



NEW ENGLAND WHEELS

Official Magazine of the Classic & Specialist Car Club Armidale. Inc.
CHMC Member

August 2025

Established 1976

<http://www.cscnsw.com.au>



Cover Picture: Tony Haydon's EJ Station wagon "Rosie"

Deadline for August issue: Friday 25th August 2025



Kelly's Transport

134 Bundarra Road, Armidale 2350
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Classic & Specialist Car Club Armidale Inc.

Life Members: Robert Bradley (Decd), Lyndon Hardman, Pat Curry, Graham Chisholm (Decd), Michael Poulter, Arthur Ackling (Decd)

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Assistant Registrar
Karen Wittig
Vehicle Registration Officer
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Property Officer
Kevin Chappell (0412 050 408)
Welfare Officer
Bronwyn Partridge (6771 2240)
Publicity Officer
Honorary Auditor
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Membership Officer
Graham Earl (0404 094 854)
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Eric North, Peter Kirk, Robert Frost
Events & Social Committee Convenor:
Peter Ducat events@cscnsw.com.au
Committee Members: Judi Pearce, Robert
Frost, Peter Cox, Chris Swindale Col
Pearce, Graham Earl, Bron Partridge, Peter
Murray, Adam Archibald, Bob Willis and
Denise Towns.

Presidential Prattle

Our club has completed another successful year with strong membership numbers. At this point I would acknowledge and thank the great work from our treasurer Ron Bower who has kept our club in a sound financial position and not forgetting our Secretary John Lewis for his ongoing first class administration.

Our committee recently met and have agreed to the wishes of Ruth Jackson to have Burt Jackson Award to be handed to Peter Chambers in perpetuity. This decision was raised at our last meeting and was confirmed by the majority of members. The committee agreed to continue with a club award but without it being personalised. Some others matters discussed included club members meeting the required event numbers, limits on the numbers of club members,
Thanks again to all our members for their ongoing support.

Richard Evans President

Editor's Ramblings

Welcome to the August issue of new England Wheels

My thanks go to Bruce Reeves, Bob Willis and Tony Haydon for their articles.

I still have had no contact from the "Chain Gang", so if you want motorcycle content in the magazine please contact me or submit articles.

Its always good to hear about outings too, so tell me about your experiences and attach a photo if you like.

Again I would like to feature a member's vehicle in each issue, so if you would like your vehicle featured please contact me or just submit the article and photos

Enjoy

Eric North Editor

In this issue

Committee.....	Page 2
Editor's Ramblings.....	Page 2
Events for August and coming Events.....	Page 3
Minutes of the July Meeting and Committee Meeting.....	Page 5
Events Report.....	Page 7
Getting Cranky by Bob Willis.....	Page 8
Feature Vehicle Tony Haydon's EJ Holden.....	Page 9
Bruce Reeves Manilla trip in his AR130 International.....	Page 10
Ford Fairlane by Eric North.....	Page 11
A Line in the Sand by Bob Willis.....	Page 16
Dinkum Oil extract, CHMC survey request.....	Page 17
Events further information.....	Page 18
Club property and For Sale ads.....	Page 19

AUGUST Events

6th	Hub Rally meeting	7.30am	Armidale Bowling Club
9th	Ladies Cuppa and Chat Contact Sharron	10.00am 0493 164 417	Armidale Bowling Club
10th	Coffee and Chat Contact Matt Pennycuick	9.00am 0409 783 242	Civic Park
13th	Club Meeting	7.30pm	Armidale Bowling Club
17th	Afternoon tea	2.30pm	Dumaresq Dam
20th	Midweek Run Contact Denise Towns	11.00am 0418 608 881	Light Horse Museum
23rd-24th	Leyburn Sprints (Log Book Run)	see July magazine	
24th	Cars and coffee bikes and trucks 4 th Sunday of the month 10 am to 2 pm Quirindi Rural Heritage Village Coffee Shop museum, and miniature railway 15 Borambil Road Quirindi NSW 2343		

Chain Gang run every Wednesday-cars welcome, Contact Col Pearce 6772 9507

UPCOMING FUTURE & PROPOSED EVENTS.

SEPTEMBER 6th	Rusty Iron Rally	Macksville
SEPTEMBER 6th -13th	Kidney Kar Rally Bathurst to Dubbo via Port Macquarie more information page 18	
SEPTEMBER 10th	Club Meeting	7.30pm Armidale Bowling Club
SEPTEMBER 14th	Coffee and Chat Contact Matt Pennycuick	9.00am 0409 783 242 Civic Park
SEPTEMBER 14th	Gunnadah swap.	
SEPTEMBER 17th	MID Week run Contact Tony Haydon	11.00am Visit to Ken Thompson Lodge 0429 455 989
SEPTEMBER 21st	Port swap Racecourse Oxley highway	
SEPTEMBER 21st	Afternoon tea	2.30pm Dumaresq Dam
SEPTEMBER 28th	Distinguished Gentlemen's Drive see www.gentlemansdrive.com , and page 18	
SEPTEMBER 28th	Cars and coffee bikes and trucks 4th Sunday of the month 10 am to 2 pm Quirindi Rural Heritage Village Coffee Shop museum, and miniature railway 15 Borambil Road Quirindi NSW 2343	
OCTOBER 4th-5th	Wauchope Yesteryear Truck and Machinery Club forwarding an invitation to their annual Show	

