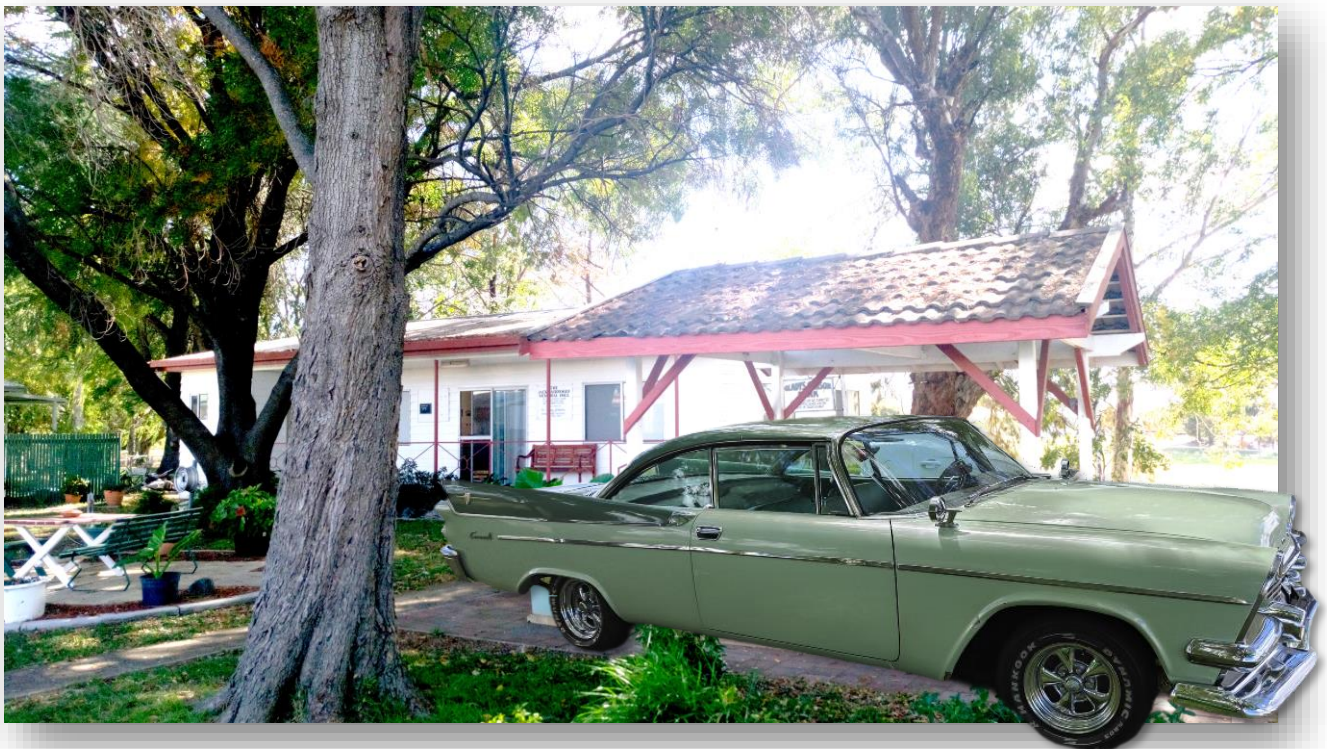


CRANK CASE



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

November 2024



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 Cars: 1958 Dodge Coronet 440 Sedan

OFFICE BEARERS

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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, Allen Fuller, Graeme Latham, Matthew Hurley, Eddie Burn.

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.

2024

NOVEMBER

- Sunday 3rd - Ron's Have a Chat and Coffee Morning. Freckles 9am to 11am.
- Friday 8th and Saturday 9th - New England Antique Machinery Club Heritage Festival - Armidale Showground.
- Tuesday 12th - Committee Meeting, Community Hall, commencing 6.30pm
- TUESDAY 12TH - **IAMC AGM**, Community Hall commencing 7.30pm
- Thursday 14th - Lunch at the Chinese restaurant, Oliver Street, Inverell 12 for 12.30pm
- Sunday 17th - Shakedown run and afternoon tea at Wing Hing Long, Tingha. Departing the clubhouse at 2.00pm SHARP.
- SATURDAY 23rd - **IAMC CHRISTMAS PARTY TO BE HELD AT THE COMMUNITY HALL, 12 for 12.30pm**
❖ Names to Laurie or Lyn, 0427230017 or Pam **NO LATER THAN SUNDAY 17TH PLEASE.**
❖ COST MEMBERS AND NON-MEMBERS \$10
- Wednesday 27th - Wednesday Wanderers run and lunch at the Graman Hotel, departing the clubhouse at 11.00am.



