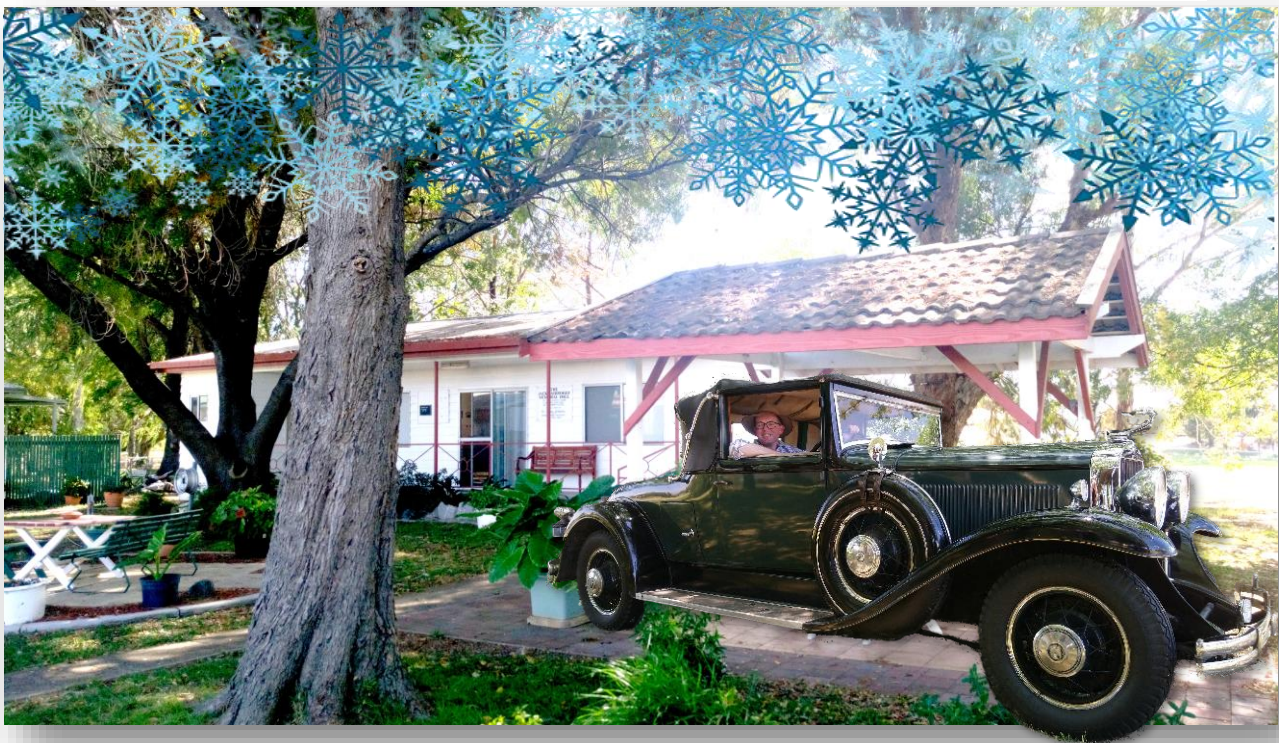


CRANK CASE



***THE OFFICIAL JOURNAL OF THE
INVERELL A.M.C. Inc.***

July 2025



Meeting Rooms for the IAMC – The Jack Gaukroger Memorial Hall, Macintyre Street Inverell

Website: <https://sites.google.com/site/inverellamc> Or: tinyurl.com/inverellamc

Face Book: <https://tinyurl.com/fbiamc> (members only)