OCTOBER 8th	Club Meeting	7.30pm	Armidale Bowling Club
OCTOBER 12th	Coffee and Chat	9.00am	Civic Park
Contact Matt Pennycuick	0409 783 242		
OCTOBER 15th	MID Week run	11.00am	visit Uniplan
Contact Denise Towns	0418 608 881		
OCTOBER 19th	Afternoon tea	2.30pm	Dumaresq Dam
OCTOBER 26th	Cars and coffee bikes and trucks 4 th Sunday of the month 10 am to 2 pm Quirindi Rural Heritage Village Coffee Shop museum, and miniature railway 15 Borambil Road Quirindi NSW 2343		
NOVEMBER 9th	Coffee and Chat	9.00am	Civic Park
Contact Matt Pennycuick	0409 783 242		
NOVEMBER 12th	Club AGM	7.30pm	Armidale Bowling Club
NOVEMBER 15th & 16th	New England Machinery Club Rally		
NOVEMBER 16th	Bike Rego day		
NOVEMBER 16th	Afternoon tea	2.30pm	Dumaresq Dam
NOVEMBER 19th	MID Week run	11.00am	
NOVEMBER 23rd	Cars and coffee bikes and trucks 4 th Sunday of the month 10 am to 2 pm Quirindi Rural Heritage Village Coffee Shop museum, and miniature railway 15 Borambil Road Quirindi NSW 2343		
NOVEMBER 30th	Rego Day	from 9.00am	Kelly's Transport
DECEMBER 10th	Club Meeting	7.30pm	Armidale Bowling Club
DECEMBER 13th	Club Christmas Lunch	12.00 for 12.30pm	venue tbc
Contact Bronwyn	0429 051 955		
DECEMBER 14th	Coffee and Chat	9.00am	Civic Park
Contact Matt Pennycuick	0409 783 242		
DECEMBER 21st	Afternoon tea	2.30pm	Dumaresq Dam
2026			
January 24th	Guyra Lamb and Potato	9.00am	Street display tbc
January 26th	Australia day	events tbc	
February 8th	Club Breakfast	8.00 for 8.30am	(Race Course tbc)
Contact Bronwyn	0429 051 955		
May 3rd	Bristol owners Car Club	9.00am	combined Coffee & Chat tbc
Contact Matt Pennycuick	0409 783 242	(this is an extra event and does not replace regular event)	

CLASSIC AND SPECIALIST CAR CLUB ARMIDALE

MEETING OPENED:

Meeting held at Armidale City Bowling Club 9th July 2025 meeting commenced 7:30pm.

PRESENT: 54, APOLOGIES: 13

VISTORS: Matthew Schaeffer, Noels son.

MINUTES OF PREVIOUS MEETING:

The Minutes of meeting held June 2025 be accepted as a true record moved by Eric North and seconded by Des Hardman. *Carried by show of hands.*

BUSINESS ARISING: Nil business arising.

SECRETARY'S REPORT: John Lewis reported as follows.

Correspondence in/out:

- Assortment of kindred club magazines: Coffs Harbour, Northern Rivers (Lismore), Mt Gambier and Parkes.
- CHMC Dinkum Oil issue #33. Includes a member survey on the future of CHMC annual rallies. Forwarded to Bron and Frosty and to Eric North for inclusion in the club magazine. Members are requested to complete the survey.
- Brendan Moyland office acknowledging our email of appreciation for the Community Recognition Statements regarding the successful hosting by the Club of the Pre 1931 Autumn Tour Rally.
- Auto Vibes forwarding Invitation to attend the All European Automotive Show to be held in Manly on 21 September 2025. Forwarded to Bron.
- Advanced notice and registration for the 2025 Distinguished Gentleman's Drive to be held on 28th September 2025. Noting that all funds raised are invested in vital research and programs to reduce prostate cancer in men.

Correspondence in: nil

Correspondence out: Thank you email to Brendan Moylan's office.

ClubGrants – acquittal completed for the current in-kind donation from ACBC for the use of meeting rooms for club meetings.

Moved by Col Pearce and seconded by Graham Earl. *Carried by show of hands.*

TREASURER'S REPORT:

Ron Bower reported a deposit in the name David Crowe is unknown, can anyone assist?

Moved by Bob Willis and seconded by Tony Hayden. *Carried by show of hands.*

EVENTS CONVENOR REPORT:

July 2025

Quirindi Coffee and chat 4th Sunday of the month as a regular event. Asking us to advertise and join in if possible.

Sunday 20th Gold Coast Swap at Mudgeeraba Showground

August 2025

Denise Towns will organise mid-week run in August.

Thursday 14th to Sunday 17th NRVVEE Lismore 65 year Rally. Expression of interest nrvvccsecretary@gmail.com

September 2025

Distinguished Gentleman's Run, cars over 40 years old now welcome. Motion that Peter Ducat authorised to sign our club up. Format will be as a Club drive; car can register through them from 10/7/25.

Moved by Peter Ducat and seconded by Tony Hayden. *Carried by show of hands.*

22nd to 26th VCCQ Vintage Car Club of QLD having their 70th year hub rally based in Armidale NSW

October 2025

17th to 20th CSCC Great Eastern Hub Rally 2025, Armidale as host.

Entry forms available, contact Bron Partridge and Judy Pearce. Entry forms contain itinerary and cost.

Parkes Car Show (same weekend as Great Eastern Rally)

April 2026 Bristol Car Club coming through end of April 2026.

May 2026 maybe having a combined coffee and chat 1st Sunday in May, asking us to join in. Club approved.

PUBLIC OFFICER'S REPORT:

Reminder October 17th to 20th Hub Rally, please check dates to offer help.

August NRVVCC Lismore 65 years rally expressions of interest to nrvccsecretary@gmail.com

VEHICLE REGISTRATION OFFICER'S REPORT:

Vehicle Registration Officer Rick Hardman and Bob Frost

2 new registrations and a few vehicles have been removed.

Registrar Col Pearce reported 332 vehicles now registered in the Club.

MAGAZINE EDITOR'S REPORT:

Eric North thanked Rochelle for her work and asked that members please contribute, cut off is the 25th of each month. Chain gang please contribute.

Happy to feature club members cars.

