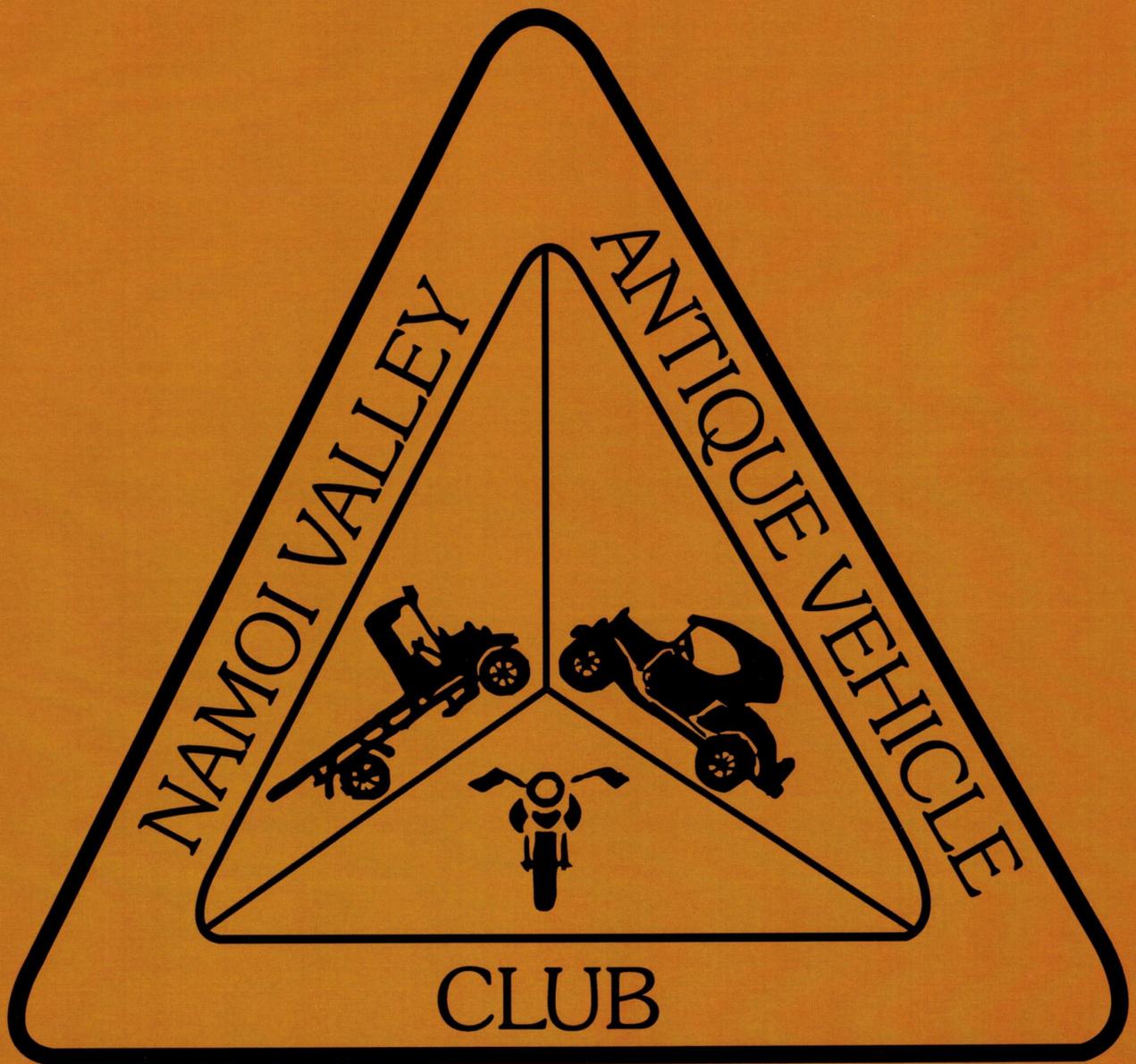


NEWSLETTER OF



INCORPORATED



“BACKFIRE”



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NAMOI VALLEY ANTIQUE VEHICLE CLUB
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**ARTICLES ARE INVITED FOR INCLUSION, FORWARD TO THE
EDITOR AND IF YOU MISS THE DEADLINE, IT WILL BE INCLUDED IN
THE NEXT MAGAZINE**
nvavceditor@gmail.com