DECEMBER

- Sunday 1st - Ron's Have a Chat and Coffee Morning, MacDonalds, Byron Street, 9am to 11.00am
- Tuesday 10th - Committee Meeting, Community Hall, commencing 6.30pm
- Tuesday 10th - General Meeting, Community Hall, commencing 7.30pm
- Thursday 12th - Lunch at the Australia Cafe, corner of Otho and Evans Streets, 12 for 12.30pm
- Sunday 15th - Shakedown run to be decided if there is enough interest.
- Wednesday 25th - Wednesday Wanderers run **cancelled** as it is Christmas day

EDITOR'S RUMBLINGS November 2024

Our events are quite social; the month starts with Ron's Have a Chat and I am told the Ladies Lunch is well attended and our next big social event will be the Christmas Party on the 23rd of this month. Numbers will be required for catering 7 days in advance.

The Wednesday Wanderers has a regular following and this month is the Graman hotel. Each time we lunch there we have a new licensee and cook and is always a pleasant drive.

Apart from the social outings we have the General meeting, followed by the Annual General Meeting with the election of office bearers. Nominations forms have been in the Crankcase and hopefully many will be submitted to the Secretary by the 5th November.

Once again, we have had limited response to "When not all cars looked the same" and only Graeme Tampion has correctly identified all cars clear enough in the photos in September and October Crankcases. The location proved more difficult being the Storey Bridge and the University of Queensland respectively.

The Treasurer has included a note reminding us that membership fees are due by the 31st December. Members are advised not to drive their club sanctioned car until they have a current receipt for membership which must be carried.

Contributors this month. Graeme Tampion, Ron Thorpe, Suzanne Ausburn, Irene Hill (Qld Correspondent)

Letter to the Editor

Hi Bob, I will have a go at naming the make of the cars.

October Crankcase From the RIGHT.

Commer Van, Lightweight Commercial - Rootes Group Hillman Minx, 1960 's era - Morris Major Elite - Volkswagen Beetle - FJ Holden - Ford Customline. 1960's - Chevrolet - Holden - Holden - 1949 Single Spinner Ford.

I will now attempt to name the September Crankcase When Not all Cars Looked the Same coming off the Sydney harbour Bridge.

Top photo on the page. Front row LEFT to RIGHT.

1949 Ford (Mainline) Ute - 1960 FB Holden - Ford Zephyr.

Then cars at the rear of the front row, LEFT to RIGHT.

Morris Minor - Vauxhall Velox/Wyvern - Ford Consul/Zephyr - The 2 obscured behind, Morris and Vanguard - Morris Ute - Holden - Ford Customline - International Truck.

Regards,

Graeme Tampion.

TREASURER 's Update Letter for AGM, 2024

Welcome to all Crankcase readers for this November edition. As you are all aware, this month is our annual AGM and hopefully many members will be able to join us for the meeting. Once again, all positions are vacated and it would be great to gain more committee people so the club can go forward in the future. We realize everyone is busy but it wouldn't take a lot of time out of your life if you wish to contribute.

The main reason of my focus today is MEMBERSHIP... yes once again it is time for all members to pay dues at the AGM or BEFORE 31st December, 2024. No matter when your car is due for rego, everyone's membership is due on or after the November meeting. In the past I have rung, written and emailed people but this year you will receive an INVOICE by email and then it will be up to you if you wish to rejoin, or no longer want to be in the club. Please let us know. Remember, if you no longer have a vehicle and you are always welcome to rejoin as a social member.

Sue Grant

TONY'S SURPRISE BIRTHDAY MORNING TEA 29TH SEPTEMBER 2024



More Photos: <https://photos.app.goo.gl/MMyb4gKmvCcEFfc6>

SUNDAY 6TH. OCTOBER, 2024 RON'S HAVE A CHAT

On a beautiful spring day, a loyal group of 11 club members and a visitor gathered at the Bridge Cafe, Inverell for the monthly Ron's Have a Chat, No one seemed to be troubled by the start of daylight saving to get to the venue on time. The usual conversations took place to fix the problems of the world with a few local issues thrown in.