Maybe delay next month re printery of magazine.

CHMC DELEGATE REPORT:

Bob Frost reported that the survey for rally Great Eastland is available.

40 club mugs and button badges to be donated by club to Rally

LIBRARIAN'S REPORT: No report

CLUB PROPERTY OFFICER'S REPORT:

Kevin Chappell reported that 7 old model polo's down to \$10, 4 large women's can fit men and 3 small men's.

WELFARE OFFICER'S REPORT:

PUBLICITY OFFICER'S REPORT:

MEMBERSHIP REPORT:

WEBMASTER'S REPORT:

GENERAL BUSINESS:

1. Tony Hayden Wednesday 17/9/25 Ken Thompson Lodge 12noon car and bike display, activity for male residents particularly to see. Backup date the following Wednesday. They will supply lunch. The aim of the day is to involve all staff and residents.

COMMITTEE MEETING ITEMS.

- 1a. Graham Earl reminded club of requirements to be a member you must attend a total of 5 activities throughout the year, either meetings or events.
 - b. at the end of this year if this requirement is not fulfilled your car/cars will not be club registered.
 - c. 12 members have not attended any event/meeting (on record)
 - d. 33 percent of the club has done 5 or more events.
 - e. to check how many you have done, refer to the app – top of the screen – completed events or my account check top right corner – engagement. Contact Graham Earl if unable to follow.
 - f. if a member is unable to attend events due to age/health digression will be used with the individual situation.
- 2a. Bert Jackson Award committee felt Ruth's wishes to be respected and Peter Chambers to hold the award in perpetuity, to put to the club.
 - b. Future awards will not be in a person's name, but in the club name/ for future discussion.
3. Museum – Eric North, Plaza has offered a vacant shop for club to display cars, to create public awareness of proposed museum and enable fund raising. Club's public liability to be used, as museum does not have one yet. Club members will be asked to man, whilst shop is open. Eric North moved motion that club accept the offer, seconded Graham Earl. Passed in favour by club.
 4. Bob Frost recommended club membership to be limited to 150 members. More discussion to follow.
 5. Cheryl Hardman is going for a swim in Dumaresq Dam to raise money for North and North West special Olympics all money raised by her will go to locals to attend. At this stage 9am on 3rd of August to be confirmed. Club moved that \$500 be donated to Cheryl.
 6. Great Eastland Hub Rally in October will be our Clubs turn this year. Tamworth Taree, Coffs and port Macquarie Clubs involved. Entry forms available online and at meetings.

MEETING CONCLUDED

Membership Renewal

Your membership renewal was due on 30th June.
If you have not yet paid you can pay by bank transfer.

Bank details

Account name CSCCNSW
BSB 082407 A/c No. 036447525

Please note that if you have not renewed by 30th August you will no longer be a club member and your car will not be inspected for conditional registration.

Events Reports

Coffee and Chat 13h July

The weather was kind and the members turned out in force. There were 32 cars and one motorcycle in attendance and all enjoyed great fellowship

Photos thanks to Matt Pennycuik



Mid Week Run 16th July

The weather was kind and a good group assembled at the Tourist Information Centre for the pleasant run to Walcha. President Richard and his wife joined us at Uralla. A few of the group chose the longer route via



Kentucky but all enjoyed the lunch at the Apsley Arms Hotel.

The host was very pleased that we chose to come to Walcha, the town had been starved of tourists with the closure of the Port Macquarie road.

After a great lunch, some explored the town's shopping opportunities. In all a great day out.



Community Radio

Daryl Albertson reported that he had Bronwyn Partridge come in last Friday for his 'Community Spotlight' radio spot, to chat about Classic and Specialist Car Club Armidale, her position as Welfare Officer and the upcoming October HUB Rally in Armidale.

See link here:

<https://2arm.net.au/podcast/2025-07-25-bronwyn-partridge-welfare-officer-car-club-of-armidale-herb>

Other podcasts: 2arm.net.au/podcast.

There is also a post on our 2arm facebook page if you want to share the podcast upload via facebook:

<https://www.facebook.com/FM92.1> Follow us in Instagram 2arm_fm_92.1.

Getting Cranky

I wonder how many of our current club members have ever been involved in hand cranking a motor? Most vehicles right up into the 60's at least were capable of being hand cranked. Batteries were often the weak link in vehicle driving and in the early days the early motorist did not have a home battery charger thus a problem battery required it to be taken to a charging station, [most likely a service garage]. Okay, car won't start on the battery, no incline to run it down for a running start get out the crank handle.

The clued up motorist is prepared for this eventually ...and step one he makes sure his vehicle is an easy starter when using his battery start he takes a mental note of what is required for an easy start. If a manual choke, what is the best position for it for the easy start, if the car has a manually operated spark control, what is its best position, if the car has a manually operated throttle control do you have to use it, if so in what position.

Armed with this learnt knowledge when a Crank is required he/she applies it to the crank start, then usually a swift pull up on the crank handle making sure your thumb is on the same side of the crank handle as your fingers and an easy start is assured. Sounds easy, if not ask your wife to come out and give a hand then at least you will other than the car have someone to swear {mildly} at.

Bob Willis.

Bob photographed his 1937 Chevrolet next to this pebble, well it's a bit bigger than a pebble, some time ago on a club run somewhere in the tablelands area.

Richard A, there's a challenge for you!



Feature vehicle of the Month

Tony Haydon's 1963 Holden EJ Station Wagon

Tony informs us;

"I have recently received the attached certificate from the EJ-EH Holden Register about my 1963 EJ Holden Station Sedan (wagon). It is the most accurate information I have regarding the car.

The car was originally purchased from Gaukrogers Holden in Inverell and registered on February 21, 1963. I purchased the car from the McCardle family in Tingha on February 1, 2009.