NOVEMBER-DECEMBER

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NVAVC COMMITTEE: Ken Nobilo, Harvey Black, Maxine Beale, Malcolm Roy, Greg Malone,
Ray Johnson, Mike Beale, Terry Pawley, Allan Pym, Tony Wills

NVAVC LIFE MEMBERS: Maxine Beale, Mike Beale, Ken Nobilo & Malcolm Roy

EDITORIAL



Hi everyone

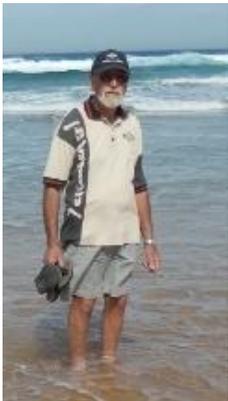
Well the first magazine has gone out complete with strangled nerves and spontaneous sweating. Firstly thanks to my assistant editor, Max, for her relentless looking over my electronic shoulder with suggestions and corectionals (sorry that's corrections). The stories were a bit of last-minute thoughts and possibly a bit rushed but now I have a some time up my sleeve I can spend more time in thought putting the publication together. I will be chasing members for their stories about their vehicles and working side by side to present them.

The festive season is upon us and this is generally a busy time so enjoy and have a great Christmas and a great new year remembering that the next meeting is on 6th February with the normal 7pm start.

There has been a number of fill in articles and ideas coming from members. This is going to be of enormous benefit so please keep them coming.

Greg

FROM THE PRESIDENT



As most of you will know by now, Judy Lubke lost her battle with cancer on the 11th of October. Although not a member she participated in our events, meetings and swap meets with her husband John. Judy was John's left arm and sometimes his right, they did everything together. Our sincere condolences go to John and family. A tribute to Judy prepared by and read out by Harvey Black is included in this magazine.

Craig McMaster and Jim Purcell are new members having been welcomed into the club at the October and November meetings respectively. We look forward to their participation.

A Roadshow was held in Dubbo by Transport for NSW (TfNSW) regarding the historic and CVS registration schemes. The object of this was to keep clubs and users of these schemes the chance to ask questions and hopefully clear up any misconceptions. A list of questions and the answers provided are included in this issue.

Christmas is not too far away. The date has been set for the Christmas party so save this date 9th December. Venue is 125 McKenzie Street Narrabri. See events calendar. Numbers will be required for catering.

Cheers. President Nobby.

Minutes NVAVC Meeting held at the VRA training rooms on 3rd October 2023 commenced at 7.04 pm with vice President Harvey Black in the Chair

Present: Terry Lennox, John Hallett, Malcolm Roy, Allan Pym, Greg Malone, Wayne Hottes, Warwick Johnson, John Wilson, Ray Johnson, Geoff Brown, Joseph Nassif, Harvey Black, Tony Wills, Jim Hatton, Ron Campey, Graham Anderson, Terry Pawley, Anthony Clarke, Ken Coates, Don O'Regan, Mike & Max Beale.

Visitors: Jim Purcell, Craig McMaster.

Apologies: John & Kayleen Stapleford, Len Hall, Lisa Humpries, Ken Nobilo, Stuart Black, Chris Secombe, Brian Holcombe, Geoff Hall, Bones Falkiner, Alex Gould, Matt Anderson, John & Judy Lubke, Lisa Wills.

Moved Mike Beale, Seconded Malcolm Roy that the apologies be accepted.

CARRIED

Minutes: Minutes of the meeting held on 5/09/23 read by Tony Wills.

Moved Ray Johnson, Seconded Geoff Brown that the minutes be accepted as read.

CARRIED

Business Arising from Minutes: Harvey advised the meeting that John & Judy Lubke were back in town, but he did not think Judy was doing too well.

Correspondence

In: * Various club magazines

* Notice of the CHMC AGM on 28/10/23

* August statement from NICU.

* Invoice from the Courier re advertisement for Swap Meet

Out: * Get well card sent to Judy Lubke

* Club magazines emailed to members

Moved Ray Johnson, Seconded Don O'Regan that the correspondence be accepted.

CARRIED

Treasurers Report: Max presented her report stating that there had been no movement in the account while she was away and advising that there were now only 6 unfinancial members.