With new kitchen staff in the mix, one member's quiche arrived half frozen, but that was soon rectified and all enjoyed their snacks and coffee.

Those who attended were.

Gordon and Coral Latter	380 SE Mercedes	Richard Farrell and Visitor Shaun	1936 Plymouth
Ron Thorp and Christa Masson	Mark 7 Jaguar	Harry and Ann McNaughton	1963 Vauxhall Victor
Graeme Tampion	1984 Jaguar XJ6	Laurie and Lyn Campbell	1984 Ford Laser
Tony King	Modern		

Graeme T.

LUNCH AT THE COUNTRY KITCHEN October 10th 2024



November Birthdays

Janice Green

Shirly Mould

Chris Walker

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 landlcampbell@bigpond.com

Thank you Lyn

Sunday Lunch at the Bundarra Pub 13th October 2024

As a departure from our usual monthly shakedown run, it was decided to include a luncheon venue to cater for the preferred tastes of our fine food appreciation connoisseurs. From all accounts, they were not disappointed.

It had been reported that the Commercial Hotel at Bundarra was the place to be for a Sunday lunch so our departure time from the Club House was set at eleven am to ensure adequate time to arrive and be seated in a civilised manner.

Eighteen diners travelled in convoy to Bundarra and duly parked together at the prescribed angle in front of the luncheon venue. This was a pleasant change from the parking difficulties at Inverell, resulting in associating with the common herd.

The management had allocated a long rustic table which easily accommodated our select group and some cushions ensured that all were comfortably seated. Orders were placed at the bar while collecting thirst quenches and it was time to catch up with the latest news and views and take stock of the delightful selection of elk horns, stag horns, spider plants, spilling way over their hanging baskets, wind chimes and nick-nacks beautifully set out. Before long the first of the food began to arrive and the conversation subsided while fine dining became a priority. In due course, all appetites appeared to be satisfied although no one was in any particular hurry to depart from the delightful surroundings, so most availed themselves of a complimentary tea or coffee thoughtfully provided by our congenial hosts.

We discovered that this quiet little town also caters for the opportunity shoppers on a Sunday afternoon. Next to the hotel, we found Kindness Corner which, although not open, displayed a selection of wares outside which were available to anyone in need. Just down the street, there is a delightful shop offering a huge range of antiques and collectables in which you are almost guaranteed to find something you can't live without. Before leaving the Hotel, we conveyed our thanks and appreciation to the management and staff for their exceptional hospitality.

The Commercial Hotel is a surviving gem which puts Bundarra well and truly on the map. Shake-down diners were as follows.

Ron Thorp

Lyn & Laurie Campbell	1984 Ford Laser	Graeme & Beth Tampion	1984 Jaguar XJ6
Harry & Ann McNaughton	1972 Morris Marina	Gordon and Carol Latter	Mercedes 380SE
Ron Thorp & Christa Masson	1951 Bristol 401	Pam Mason, Sue Bailey, Margaret Worgan, Tim & Judy Salmon, Richard & Beth Farrell, Shaun Llewellyn - Modern	

More Photos: <https://photos.app.goo.gl/jGuzkjK67dqvVMRa7>



HAVE THE JOYS OF DRIVING BEEN LOST?

My friends will remember that I often lament that we can no longer utilize the performance of our cars limited only by the road conditions and our own driving ability. This week I unintentionally had this experience again driving our 1907 single cylinder DeDion Bouton (DDB) over the Little Liverpool Range returning from Grandchester to Laidley. It is not what you might be thinking. Driving by myself, Suzanne knowing what was in store hitched a ride in our friends 1915 Model T Ford. The DDB slugged up in first gear and looked like it would not make the top leaving me with two options, jumping out and running beside the car, or in this case remembering my push bike days zig zagging until I reached the top. The very rapid decent also met the long lost criteria of performance, road conditions and driving ability being very steep. Answer to the question; not if you drive a veteran.



Bob Ausburn

VCCAQ VETERAN CAR RALLY LAIDLEY

It was fun and games again at the rally with lots of dressing up, which the women love, and the men tolerate. Being a Creepy Crawly Rally for 1 and 2 cylinder cars the drives were mostly flat, or softly undulating, and by some miracle the skies stayed dry while we were driving which was good for the feathers; nothing is uglier than wet feathers. The first day was smooth sailing for most, out to a picnic ground for morning tea. Alas for Warwick Gardner and Gypsy, the 1907 Clement Talbot threw a rear tyre, and was found a couple of kilometres back from the picnic area. That was the end of the Clement Talbot for the duration of the rally as the rim was damaged. The car and Warwick had to be trailered back to base. After morning tea we drove to lunch at the Mulgowie Hotel where we formed a nice line up of cars outside. On checking the DeDion after arriving home, Bob discovered the spring driving the water pump had parted ways with the rest of the car. Luckily, I don't have to cope with the mechanical innards of the car.