Left Rosie at Gaukrogers Inverell 2020

Below Rosie at Port Stephens car Show July 2025

Bottom Right Original GMH Factory Photo



**Information courtesy of
The EJ-EH Holden Register**

GENERAL MOTORS-HOLDEN'S PTY. LTD.
BODY IDENTIFICATION
 CORRESPONDENCE MUST BEAR THESE NUMBERS

BODY	EJ-229M-7313S
TRIM	795-B19
PAINT	585-4941
INSERT	
TOP	585-4675

PSN S053694

Chassis No. EJ29321S

Est. Build Date 09/02/1963

Registration CXR405

Engine No. J78213

Body Style Grey Motor - 138ci

Body Paint Special Station Sedan - Manual Transmission

Top Paint Penola Rose

Trim Colour Atherton Ivory

Trim Colour Heather Rose & Vintage Crimson with Feathertop Grey

This EJ was the 7313th Manual body, Special Station Sedan to be manufactured at the Pagewood plant in New South Wales. It is 1 of 1182 Manual Special Station Sedan bodies to be completed in the month of February 1963 at Pagewood. Upon completion the body moved onto final assembly receiving Chassis Number 'EJ29321S' making it the 28321st EJ to be completed in Sydney on approximately the 09/02/1963. This is 1 of 4 EJ bodies on the register in this colour/trim combination at the time this certificate was generated.

Join us on Facebook

Cert. No. 1523 - 29/05/2025



Inaugural drive and Manilla Vintage Machinery Group's Annual Rally 2025

This story concludes on a positive note, marked by the acquisition of a new vehicle for my collection and an addition to the Club's classic vehicle inventory.

Early May 2025 I was introduced to now my new acquisition, a 1951 International AR130 Pick Up) table top.

Not having much time to negotiate with the seller, any settlement was to be delayed until my return from a motorcycle adventure to Cape York (with two fellow Chain Gang members)

Arriving home from tropical Queensland, 20 days later to a snow bound New England, only added to the stress of settling the deal and taking possession of my new red treasure!

International AR130 1951 (Red Rocket)



Being a sucker for punishment I made a commitment to attend the 'Manilla Vintage Machinery Group's Annual Rally' the following long weekend, now 7 days away. In that time, I had to bring a vehicle up to scratch which hadn't been driven for 8 years, involving making it road ready and safe, Club registered, Insured etc.

Special thanks to Bob Frost and Col Pearce for timely inspection and documentation for the rego. Insurance, Rego and number plates done Friday morning; oil water tyres fuel tended to, then on the road to Manilla via Retreat, shortly after lunch.

When you talk about a shake down run, this run was the epitome of the term. The going was all gravel roads, corrugations, washouts, steep hills and corresponding downhills and the odd water crossing, (roads more suited to the Blitz) as it skirted the southern side of Warrabah national park then following the Namoi into Manilla.

A counter tea finished a rather busy day, with congenial company of fellow club members and a comfortable bed rounded off day 1.

Saturday saw us up early cleaning mud and dew of our vehicles, breaky then out to the show grounds.

The Manilla Rally incorporates all types of vehicles, trucks, tractors, hot rods etc. Pretty good swap meet with 30 odd vendors. Scores of stationery engines; steam, oil, petrol, (no EV??) A day filled with camaraderie and conversation with likeminded old school mechanical junkies.

11am Saturday the entire rolling entourage joined in a parade through the main street which was a joy to the public lining the streets, and the participants.

Left the rally site around 5pm to finish the day conversation and beers around a fire pit back at Richelle and Kurt's place.

Sunday hearty breakfast and a tour of Mount Borah (of Paragliding, mountain biking, and Extreme 4X4 competition) then a bitumen return trip back to Armidale (by choice!) via Moonbi Gap road and New England highway. The Red rocket sat on 45MPH, despite a constant engine misfire.

Great weekend and 'shakedown' with a good size list of maintenance items to attend with. Not bad for an old pick-up not driven for 8 years, then prior only as an advertising post board platform for a Gold Coast tourist attraction.

Cheers

Bruce R



Stationary engine



Balala en route



Bruce Reeve's photos of the Manilla trip

Mount Borah





In this article we will look at two generations of the Fairlane of North American origin, firstly what is commonly known as the “tank” Fairlane which replaced the Customline on the Australian market, and its successor, commonly known as the “compact” Fairlane.

The Fairlane name comes from the name of the mansion Henry Ford built for himself and his wife Clara in Dearborn Michigan, which was called Fair Lane, built in 1915.

Ford USA started using the name on their 1955 Models, as the top of the line model, in appearance it was similar to the Customline marketed here but with addition chrome strips. The series included the new Crown Victoria coupe and transparent roof model as well as two and four-door sedans, coupe and convertible. Ford also marketed an entry level model called Mainline which had no chrome trim.

There was an all-new larger body style introduced in the USA for the 1957 model year named Custom for the entry level model and Fairlane, they were revised for the 1958 model year, however neither of these models were sold here, the Customline continued into 1959.

In August 1959 the all-new (to Australia) Custom 300, Fairlane 500 and Ranch Wagon were introduced to the Australian market, just about the same time as another all-new model, which was not marketed here, was released in the USA.



The Custom 300, Fairlane 500 and Ranch Wagons were assembled in Ford's new Broadmeadows plant north of Melbourne, in fact the first car off the assembly line was a Fairlane 500. C.K.D. kits imported from Canada.

The writer wonders at the reaction of the conservative farmer or business man who came to trade in his third or fourth Customline on a new Ford, this huge looking glitzy, chrome monster must have set a few back, even though it was actually only 10" longer and only a ½" wider than their Customline. Obviously many did not buy one. Ford sold 3677 Customlines in 1958 and 2258 in 1959 before the new cars were released in August. In the almost four years these cars were on the market a little over 6400 plus about 900 ranch wagons were sold, about 120 became ambulances or hearses. The writer was unable to access figure to show the split between the Custom 300 and the Fairlane 500 but from observation the majority were Fairlane 500s, many of the Custom 300s were sold to the police and other government agencies, however, again no figures were available to the writer.