E-mail address: inverell.amc@gmail.com

Photo Gallery: tinyurl.com/iamcphotos

Cover Car: 1930 Cadillac LaSalle Adam Marshall in the Drivers Seat

OFFICE BEARERS

President:	Bob Ausburn 0438 554 791
Vice President	Senior Vice: <u>Graeme Tampion 02 6722 3331</u> Junior Vice: Doug Green 0427 708 730
Secretary:	Ron Thorp Mobile 0427 224 634 Email: inverell.amc@gmail.com
Assistant Secretary:	<u>Graeme Tampion 02 6722 3331</u>
Treasurer:	Sue Grant Mob. 0419 180 453 - Assistant Treasurer Rod Hill Payments BSB 932000, A/C 770844
Vehicle Registrar:	Doug Green 0427 708 730
Assistant Registrar:	Graham Latham 0428 660 744
Public Officer:	Harry McNaughton 0408 216 212
Editor:	Bob Ausburn, Email: crankcase.iamc@gmail.com Mobile 0438 554 791
Committee Members	President, Senior Vice President, Junior Vice President, Secretary, Assistant Secretary, Treasurer, Laurie Campbell, David Ashenden
Events Committee:	Pam Mason 02 67232912 email: moomovers2@bigpond.com Laurie Campbell 0427 230 017, Ron Grant 02 6723 2359, Graeme Tampion
Swap Meet Coordinators	Laurie Campbell 0427 230 017 - Dave Ashenden 0428 353 383
Social Committee:	Lyn Campbell, Shirley Ting, Carolyn McMullen
Auditor:	Kathryn Croft.
Librarian:	Harry McNaughton 0408 216 212
Publicity Officers:	Ron Thorp, David Mould
Club Patrons:	Richard Farrell and Des Clark
Web Mistress:	Suzanne Ausburn. Email: webmaster.iamc@gmail.com
Vehicle Inspectors:	Richard Farrell, Doug Green, Terry Griffey (inspection day only), Malcolm Page, Ron Thorp, Ross Worgan, Graeme Latham, Ron Cameron

Club Information: Meetings are to be held on the Second Tuesday of the month 7.30pm. Venue is the IAMC Inc. Club Room "Gaukrogers Memorial Hall" (Homes for the Aged Community Hall), Macintyre Street Inverell. [PDF Map and photos of where to find us.](#) You can also search Google for Inverell AMC and ask for directions

Magazine Articles: All articles, photos and advertisements are very welcome. Please send them to the Editor's email address: crankcase.iamc@gmail.com or The Editor, PO box 96, Inverell 2360 NSW

Club Property for Sale:

Maroon Caps with embroidered badge.	\$12.00 each
Bucket Hat with embroidered badge	\$12.00 each
Cloth Badges, embroidered.	\$ 4.00 each
Windscreen Sticker	\$2.00
Enamel Lapel/Hat Pins (make great cuff links)	\$10.00 each
IAMC Car Badges (see for sale items at back of magazine)	\$10.00 each
Stubby Holders	\$10.00 each

Don't forget to carry the required paperwork e.g. Membership receipt, license(s), Rego. Certificates, RTA Certificate of Approved Operation, the Log Book (if on the 60-day option) and a copy of the latest issue of the Club magazine/Events whenever you drive your Historic registered vehicle on a public road.

Please note that the deadline for stories/articles is seven days before the General Meeting.

DISCLAIMER: The views and ideas expressed within the 'Crankcase' may exhibit some editorial independence, or may be those of contributors, and do not necessarily represent the official opinion of the Inverell Antique Motor Club.

EVENTS PROGRAMME

Pam Mason 02 67232912 0427232912 moomovers2@bigpond.com

The time given for outings is departure time not arrival time at the clubhouse.

Changes can happen, so when going on a run, if unable to meet at the clubhouse prior to departure, phone Pam 67232912 or Lyn and Laurie 0427230017.

This applies especially to out of town members!

Please check that Suzanne has your correct email address as you will be notified of changes.



2025

JULY

- Saturday 5th - Bingara Orange Festival, departing the clubhouse at 8.30am sharp.
- Vehicles will be displayed and invited to join in the parade.
- Vehicles will need comprehensive insurance and road registration.
- Sunday 6th - Ron's Have a Chat and Coffee Morning, McDonalds, Byron Street, 9am to 11am.
- Tuesday 8th - Committee Meeting, Community Hall, commencing 6.30pm
- Tuesday 8th - General Meeting, Community Hall, commencing 7.30pm
- Thursday 10th - Lunch at the Roadhouse Service Station, Warialda Road 12 for 12.30pm
- Sunday 13th - Shakedown run, morning tea at Wing, Hing, Long, Tingha - DEPARTING THE CLUBHOUSE AT 10AM
- Saturday 26th, Sunday 27th and Monday 28th _ NORTH WEST RALLY, GUNNEDAH
- Wednesday 30th - Wednesday Wanderers run to Delungra and lunch at the Delungra Hotel departing the clubhouse 11.00am.