Moved Max Beale, Seconded Malcolm Roy that the report be accepted.

CARRIED

General Business

* Malcolm requested the use of the club shades, tables and chairs and the meeting agreed to the request from this life member.

* Mike & Max informed the meeting that they will be representing our club at the upcoming CHMC AGM, and outlined some of the points of discussion that will be raised at that meeting.

* Harvey informed the meeting of some possible HVS rego concerns that were outlined in the Rough Tracks Magazine.

* Max mentioned that the *Drive Lite* publication from TfNSW is available online.

* New membership application from Craig McMaster was accepted by the meeting, and he was given the yellow card questions.

* Application for membership from Jim Purcell as he has attended his first meeting.

Events:

Malcolm presented the events report as follows:

Events 2023 -2024 Year

NVAVC Events

Version One

October 2023

3 Oct.	7.00 pm Meeting	
4 Oct	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
21-22 Oct	Dungowan Village Fair – Cars, Trucks, Tractors, Engines etc	
22 Oct	Truck Wreckers visit - Meet at the Clubrooms for a BYO morning Tea at 10.00 am then proceed to the Truck Wreckers, A BYO lunch at Yarrie lake to follow	
22-28 Oct	High Wheeler Rally Gunnedah, Best times Monday Public Display Lunch time at Tourist Office, or Thursday at lunchtime at the Boggabri RSL	
1-5 Nov	Clarence Town Swim in Rally Clarence Town	
7 Nov	7.00 pm Meeting	
8 Nov	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
19 Nov	Chrysler 50 th Anniversary	
19 Nov	Cars and Coffee RSL Car Park 8:30- 11:00	
25 Nov	Boggabri Tractor Shed (\$10 entry) & lunch at Boggabri RSL. Lunch numbers needed by Tuesday 21 st - if not attending the meeting, email mwandjaroy@bigpond.com	
5 Dec	7.00 pm Meeting	
6 Dec	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
8 Dec	Family Evening Bunnings	
	Chamber Commerce Xmas Fair	TBC
19 Dec	Xmas lights run	
3 Jan	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
11-24 Jan	Guyra Lamb & Potato Festival	
26 Jan	Australia Day Celebrations	

- * Harvey and Allan gave a report on the swap meet and outlined a few problems we had this year.
- * John Wilson gave a report on the military display that he attended at Laidley, saying that it was a good display and that he won two trophies - "best restored vehicle" and "best amphibian". Congratulations John.
- * Ken Coates gave a report on his Europe trip and a brief update on the latest trends of European automobiles.
- * Joe Nassif reported on his trip to Europe and made mention of speed limits in some countries.

There being no further business, the meeting closed at 7.56pm.

Signed (Chair) Date.....

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Minutes NVAVC Meeting held at the VRA training rooms on 7th November 2023 commenced at 7.00 pm with President Ken Nobile in the Chair

Present: Terry Lennox, John Hallett, Allan Pym, Greg Malone, Wayne Hottes, Warwick Johnson, John Wilson, Ray Johnson, Geoff Brown, Harvey Black, Jim Hatton, Graham Anderson, Don O'Regan, Mike & Max Beale, Alan Marshall, Jim Purcell, Len Hall, Bones Falkiner, Allan Hancock, Frank Sutton, Ken Nobile.
Visitor: John Rogers.

Apologies: John & Kayleen Stapleford, Lisa Humpries, Stuart Black, Chris Secombe, Geoff Hall, Matt Anderson, John Lubke, Tony & Lisa Wills, Malcolm Roy, Terry Pawley, John Allaway, James Brown. Moved Mike Beale, Seconded Ray Johnson that the apologies be accepted. **CARRIED**

President Ken Nobile welcomed our visitor John Rogers to the meeting. Nobby then spoke of the passing of our member Judy Lubke on 11/10/23 and called on Harvey Black to read a eulogy, following which the members shared a moment of silence.