Custom 300 Commonwealth Car & chauffer

While the styling might not have been a favourite of the conservative Australian market, it won a gold medal at the World Fair in Brussels.

The new to Australia Thunderbird-type engine of 332 cu.in. capacity produced 204 b.h.p, automatic transmission was standard equipment on the Fairlane (with right hand shifter) and optional on the other two models, power steering and power brakes were also optional throughout the range.

Modern Motor described the cars in their September 1959 issue quoting the prices Fairlane 500 £2463, Custom 300 £2173, Ranch Wagon £2451, Automatic added £167 to the last two prices. The month before a Customline was £1922 and the Fordomatic £2112.

The *Australian Motor Manual* in their 1st September 1959 issue road tested the Fairlane 500, and also featured colour photos of the Fairlane and Ranch Wagon on the cover. The chassis was a new design perimeter frame which enabled a lower overall height without losing headroom. Suspension was the conventional coil springs at the front and semi-elliptic at the rear. Drum brakes. 15" wheels.

The article was headed “New V8 Fairlane Jumps Years Ahead and has 204 b.h.p. Thunderbird engine”. They achieved a top speed of 104 m.p.h. 0-60 m.p.h. in 12.7 sec. and returned a fuel consumption of 16 m.p.g.



Fair Lane

In their November 1959 issue *Modern Motor* road tested a Custom 300 under the banner “*Vast and Fast*” They started the article “*The time a Ford Fairlane owned by an American visitor to Scotland disappeared mysteriously from the banks of the Loch.*”

I'll say no more about that alarming coincidence—but Ford's new Custom 300, identical to the Fairlane in all but finish and equipment, is a monster of a motor-car in terms of sheer size.

But if it's Ford's biggest, it's also Ford's best big car yet.” And the Summary “The Custom I nominate as the car with the well-fed but well-bred look. It'll certainly appeal to the well-fed class, not all of whom are well-bred—and at least the car will shame their manners.”



Ranch Wagon

The *Western Herald* described the Ranch Wagon in their

14th August 1959 issue pointing out that there were differences in the spring rating to the car and that the brake lining area had been increased. The load space with the tailgate in place was 8'8", no wonder it was popular as a low cost hearse.

Revised models were introduced in August 1960, there was a new grille, “Gunsight” ornaments on the front mudguards of the Fairlane 500 and some new chrome on the other two models. Engine power was increased to 225 b.h.p. by increasing the compression ratio and the manual gearbox was improved.

Wheels road tested a Fairlane 500 reporting in their January 1961 issue under the banner “*Ford's Fairlane Fandango*” initially claiming “*Big, with lots of performance, Fairlane nevertheless does not come into the classification of a luxury car in spite of the high price tag.*” They were not happy with the two-speed automatic or the low geared steering and concluded the article “*The test car was equipped with the optional heavy duty suspension, which probably accounted for its accent on firmness.*”

Standard suspension is the "boulevard" ride, which speaks for itself.

Equipment was good, but it seems wrong that on a car in its price range, heater and windscreen washers should cost more.

In this respect at least, English machinery with approximately the same price tags have it all their own way.”

This seems to be a strange thing to say as the only English cars in the same price range were the 2.4 litre Jaguar or the P4 100 Rover and for considerably less the Humber Super Snipe, and prospective Ford buyer would never consider entering those showrooms and vice-versa.

The *Australian Motor Manual* in their September 1960 issue were fairly non committal, they disliked the vacuum wipers, liked the performance and the quad headlights and thought the brakes were adequate. Price quoted was £2468. Presumably the other prices remained the same also.



1961 Fairlane 500

The *Sydney Morning Herald* tested a Fairlane 500 with power steering and power brakes, reporting in the 17th October 1960 issue. Tester Sturt Griffith observed “*This is not the type of car which one throws around, or drives too hard through winding roads. Rather it is piloted steadily on difficult routes and reliance placed on its great power to make up time in acceleration and on hills.*”

He concluded the article “*The car is well suited to country touring because of it is well ventilated and has ample power to cover long distances in a day.... The power assistance for steering and for brakes coupled with automatic transmission takes all the effort out of driving the car.*” Price quoted £2485.

The model was withdrawn in October 1961 but it took until well into 1962 before stocks were cleared. There was no clear replacement in the “full-size” category until the introduction, in 1964, of the Galaxie.

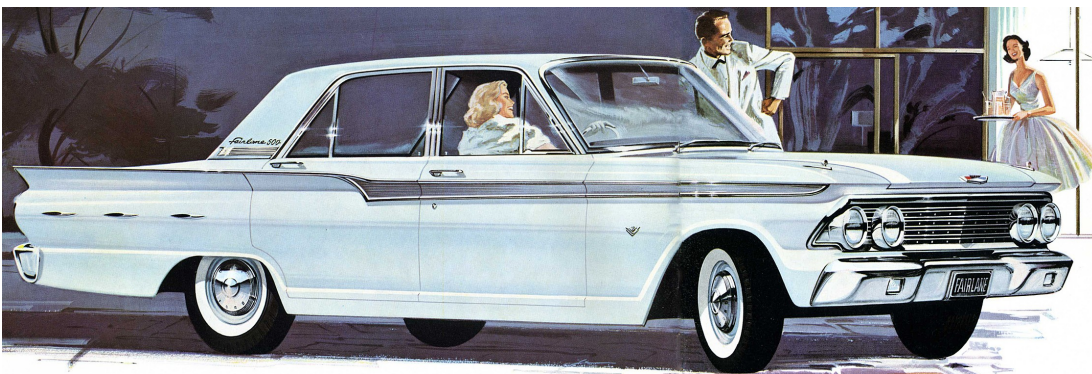
The new Fairlane 500 introduced in April 1962 was an “intermediate” size car, larger than the Falcon and smaller than the Galaxie. Although in size it was almost identical in its dimensions to the last Australian Customline,

although it weighed about 400 lbs less. However its market-leading feature was hardly noticed at the time. It was the first use of Ford's revolutionary "small block" engine which spawned a whole new family of engines using the thin wall casting technology.