AUGUST

- Sunday 3rd - Ron's Have a Chat and Coffee Morning, Freckles Coffee Shop 9am to 11am.
- Tuesday 12th - Committee Meeting, Community Hall, commencing 6.30pm
- Tuesday 12th - General meeting, Community Hall, commencing 7.30pm
- Thursday 14th - Lunch at the Australia Cafe, corner of Otho and Evans Streets, 12 for 12.30pm
- SUNDAY 17TH - FIVE WAYS MEET, CWA PARK BINGARA, DEPARTING THE CLUBHOUSE AT 8.30AM. BBQ lunch will be available to purchase.
- Wednesday 27th - Wednesday Wanderers run and lunch at Green Valley Farm, Tingha departing the clubhouse at 11am.

COMING EVENTS -

SEPTEMBER - PROPOSED VISIT FROM NORTHERN RIVERS VINTAGE AND VETERAN CAR CLUB, LISMORE

OCTOBER

Sunday 19th PROGRESSIVE LUNCH

EDITOR'S RUMBLINGS July 2025

I was reading the NZ Tourer, a newsletter of the Manawatu branch and there was an article about an owner who at 85, was the same age as his 1939 Chev Coupe. How many of our members are the same age as their car or alternatively how many have a car older than themselves. I would be pleased to mention you in the Crankcase. Currently Suzanne and I have 6 Veterans over 110 years old. If I receive enough responses I will print a register of these in a future issue.

The Manawatuans are very pioneering bunch having night runs. Possibly their cars are later models with good lights and the roads are better and no wildlife about. With the lights of most early vehicles the drivers would be feeling their way along very slowly.

The North West Rally at Gunnedah is on at the end of this month and hopefully the days will be a bit warmer by then.

The following charities have been suggested for a donation stemming from a motion passed at the May meeting to receive the proceeds of the swap this year.

- Volunteer Rescue Association
- Men's Shed
- Two Women's Sheds
- RSPCA Inverell Branch
- WIRES

Out of these, four will be selected by a vote at the July General Meeting. There will be an opportunity to nominate another charity on the voting slip. If a local charity is raising funds for a project and not in those above, it could be nominated.

The Lady Driver is interesting as usual. This month details the changes in jewellery manufacture at the beginning of the 20th century

A beautiful photo taken at the Phil & Dorothy Myhill Damper Day in May, received too late for inclusion in the last Crankcase, but too nice not to show.



Photo by Sue Grant

Please submit photos of club outings for July & August runs, particularly the cars and participants.

RON'S HAVE A CHAT & COFFEE MORNING "TOP OF THE TOWN MOTEL" Sunday 1st June 2025

Well the weather was not too bad, waiting for people to turn up. Harry and Ann were already waiting. Others started to arrive which was good, only 4 old cars. Come on, it is only a short run so bring them out to show them off. It was soon time to find a seat and put in your order and, this time the lady put names to the orders. With that over it was time to have a catch up with people we don't always see. Well then it was time to start to eat what you have ordered so less talking and more eating. Some wished they had a sharper knife to cut the melts as the bread was a bit tough. Then more time to chat a bit more and then time to pay for our orders. Some said that they will not go back there as for a melt they charged \$25, and I don't know what they charged for the rest of the items. But I think everyone enjoyed their choice. Thank you to those that did come.

Lyn

Laurie & Lyn	Laser	Beth & Graeme	Jaguar
Harry & Ann	Morris	Ron & Sue	Mercedes
Gordon & Coral, Prue, Richard & Shaun - Modern			

SHAKEDOWN RUN TO GOONOWIGALL - Sunday 15th June, 2025

The weather had improved from earlier in the week but unfortunately most of our members decided to stay at home.

Tony King, Pam Mason, Richard Farrell and Ron Thorp arrived at the club house - Laurie and Lyn phoned, they were delayed in Armidale so not able to arrive back in time to come on the run.

It was a leisurely drive to Goonowigall where the four of us had afternoon tea and stories of the past were told and enjoyed.

It is a popular spot for bush walkers and several people had their dogs out there for exercise.

