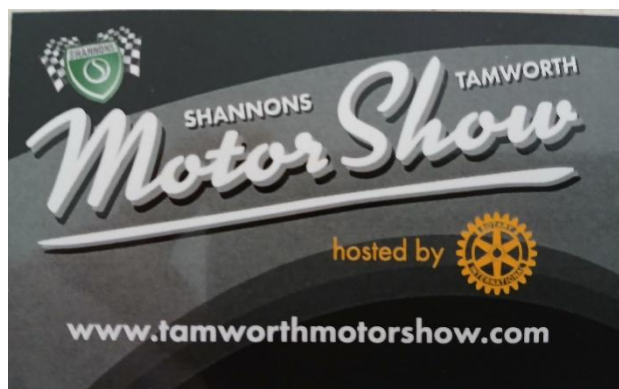


*The One or Two Brewery had plenty available!
Overall a really good and well planned rally.*

Memorabilia For Sale

Colin and Judith George are downsizing and have for sale a vast collection of automotive and urban memorabilia available.

Contact Judith on 0404 300 521, or John Hillier on 0418 687 136.



The biannual Shannons-Tamworth Motor Show is on again this year; on the 17th & 18th March.

This year's feature marque is **Datsun**

CURRENTLY SEEKING EXHIBITORS

Do you want to enter your classic car, motorbike, hot rod, drag car or racing car to exhibit in this prestigious event? All applications will be scrutinised by the organisers and vehicles will be selected to represent a marque, a particular year, an unusual model or just of great interest to the public. Space is limited. To find out more about entering your vehicle go to

<https://www.tamworthmotorshow.com/>

Vehicle Entries Close Friday 9th May 2025

For Sale

1984 Ford Meteor "Ghia"

(Based on the Mazda 323, assembled by Ford Australia in their Geelong factory)

- 1.5ltr, SOHC
- Three speed automatic
- Only 118,xxx km
- Starts, runs, steers, stops as it should
- Original owner's manual and other documentation
- Original velour interior in very good condition
- Clean and tidy engine bay and boot
- No rust, just a minor scrape on the LHS



A cheap and reliable entry to
Historic motoring

\$3,000

(no offers)

Michael Jeanes

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