Quoting from the Ford publication "Total Performance" *The new Fairlane "221" was introduced almost 30 years to the day after the first mass -produced V-8 by Ford in 1932— also of 221-cubic-inches. However, the similarity ends with the displacement. The new engine weighed 65 pounds less and developed over twice the power of the original V- 8. A comparison of specifications for the two engines shows a remarkable advancement in engine design over the intervening years."*

Describing the car, it is of conventional design of integral construction, powered by a 221 cu.in V8 engine producing 145 b.h.p., available with either a three speed manual gearbox with steering column shifter or the two-speed Fordomatic automatic transmission. Suspension was by coil springs in the front and semi-elliptic at the rear, drum brakes, 14" wheels. Two-speed electric windscreen wipers. Body styling is pleasant in the "three-box" configuration and it sports tail fins. (Unusual, as most manufacturers has dropped this feature by 1962.) Only one trim level was available and one body type. The brochure does not list either power steering or power brakes being optional. The North American version was available in two and four-door sedan, station wagon and coupe forms, with six cylinder and two V8-engine options, power steering was also optional.

Assembly of this model was carried out at the Homebush Sydney plant.



The *Sydney Morning Herald* road tested both the manual version, 23rd July 1962 and the automatic version 2nd July 1962.

Tester Sturt Griffith found that the manual car has slightly better performance and the

fuel consumption was 21.7 m.p.g against 21.2 for the automatic car. He quoted prices at £2069 for the manual and £2193 for the automatic.

His summary *"The Fairlane car is a commodious and easy-to-steer six-seater with a good boot. It is very safe to drive and gives a comfortable ride over most surfaces.*

In my opinion superior to its predecessor particularly in the matter of reduced overall dimensions and is more pleasant to drive."

Australian Motor Sport, Modern Motor and Wheels announced the car in their May 1962 issues, *The Australian Motor Manual* and *Wheels* published full road tests in their July issues. *The Australian Motor Manual* started their article *"THE new Ford Fairlane 500 sedan is an all-new car, not just a re-vamped version of last year's model. It is delightfully styled and appointed and combines adequate power with superb road manners. It is not a bulky car, in fact, when driving it I gained the impression of a king-size Falcon rather than a trimmed '61 Fairlane."* While *Wheels* summed up *"Generally the new Fairlane is a vast improvement on the old model. It is fast, quiet, comfortable and shows exceptionally good road manners at all times."*

They quoted the top speed at 96.8 m.p.h, acceleration 0-60 m.p.h in 13.7 sec and the fuel consumption at 19.1 m.p.g.

The 1963 model was released in February 1963 the brochure claimed *"Australia's Most Care-Free Car - Australia's Best Selling Fine Car"*. Aside from the new grille and side colour flash there was little change. However the Challenger 260 cu.in V8 was optional. This engine produced 164 b.h.p.

Wheels featured the car on the cover of their April 1963 issue and summarised their road test of 260 cu.in version. *"On good straight roads, the Fairlane settles down to an easy cruising gait of 75 to 80mph and has the ability to cover ground rapidly. The proper and safe technique is to enter corners gently and use the immense power to come out of them quickly.*



1963 Fairlane 500

The Fairlane is only moderately large and, with the 260 cu in Challenger engine, is able to perform, commendably well at the cost of high petrol consumption. In short, this is one for the person who requires prestige transportation

rather than economy and more refined handling and braking.” They quoted the top speed at 101 m.p.h and the fuel consumption at 18 m.p.g. for normal cruising. Price quoted was £2233. Price with the 221 cu.in engine and manual transmission was £2188. The press release also claimed reduced service intervals saving the owner money, the car now only needed to be serviced twice a year or after each 6,000 miles.

The Australian Motor Manual in their April 1963 issue listed the “Good Points” Appearance, Comfort, Performance and “Debatable Points” Shock Absorbers, Brakes. And they thought the car was good value.

The final version of this model (in Australia) was released in March 1964. Finally the tail fins were gone, along with the 221 cu.in engine, but added was the option of the Challenger 289, 195 b.h.p. engine. This engine would also be available in the Mustang which was released in USA in April, and the Galaxie. Along with the new engine came the option of “Cruise-O-matic” three-speed automatic transmission.

The Brochure makes a point about safety “*Safety features. In addition to the padded instrument panel and padded sun visors, Fairlane brings you these Ford-pioneered safety features: Lifeguard design steering wheel which provides protection for driver in event of impact; Lifeguard design safety door locks that reduce the possibility of doors springing open in event of impact; safety glass all round; king-sized brakes that need only light pedal pressure for instant, smooth braking; and safety-type wheel rims that help keep the tyre in the rim in the event of a blow-out.*” As well as pointing out the car now has “*new Diamond Lustre’ baked-enamel finish which lasts and lasts*” and only needs a wash and light liquid polish twice a year.



1964 Fairlane 500

Modern Motor reported on their road test of a 289 equipped car in the July 1964 issue under the banner “Fiery Fairlane” and after complaining the heater and windscreen washer were not standard equipment they concluded “Whatever the equipment shortcomings, the Fairlane is nevertheless an impressive car on the road. It is fast, comfortable, handles like any American car (and better than some) and takes rough roads in its stride. Of course, not every motorist is going to want as much performance as the 289cu. in. unit offers, but plenty will.