Those who enjoyed the outing were

Ron Thorp	1934 Triumph Super 9
Tony King, Pam Mason and Richard Farrell - Modern	

Pam

July Birthdays

Dorothy Myhill

Shaun Llewellyn



Hope everyone enjoys their day and have many more. Lyn

DON'T FORGET IF I DON'T HAVE YOUR NAME YOU WON'T GET A BIRTHDAY WISH. so please send it to me on landcampbell@bigpond.com

WEDNESDAY WANDERERS VISIT GLEN INNES. 25th June 2024

The Glen Innes Bowling Club is always a popular destination for a mid-week drive and lunch in the Chinese Restaurant.

On Wednesday, 25th June, sixteen members made the 65 km pilgrimage east to the high country known as Glen Innes.

At this time of the year, the choice of conveyance was certainly one with wind-up windows and preferably an efficient heater.

Most of the participants left the club rooms at eleven am and enjoyed a trouble free run. Harry and Ann McNaughton drove their Marina in from Delungra and joined Christa and me at Glenair for the rest of the journey in our Triumph Dolomite Sprint.

The Smorgasbord lunch at \$20 each was a little dearer than last time, but still represented good value considering the choices, and I am sure that no one went away hungry.

In due course, we all departed on our homeward journey, having enjoyed a convivial get-together. The wanderers were as follows.

Laurie & Lyn Campbell & Shirley Ting	1984 Ford Laser
Graeme Tampion & Tony King	1984 Jaguar XJ6
Ron Thorp & Christa Masson	1976 Triumph Dolomite Sprint

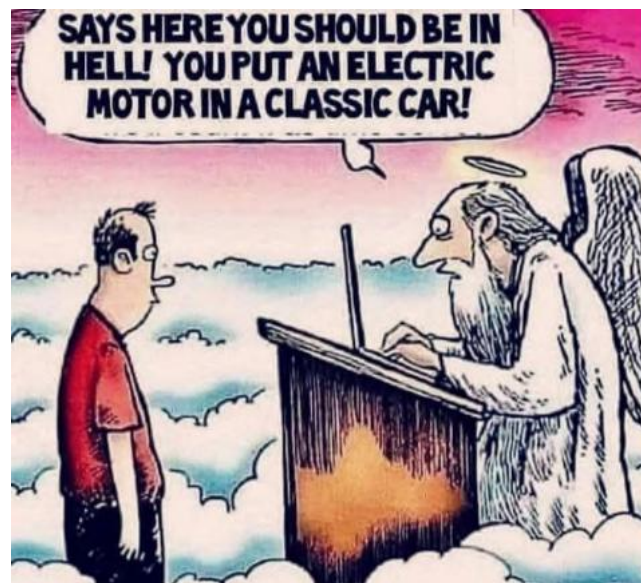
Gordon & Coral Latter & Prue McGee	Mercedes 280SE
Harry & Ann McNaughton	1974 Morris Marina
Tim and Judy Salmon, Ron and Sue Grant	Moderns