Minutes: Minutes of the meeting held on 3/10/23 read by Maxine Beale. Moved Harvey Black, Seconded Graham Anderson that the minutes be accepted as read. **CARRIED**

Business Arising from Minutes: None

Correspondence

In:

- NSW Fair Trading – acknowledgement of Form A12 accepted & processed for 30/6/2023
- CHMC renewal form for affiliation 2024 – and receipt on payment
- Gallaghers Insurance – Public Liability, Management Liability, Voluntary Workers – 3 invoices for policy renewals
- Club magazines – various
- Narrabri & District Chamber of Commerce – letter of invitation to Mardi Gras 15/12/2023
- Gunnedah Vintage Vehicle Club – letter to all clubs participating in June long weekend North West Rally – invitation to attend meeting in Bingara on 10/2/2024 to discuss continuation of rally.
- Sumo invoice for D/D 20/11/2023

Out:

- NSW Fair Trading – payment & submission of Form A12-T2
- CHMC affiliation renewal payment for 2024
- Gallaghers Insurance – payment of 3 policy renewals
- Club magazines emailed to members
- Sympathy card to John Lubke & family

After discussion on the letter received from GVVC regarding continuation of the North West Rally, the meeting decided to get Max to acknowledge receipt of the mailed letter (although no email was received) and confirm attendance at the meeting to be held on 10 February 2024 at Bingara.

Moved Max Beale, Seconded Geoff Brown that the correspondence be accepted. **CARRIED**

Treasurers Report: Max presented her report and advised that there were now only 5 unfinancial members. Discussion was held regarding unfinancial members.

Moved Harvey Black, Seconded Ray Johnson that unfinancial members be advised that they are no longer members of NVAVC. **CARRIED**

Max also advised that the Term Deposit was due for maturing in December and asked members to consider what action she was to take.

Moved Max Beale, Seconded Len Hall that the treasurer's report be accepted, and accounts be approved for payment. **CARRIED**

General Business

* Mike reported on the Dubbo Roadshow held on 4/11/23, reading out the questions and answers listed provided by TfNSW. This resulted in a healthy discussion on pink slips/scrutineering, ages of vehicles, accidents, data and driving sensibilities. Comment was also made about the often lack of a decent overtaking gap between 'olds' and 'moderns' when touring.

* The Honour Board is due for updating (4 years of executive) and John Hallett and Harvey Black were given the job of handling it.

- * Ken Nobilo spoke about the need to do some new name badges and also finish the handing out of the club seniority badges. The meeting agreed that this is to be done.
 - * Harvey Black advised that he knows of an old caravan that needs to be removed from its owner's premises and asked that anybody interested in obtaining it to talk to him.
 - * Harvey also requested that the club purchase some long-life milk to keep at the VRA Station for meetings to that we have milk when the supper providers on roster forget milk. The meeting agreed that this is to be done.
 - * Jim Hatton asked that our Wednesday morning coffee in the park be transferred to the Pirate Park at the back of the clubhouse so that we get some use of the facility. The meeting agreed that this is to be done for at least the rest of the year.
 - * Allan Pym advised that he sold some of the workshop manuals, donated by Mick Allen to the club, at the Swap Meet and has handed \$80.00 to the treasurer for banking.
 - * Further discussion on the Term Deposit renewal was carried out by the meeting.
- Moved Max Beale, Seconded Harvey Black that on maturity in December, the Term Deposit be increased to \$15,000 for the best interest rate that the treasurer can obtain. **CARRIED**
- * As he attended his second meeting, membership application from Jim Purcell was accepted by the meeting, and he was given the yellow card questions.

Events:

Due to both Malcolm's and Terry's absences, Ken presented the events report available at the back of the magazine.

Past Events:

- * Nobby gave a brief rundown on the High Wheelers at Boggabri while they were involved in the 16th National Rally. By the time 4 days had passed in the rally, there were only about seven of the nineteen attending that were available to be displayed. Originally attending the rally were the following makes - International Harvester, Schacht, Seers, Black, McIntyre and Kiblinger, fascinating as they were all chain driven.
- * Nobby also gave a bit of a report on some of the museums he visited when up Cairns way including the Armour & Tank Museum which was well worth the visit.
- * John Wilson gave a report on the Clarence Town Swim which he thoroughly enjoyed. There were 75 vehicles in attendance which included 2 DUKWs, 7 GPAs, 3 BGCs, his weasel and a host of others. They visited the largest private tractor collection in Australia and also went to the Singleton Army Infantry Museum. By popular demand the event has been extended to cover a week next year and it is recommended booking early if members wish to attend.