The Australian Motor Manual also tested a 289 with Cruise-O-matic and listed the “Good Points” Attractive shape, Excellent Performance, Fuel economy- “Debatable Points” Short fuel tank range, Spark plug accessibility, Small tool Kit. They attained a maximum speed of 105 m.p.h. and quoted the fuel consumption at 19 m.p.g Price quoted £2233. The model was discontinued in mid 1965.

Ford Australia production figures show Fairlane, 1962-1934, 1963-1883, 1964-1323, 1965-384

Ford did not market a car in this category until the All-Australian Fairlane based on the Falcon station wagon platform, until 1967. It was a winner for Ford.

Eric North

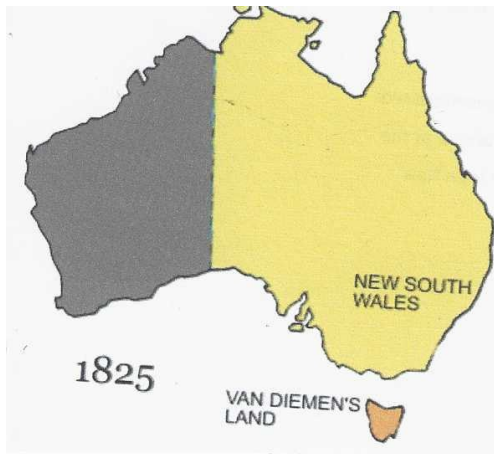
A Line In The Sand

Have you ever wondered why you are in the State you are in? I looked at the current map of Australia and wondered who was responsible for setting the various State and Territory Boundary Lines.

In The Beginning; 1786

The above map was created by Captain Arthur Phillip when appointed Governor of NSW when the boundaries of the first British colony in the Pacific Ocean were defined.

1825

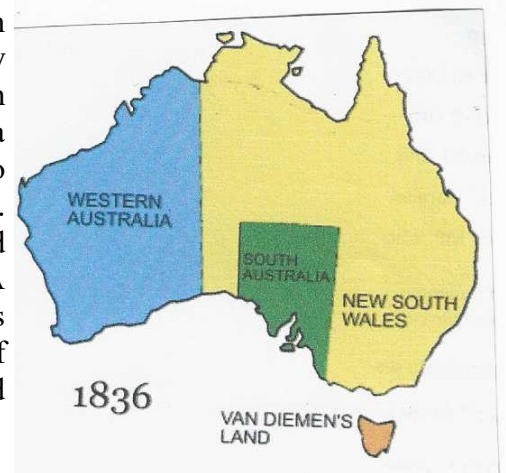


Governor Darling's Commission also redefined the southern boundary of NSW as the most southern point of the mainland at Wilsons

Promontory, in order to give effect to the establishment of Van Diemen's Land as a separate colony from 3rd December 1825. It is significant to note that the western extension of NSW to the 129 meridian in 1825 preceded the "taking of possession" of the remainder of the continent west of the 129 meridian, to establish the colony of Western Australia. This means that Western Australia is the only State never to have been part of NSW. Thus NSW was defined as all of the continent from the 154th meridian to the 129th

meridian.

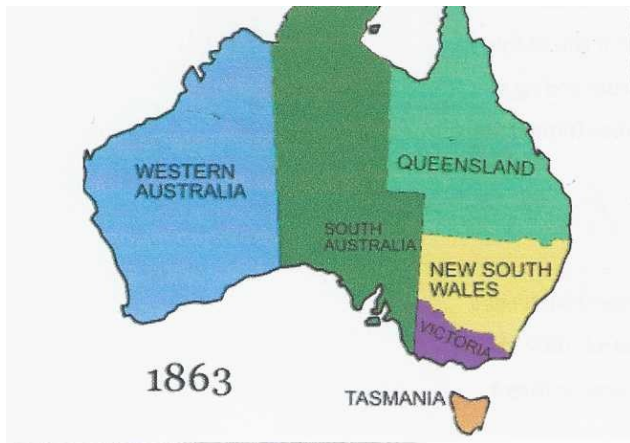
A group of State supporters [apparently with no consultation with NSW] the South Australian Colonisation Act 1834 was enacted by the Imperial Parliament to empower the King in Council to establish one or more "provinces". The area on the above map was declared a "province" South Australia. Which was the only colony never to have a penal settlement. The northern boundary was not declared. South Australia was established by letters Patent February 1836 and a Crown Colony. There existed a "No Mans Land" between the WA border [132 meridian] and SA border [129 meridian] which was NSW. After very intense discussions featuring on the difficulty of NSW to access this area, "No Mans Land" was eventually annexed to SA on 10th October 1861.



The colony of Victoria's borders with SA and NSW were now an issue. The border with SA was maintained at the 141 meridian. The Constitutions Act 1850/58 declared and enacted: That the whole watercourse of the said River Murray from its source described to the Eastern Boundary of the Colony of SA, is and shall be within the Territory of NSW. A straight line was drawn from the source of the Murray to the Eastern coast ended at Cape Howe. In 1980 the High Court established that the precise boundary line NSW and Vic along the River Murray is the top of the southern bank of the river.. Thus the whole watercourse of the Murray River was part of NSW. Surprisingly the two islands in the middle of the Murray River

Pental and Beveridge were declared to be part of Victoria.

The next border to be settled was between NSW and Queensland it was accepted that the eastern border would start at Point Danger NSW ending at the junction of the Tenterfield and Dumaresq Rivers then in a straight line to the SA border. A discussion arose as to the western border of QLD and it was resolved from the argument that the border was the 129meridian when QLD in 1862 persuaded the imperial authorities that that part of the NT between the 141 and 138 meridians above the 26th parallel become part of QLD with a deep water port in the Gulf of Carpentaria. Qld gained enormously by this additional territory which



includes the Barkly Tablelands and the Mount Isa mineral fields as well as significant uranium deposits.