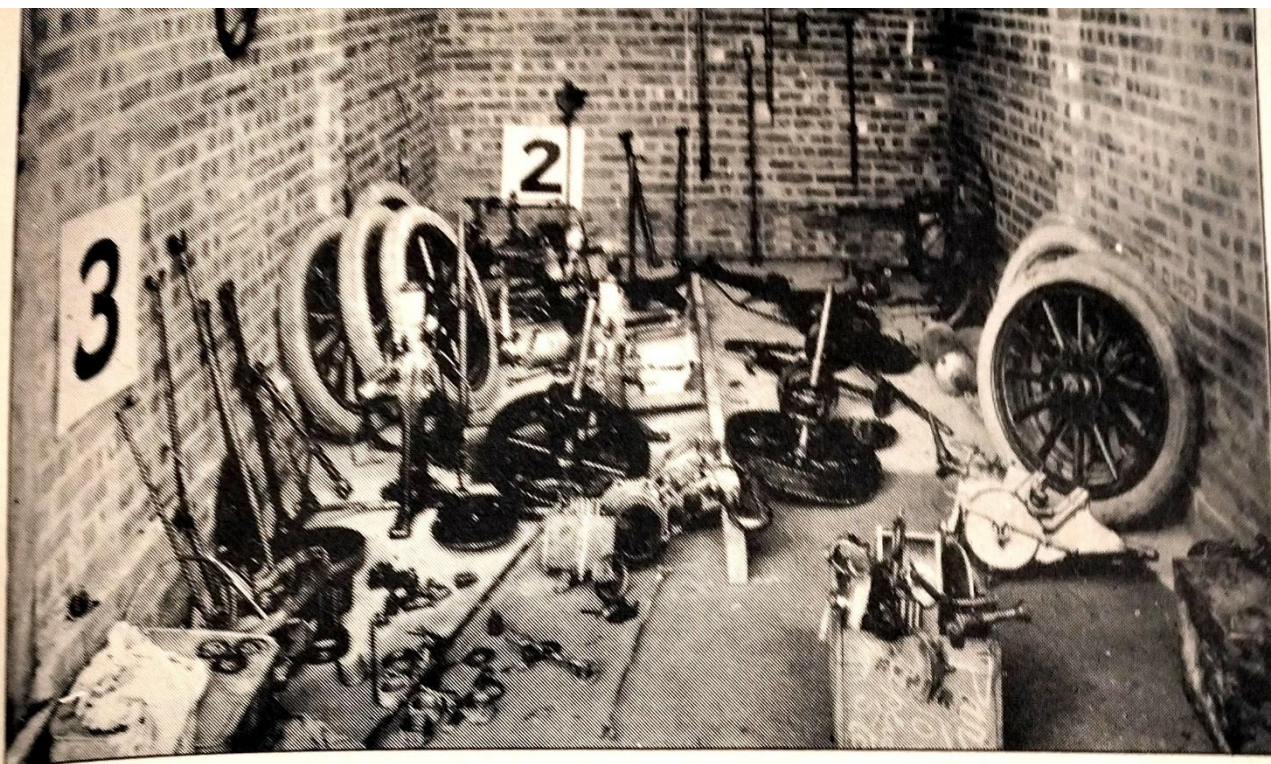


FUNNIES



**“Boy, Harry, you sure look different
without your wallet!”**





CADILLAC AWARDED DEWAR TROPHY IN ENGLAND—1909

Prior to 1909 most automobiles were built from parts that were far from interchangeable. The conditions of the Dewar Trophy test conducted by the Royal Automobile Club of Great Britain were dramatic and severe. Three single cylinder Cadillac cars were sent to London for the unusual test. They were completely dismantled and the various and sundry parts thoroughly mixed by throwing in a conglomerous heap. The three cars were then reassembled from the mixed parts. Wrenches and screw drivers were the only tools allowed to be used. The cars were then immediately and with no testing, started in a 500-mile test run, which all three cars completed with absolutely no trouble, and at near record speed.

American precision manufacturing methods and workmanship had scored a distinct triumph by winning this famous Dewar Trophy test. Photos from the collection of Hi Sibley.—Clymer.





The vintage car which starred in the film "Genevieve" was a 2-seater 1904 Darracq. The "rival" car in the film was a 1904 Spyker.

The London-to-Brighton Veteran Car Run was first held—for new cars—in 1896.

The first disc brakes were fitted to a Lanchester in 1906. Four-wheel brakes were first fitted in 1914, the first hydraulic brakes in 1921.

Definitions:

An Old Crock—a veteran car owned by someone else.

A Real Beauty—a veteran car owned by yourself.

The first fatal car accident in Britain occurred on August 17, 1896. A woman was knocked down and killed at Crystal Palace, London.

The world's first fatal motor accident occurred on September 13, 1895 when a man was knocked down and run over in New York, U.S.A.

The oldest known internal combustion engine car still "alive" was built in Denmark in 1896.

The oldest "horseless carriage" in existence—and still running—is the Grenville, designed by R. Neville Grenville of Glastonbury. It was built in 1875. It has a 2 cylinder steam engine.

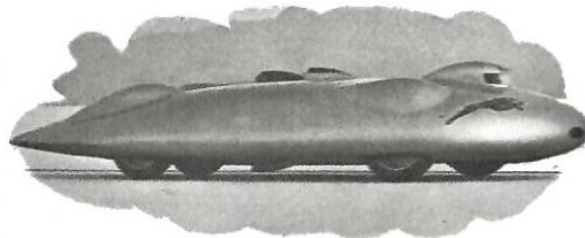
Britain's worst road accident was at Gillingham, Kent on December 4, 1951. In poor light a double-decker bus ran into a marching column of Royal Marine cadets, toll: 17 killed outright and seven died later in hospital. Only 10 of the 52 cadets escaped injury.