Moved Harvey Black, Seconded Mike Beale that the events report be accepted. **CARRIED**

Alan Marshall gave a talk on his overseas trip to Europe when he attended the Le Mans Classic for the 100th anniversary of its first edition in 1923. The circuit is approximately 14km and there were about 9,000 cars on display. The cars spent 45 minutes at a time on the track and were run in 6 main categories. It is estimated that 235,000 people attended. There were two types of fuel used – conventional petrol based and a new synthetic (which he could not get much info on as it is a closely guarded secret!). From France, he went to Belgium then on to Goodwood in the UK where the quality of vehicles that attended was indescribable! He also visited the British Motor Museum in London, the Jaguar Heritage Centre and the Brooklands Air Museum. All incredible and came home jiggered after three weeks of mayhem.

Thanks for a really good narration of your travels, Alan!

There being no further business, the meeting closed at 8.52pm.

Signed (Chair) **Date**.....

MOMENTS IN CAR HISTORY

Adopted from the timeline at the Museum of Vehicle Evolution

1886 The first car: Although it rode on the back of many previous innovations the electric vehicle actually predated the combustion engine. Karl Benz's 3- wheeled vehicle powered by an internal combustion engine is generally regarded as the first viable commercial car.

1888 The first long drive: Bertha Benz drove her husband's car from Mannheim to Pforzheim about (60 miles / 96 km) inventing brake pads along the way.

1903 Ford: Founded in Detroit, US.

1908 GM; General Motors founded in Detroit, US.

1912 Cigarette Lighters: Joshua M Morris was granted the patent for an "Electrical Lighting Device for cigars and the like in 1921. They were standard in most cars by the mid to late 1920's.

1922 Car radio's: Chevrolet offered the first car radio, although it wasn't inbuilt. Drivers had to attach speakers behind the seats, put batteries under the seats and put an antenna on the roof. 1930 saw the introduction of in-built car radio's manufactured by Motorola.

To be continued...

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QUESTIONS & ANSWERS

DUBBO ROADSHOW MEETING 4TH NOVEMBER 2023

1. What club events and runs do not require a log book?

Answer: Log books are required for all usage except for club organised events which have been advertised and circulated. They can be organised by the club itself or by another club/organisation that has been issued an invitation that your club has accepted. Each log book contains full instructions for its usage.

What about secondary clubs - why list them on declarations unless their events are available without log book entries?

Answer: Secondary clubs must appear on Certificate of Approval Operations. It is recommended log books be used where there is any doubt regarding secondary club events.

2. When will the published "List of Operations, Accessories and Safety Items" be withdrawn?

Answer: Draft has been completed. Peak bodies have agreed but TfNSW wants easy to understand policy.

3. Why can't we electronic pink slip?

Answer: The registration system does not accommodate these.

4. *What obligations, responsibilities and liabilities does a person assume when being appointed the club's Responsible Person?*

Answer: Has obligations to assure compliance. Club also has responsibilities and may wish to adopt an Eligibility Committee to broaden knowledge and expertise.

5. *When will the new plates be available for CVS?*

Answer: Early 2024.

6. *What are the rules about ownership of loads carried by HVS and CVS vehicles?*

Answer: Any loads that are not commercial content.

7. *Why is there a GVM limit on CVS vehicles?*

Answer: 3.5t adopted due to bus/mobile home considerations. Peak bodies would like 4.5t.

8. *What are the rules for voluntarily fitted seat belts?*

Answer: The seat belts must be ADR compliant, and certification is required if fitted using anchorages not originally supplied by the manufacturer. Children under 12 must have restraints.

9. *Are modified vehicles, replicas, tributes, ICV's etc eligible for HVS 30 years after their build date?*

Answer: Yes they need a blue slip.

10. *Why is Whitmore still able to operate?*

Answer: They are not a club but appear to be operating as a referral agent.

11. *Would it be better to redesign the declarations 1259 and 1835 to add strength to HSV and eliminate the CVS checklist?*

Answer: Maybe. But it would only result in the introduction of a replacement item.

12. *Can rules be changed to allow transfer of registration to a family member or other club member in the case of the death of the registered operator?*

Answer: No. Registration is not transferable and can only be held by the original person. It is not costly to take out new registration.