The borders of The Northern Territory were established and the accepted State and Territory border lines were accepted at Federation along with the Territory of the ACT in 1902. During the years up to 1902 a few attempts were made to vary certain aspects of the borders all being unsuccessful.

Bob Willis



THE DINKUM OIL # 33

A drop from the Council of Heritage Motor Clubs to keep you going.

CHMC Annual Rallies.

Our traditional annual rally has served our Council well for the past 55 years and provided enormous satisfaction and enjoyment for our members. However, as no CHMC club is in the position in 2026 to host our annual event we regretfully advise there will not be a rally next year.

The CHMC Committee has decided to take this interval as an opportunity to review the annual rally and consider new formats or programs that suits more of our members yet reduces the tasks involved for host clubs.

To begin this review we are conducting a survey and need input from club members and clubs whether you attend our annual rally or not. The following link will take you to the survey which is easy to complete and submit anonymously:

<https://form.jotform.com/251778366556068>

The closing date for rally survey submissions is **30th August 2025**. The results will be presented to delegates at our next meetings at Cowra in October.

- The annual rally is Council's premier event so please ensure that everyone in your club has the opportunity to submit their views so future rallies can be planned to meet their expectations while also being desirable for clubs to host.

More information about this, and other items of interest, can be found on Council's website: www.heritagemotoringcouncil.org.au

The committee recommends that members complete the survey above as it is important for the people organizing the future events.

Please copy the address and paste it into your browser heading.



Two days of racing, car and caravan shows, market stalls, and more!

August 23rd and 24th 2025 will see one of the most significant motoring events in Queensland and one of the State's biggest regional events staged with the 29th Historic Leyburn Sprints event.

17,000 plus people descend on this scarcely populated rural domain annually for two days of action.

Adult tickets are priced at \$30 per day or \$40 for the weekend pass. Children under 14 are free with a school ID. More information at: leyburnmotorsprints.com.au

The Distinguished Gentleman's Drive is a celebration of classic style. The 2025 event takes place on Sunday, September 28th. It is an on-road motoring fundraising event, uniting classic cars built 40 years or older, encouraging drivers and passengers around the world to dress dapper and drive for men's health. All funds raised are invested in vital research and programs for prostate cancer and men's mental health by Movember.

Register and donate on www.gentlemansdrive.com, and on Member Jungle

The Kidney Kar Rally

Join the Kidney Kar Rally to make a real impact. With 35 years of experience, this rally has raised over \$16 million to help change the lives of children and young people affected by kidney disease.

This is the perfect opportunity for those seeking an adventure while experiencing the best parts of Australia. The rally includes iconic tracks, private roads, and breathtaking sights, providing a unique and exciting way to explore the beautiful Australian landscape.

The rally brings together a community of passionate drivers who share a common goal. The camaraderie of this driving community is truly amazing, creating a supportive and encouraging environment for all involved - it's one big family.

Together, let's continue to make a real difference in the lives of kids and youth affected by kidney disease.

kidney.org.au/event/kidney-kar-rally

Wauchope Yesteryear Truck & Machinery Club Show 4th & 5th October 2025 Long Weekend Wauchope Showground

Cost: \$10 per adult

Kids under 14 free

The show will feature historic and late model working trucks, tractors, machinery, stationary engines, working chainsaw display, vintage cars and motorcycles.

Entry is free for exhibitors.



Camping available for exhibitors only: \$10 per night

Any further enquiries please visit our Facebook page or email



CLASSIC and SPECIALIST CAR CLUB CLUB REGALIA



Club Mugs \$5.00
 Car Badges see right SPECIAL \$10.00
 Car Display Boards (new).....\$45.00
Contact Property Officer Kevin Chappell



Club Polo Shirts are now available from ACE EMBROIDERY

Located in the Armidale Mall

Short sleeve (with club badge and your name optional at no cost).....\$50.00

Long sleeve (with club badge and your name optional at no cost).....\$55.00

Club Jackets (with club badge and your name optional at no cost)....\$80.00

Name Badges (NEW STYLE WITH PIN OR MAGNETIC CLOSURE)

available from Office Express 6/111 DANGAR STREETCOST \$19.00

FOR SALE

1983 5 Door Range Rover

This car has taken me on Fundraising adventures with Camp Quality Escapade and never missed a beat; but since becoming legally blind I regrettably, no longer have a use for this vehicle.

3.9L Petrol Engine (Done 100,000 km) 4 Speed Gearbox
 6 Alloy Range Rover Wheels a Tyres 'excellent condition
 Fitted with Rover Bull Bar with Bar Light New Battery
 2nd Spare Wheel on rear external Tyre Rack
 New replacement Gearbox and Head gasket in 2023
 Special Roof rack with Flashing Light and extra Indicator
 Lights for dusty conditions Currently on Club Plates
 No panel damage but would love a paint
 Extra control panel for charging up to 4 devices
 Fitted with Fire Extinguisher Air Conditioned



\$6,000.00 Chris Swindale 0427 699386

Chris has a collection of New England Wheels dating back to about 2011. He thought a newer member might like to have them and make a donation to Chris's favourite charity.

For Sale

Ford Fairlane Marquis 1978 \$35,000

4.9 litre (302) V8 Car is in good condition, currently on club rego.

Not transferable. Located Invergowrie, 2350 NSW

Contact Ray & Carol North (02)6775 2467



Volvo 240GL 1988 \$5,000

Manual gearbox, currently on club rego. Not transferable

Car is dusty but will clean up nice. Located in Invergowrie,

2350 NSW Contact Ray & Carol North (02)6775 2467



Generic Picture NOT the real car



If undelivered return to
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