The most powerful standard saloon car in the world is the Chrysler 300 C developing 375 b.h.p. It is built in Detroit, U.S.A.

The worst car racing accident occurred at Le Mans, France in the 24-hours race on June 11, 1955. A French driver Pierre Levegh crashed in front of the grandstand when travelling at 160 m.p.h. and leapt the barriers. The car exploded among the crowd. Death toll: 82

First Royal personage to drive in a horseless carriage was Queen Victoria's heir, the Prince of Wales, later King Edward VII. The car: a 12 h.p. Daimler, driven by Lord Montagu. Later, in 1900, the Prince had his own Daimler; as King he also owned a Renault, built in 1906.

First man to drive, officially, at more than a mile a minute was Camille Jenatzy—in an electric car in France in 1899. Average speed: 65 m.p.h.



In 1914 Mrs Hilton was believed to be the first lady motorist in Japan. She had a Detroit Electric.

THE LADY DRIVER

Edwardian Jewellery

Edwardian Jewellery was heavily influenced by the Fin de Siècle, a French term meaning "end of century", which was a widespread notion of hope and new beginnings that came with the end of the 19th century. There was a general sense that the changes occurring in the world were both significant and positive, which affected the art and crafts produced, enabling exuberance of design not seen in earlier periods.

The generally sanguine nature of the art produced in the Edwardian period led to it being retrospectively known as the Belle Époque or "Beautiful Era". This golden age of optimism was all the more apparent to those who were looking back upon it from the horrors of World War One.

By the beginning of the 20th century jewellers were using lower carat gold alloys in the creation of their pieces. These alloys were stronger than the purer gold favoured in previous eras, which meant that thinner, finer structures could be crafted. The invention of the oxyacetylene torch in 1903 further increased the jeweller's ability to craft and bond delicate structures into durable pieces by precision heating.

These developments enabled the jewellers of the day to construct intricate and ornate designs which would have been too fragile to survive in previous eras.

While this was useful to portray the many natural and romantic forms popular in the day, such as ribbons, petals and foliate motifs, it had the most profound effect on the way gemstones were presented. In sharp contrast to the Georgian era, where gems were encased entirely in metal and foil backed to reflect light outwards, it was now possible to hold them in place delicately with small, strong claw settings.

With a more minimal approach a jeweller could create mounts for gems that allowed light to flow through them on many planes, magnifying their natural brightness and allowing their optical effects to truly shine. The inner fire of an opal, the bright azure gleam of a sapphire or the pure brilliance of a diamond could now be fully realised, with advances in the means and methods of cutting and shaping gems.

Another important innovation which found favour with Edwardian jewellers was the use of platinum. While this incredibly rare and beautiful silver coloured metal had been used before 1901 its rarity and robust nature made it fitting for the new designs, as well as being sturdy enough to make it suitable for constant wear. Platinum didn't tarnish as did silver and also was later used extensively in the Art Deco period, but many of the techniques for working with it were refined and perfected during the reign of Edward VII.



Irene Hill -VCCA(Q)

With many thanks to Irene for taking the time to create these excellent Lady Driver Articles

Vintage and Classic Reproductions (AU)

Have a large range of reproduction parts, many are produced in polished stainless steel ready to be fitted to veteran, vintage or classic cars.

However, they are advising clubs that they have ceased production and that no stock has been produced since September last year so supplies of some items now getting low.

P.O. Box 323 The Gap

Brisbane Australia 4061

Phone: 61 7 3300 1130

Web: <https://vintageandclassicreproduction.com>

Email: vintagereproductions@bigpond.com

WANTED

Genuine Baker Electric Tail
Light



Please contact Bob 0438554791

FOR SALE

Firestone 600/650 x 18 tyre, tube and rust band. Good tread
\$50

A new 600x16 tube off centre stem \$40

Ph Bob 0438554791





She who must be obeyed

Return Address:

The Secretary
Inverell Antique Motor Club
P.O. Box 96
Inverell N.S.W.