Second day was a day off for the DeDion as Bob and Warwick and other helping "supervisors" were working on solving the spring problem. I caught a lift in Greg & Irene's 1915 model T for a drive to Das Neumann Haus for a display and morning tea and met up with Bob for lunch at Forest Hill's Café Sorella. A pleasant drive back to base where the newly fashioned water pump spring was ready to be installed in the DeDion. SUCCESS! A little touch up of the brass around the radiator and everything was sparkling and ready to go the next day.

Third Day was a very civilised 9.30 am start (like the other two days) and it was a motoring tour around the town to look at some of Laidley's historic homes and buildings. I navigated us to a missed turn nearly straight away, but not all lost, u turn and off again, and not a wrong turn after that. (I will get you lost quicker than you can blink, terrible navigator that I am) We arrived in the middle of the pack, (a first for us) at the Laidley Pioneer Village. Warwick and Gypsy hitched a lift with Glen in his 1908 Cadillac, a small two seater, but seems to go like a rocket by comparison. I love the sound of its putt putt putting. Morning tea, then investigating all the buildings kept us busy until it was time for a hamburger lunch. It was only a short run back to the Showgrounds. Thank you for a very relaxing, social rally.

As if we hadn't had enough driving, there was an impromptu event held for anyone that felt like they needed more touring. Thanks to Greg Hill and Glen Ridolfi for organising it. Three old cars participated. The 1915 Model T, the 1908 Cadillac, and our 1907 DeDion Bouton, with Joe & Lyn keeping us rounded up in a modern at the rear.

The first day of the Impromptu Run was out to Laidley Heights with morning tea at Lake Dyer, with quite a few hills. Then I heard word that there were more hills, larger hills, so I bailed on Bob and hitched a lift with Greg and Irene, just as well, Bob said the DeDion wouldn't have made it over some of the hills and I would have had to dismount from my perch and push. We all arrived safely at Grandchester Hotel for lunch, then back to the Showgrounds.

The second day of the Impromptu Run was out and about and around goodness knows where, but we ended up arriving at Café Sorela Forrest Hill for morning tea, then off to Mulgowie Hotel for lunch. It was a sudden departure as a storm threatened, so I opted for a roof over my head and travelled with Greg and Irene while Glen in the Cadillac and Bob in the DeDion took off before everyone else. The rain held off and all arrived back safe and dry.

A wonderful rally all up.

Suzanne Ausburn



More photos for anyone interested <https://photos.app.goo.gl/6CX1JbCS3XyqqqTS7>



THE LADY DRIVER



It is unclear just who invented the button by today's definition, but early versions have been unearthed by archaeologists in excavations in Egypt, Iran and Greece – some dating from around 6000BC. Toggle-type buttons were found, made from bone, wood and teeth. Most are believed to be funerary items as ancient cultures often used buttons as decoration, harbouring a superstition that a row of buttons would ward off evil spirits. Early garments were generally draped or pulled over the head and secured with belts and lacings.

Around 1300 dress became a signifier of wealth. Detachable sleeves had been part of the Florentine fashion since the 13th century, a practice that enabled one to wear simple sleeves at home and more elaborate ones when going out. These were attached at the shoulder by a series of buttons. The use of buttons allowed for a more contoured tighter fit on the body of the undergarments worn under armour. Women's dress, apart from sleeve treatment, had few buttons at all. Buttons were almost exclusively the domain of men.

The Renaissance movement heralded a new era of discovery and invention, and came with changes in thinking towards the self-worth of human beings. Beautification and display of the human figure increased. As clothing became more expressive so too did the embellishments. Buttons became more decorative and were made from more precious materials, often made and sold by jewellers. Buttons moved from utility to luxury, often listed as inheritance, passed down through the generations.