13. *Why can't we have our engineering certification recorded on CVS registration documents?*

Answer: No provision exists in the system for free text. But it can be recorded on the Certificate of Approved Operations.

14. *When will the conditions of use of tractors be finalised?*

Answer: There have been no changes under HVS.

15. *Why does Services NSW so often allocate the wrong Shape Code to tractors?*

Answer: This is being reviewed, but tractors are a non-compliant vehicle so Pink Slips are not available for them.

16. *What can be done to improve CVS processing speed?*

Answer: This is being worked on. The first mailing can be done electronically but needs approval.

Questions from the floor:

Can clubs obtain vehicle records from TfNSW to verify their registered vehicles?

Answer: No

Can CVS avoid AOs?

Answer: It was set up by agreement with the AOs.

Has a cut off date of 25 years been considered?

Answer: No. It is debatable if it would improve things. Victoria may change to 30 years.

Footnote:- Quite a few times where requests were made for additions or extensions to the scheme, TfNSW mentioned the low price of (\$47) cost of the registration scheme, and quickly advised that extra features or compliance's would incur price increases. It is acknowledged as being a very attractively priced scheme with no one in favour of price increases.

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CARS AND COFFEE AT THE RSL



A pleasant morning before the overcast conditions and rain. With 22 cars on display the interest from the general community wasn't over whelming and various members voiced a disappointment with the number of passersby.



The relaxing morning with conversation and fellowship was still invigorating and was definitely a plus.

1937 Chevrolet Standard Panel Van

Story & photos by Mike Beale

The following is the story of how Maxine & I acquired the Chev plus a bit of history of its origins as far as I know.

Originally the van was purchased by Ward & Co, Wholesale & Retail Butchers located on Edgecliff Road, Edgecliff. It was serviced by Mt Neil Gaston at his garage also on Edgecliff Road. He later purchased the van, sometime after WW2. If the rear of the van was true to the Holden style (see *History of Holden* page 96) it was most likely changed to tailgate & window by Neil at some point in time. According to Neil's records they used the van many times for various trips, including a trip to Tasmania & in relocating to Manilla NSW.

Visiting Sydney back in June 1989 we were invited to dinner at Brian & Jennifer Horne's home with John Rumsey. After dinner Brian showed us some photographs of a few vehicles. They were photos of a 54 Dodge Coronet, a 40 Plymouth & a 37 Chev Panel Van as well as a Messerschmitt 3-wheeler. The 3-wheeler was white & the other vehicles were all black. The photo of the Chev was very dark & difficult to really appreciate it. I said that I was very interested in the Chev as it was a very different type of vehicle & what was the possibility of acquiring the vehicle as well as location.

Having found out the vehicle was in Manilla was even more than I had expected but the downside was we had to contact the ladies' son to make some arrangements just to visit the wife of Neil as he had passed away some years prior. Brian made the arrangements for us to visit Neil's wife Mavis in Manilla. About August we ventured to Manilla & met Mavis at her residence. The residence was originally a dealership building in which they had lived in the upstairs portion & had a massive workshop/shed section in the rear, showroom at the front. This was where the Chev was in the dark corner.

After much discussion with Mavis about the cars & other things she asked me what I wanted to do with the car if I purchased it. She had an offer from a movie company which she was not happy with as their answer to her question was 'To paint it, use it in the movie then sell it', not the right answer for her. My answer to her was 'I liked it because it was different as an older commercial vehicle, get it back on the road, use it for my work as well as an advertising medium & would only part with it if I was truly strapped for cash'. The deal was done as she was very happy with my response.



Arrangements were made in September to get back to Manilla to pick up the Chev with the truck & trailer with the assistance of Graham Morley. A considerable amount of time was spent freeing the rear brakes to move it. It had to be moved sideways before we could move out through the workshop area to the trailer. Out in the sunshine the van looked awful in matt black paint, drab faded curtains but the dash was still the original colour – Coolangatta Cream. Loaded on ok so proceeded home for the next part of the fun to come. In the back of the van was an old wooden army ammo box which held all the spares that came with the van.

The next step was to get it to run. I was told that Mavis' kids did start the van a couple of times each year while it was sitting in the showroom. With a bit of fiddling around it was running in a short time. What a thrill that was! Sorted out the brakes, time for a test run.... not too bad at all.