Henry VIII and Elizabeth 1 are often portrayed with rows of diamond or pearl buttons. The biggest trend in the use of buttons as fasteners came in the 17th century, losing their predominantly ornamental role. The French led the way with buttons at the knee of their pantaloons, a single line from neck to knee on their long coats, wide buttoned cuffs and buttoned pocket flaps. The British frock coat and the riding jacket emerged at the turn of the 18th century. These sported extensive numbers of buttons, all of which had a purpose as opposed to their ornamental forebears. The 18th century is considered the period when men's clothing reached its ultimate opulence. The nobility and wealthiest class used rubies, emeralds, and sapphires with diamonds especially favoured in their button choices – an indication of their social standing.

Paste (glass) was used to imitate diamonds and precious gemstones. It allowed the less wealthy to imitate the more affluent.

Brilliant faceted and polished cut steel buttons added to this sparkly adornment. There was no material or manufacturing technique that evaded the button makers. By the late 18th century men's clothing was excessively elaborate when the "dandy" came on the scene. The dandy needed several colourful elaborate waistcoats and of course copious amounts of decorative buttons were his focal point.

With a changing social structure and the discovery of new materials and methods of manufacture, Britain was heading to dominate the export market with its production of buttons.

Irene Hill -VCCA(Q)

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



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MORE PHOTOS:

<https://photos.app.goo.gl/Fm8Vx8U17i9VVeq26>



WANTED

Genuine Baker Electric Tail Light



Please contact Bob 0438554791

SWAP MEET

**SUNDAY 9TH MARCH 2025 INVERELL SHOW GROUND TINGHA RD, INVERELL
GATES OPEN 6AM Entrance Tingha Side Gate**

OVERNIGHT CAMPING

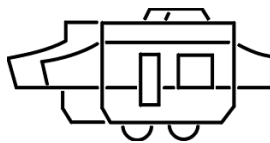
\$25 per Couple / per site

Powered sites AND hot showers!!

Undercover Swap sites available by

Arrangement - \$20.00 (booking fee)

Open Sites - \$10 Ample Parking



BREAKFAST & LUNCH AVAILABLE FROM 6am.

REFRESHMENTS & DRINKS AVAILABLE

(LIMITED ON SATURDAY NIGHT)

SORRY: NO PRIVATE FOOD OR DRINK STALLS OR RAFFLES

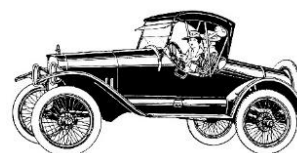
BUY SELL OR SWAP

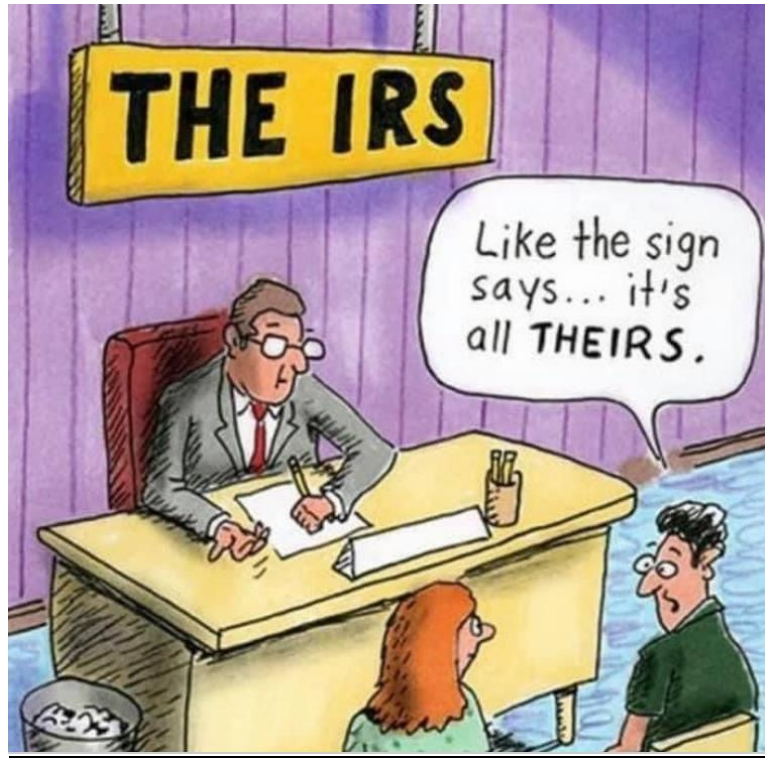
Laurie Campbell 0427 230 017

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Inverell N.S.W.