First outing was the Narrabri Festival held that year at the showground prior to getting to work on the body to tidy it up & ready for painting. Graham Morley was the big helper in assisting with repairs & painting. Most of the rubbing back was my part. Under the matt black was a coat or coats of orange marine paint which took a lot of rubbing back prior to the actual paint job. Graham did a great job with the painting, most of which is still ok albeit a bit faded after 30 years.

After the paint job the van looked very ordinary, so thoughts went to some signwriting. This led to some discussions with Ross Turner a local operator of Turner Signs to come up with suitable signage based on our Electrical Contracting business. A couple of different ideas were floated & the current design was accepted. I think this made the van more impressive.



1992 came around & decision made to go to a couple of events through that year. The Centenary of Leadville Public School, the Bay to Birdwood run & the 6th National Chrysler Rally held in Nuriootpa in South Australia were chosen. The Bay to Birdwood & Chrysler Rally were also attended by the Wills family in their R Model Valiant. As an entrant in the Chrysler Rally I thought the Chev would be the odd one out but to my surprise another Chev also attended from



Melbourne. Low & behold a 1947 Chev Panel Van & both of us were electricians. The '47 belonged to John Plowman, a very nice gentleman & we were both the brunt of lots of humour especially driving a poor man's excuse for a Chrysler.

Also, during that year & prior to travelling to South Australia, I found lots of white metal when draining the oil. So, out came the motor & the bottom end need some major work. Thanks to Ken Nobile for assistance, the crank was reground, rods sorted for slipper bearings & then all put back together. While the engine was out a fair bit of cleaning to the engine had to be done. A lot of help also from Tony Jones in this department. Due to all this work & assistance from fellow members we thoroughly enjoyed our South Australia trip without very much trouble.



The last photo in this story was taken on the Bay to Birdwood Run up into the hills during the run. I sent a copy of it to Mavis in Manilla just to prove to her that we were genuine in our desire to use the Chev. At the North West Rally, a few years later hosted by Tamworth Vintage, their Saturday run was out to Manilla to display at the showground along with the annual machinery display I declined to attend. My excuse was to visit Mavis so she could see the Chev in person. She was so delighted, as was one of her relations. He mentioned the ammo box stating it was in the back for them to sit on as kids. I told him to look in the back as it was still there.

So therein lies the first few years of the saga of our Chev. Hopefully the photos give you some idea of the dramas, etc with the Chev. Since the mid 90's we had driven the Chev from Narrabri to Bendigo, Adelaide (2), Albury, Broken Hill, Forbes, Parkes, Dubbo, Orange, Tamworth, Stanthorpe, Gatton, Brisbane & many more & thoroughly enjoyed all the challenges & experiences.

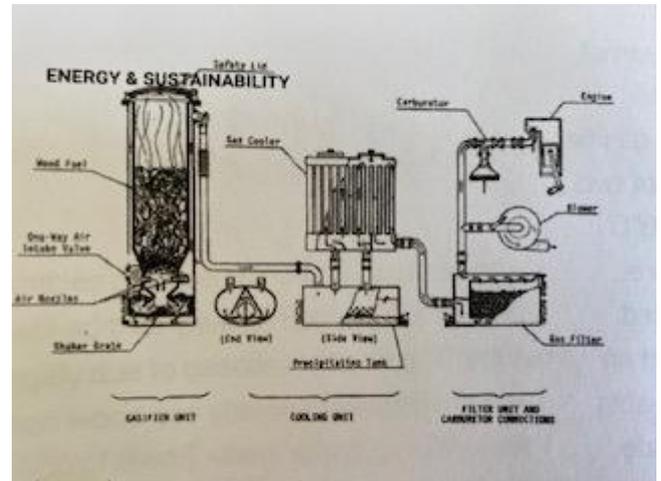
Lots of thanks go to many more people that I have not mentioned, some who have since passed away. Many have become long-time friends within the heritage motoring movement. May you all enjoy your adventures.

EDITORS STORY:

Fossil fuels, namely charcoal and wood, have been used for all types of energy and power over the years and was also used to drive car engines as an alternative to petrol.

The charcoal driven engines were first known to be operating just after the 1900's with the most usage of this type of fuel used in WW11 when fuel restrictions meant that petrol was only available with the use of rationing tickets. The tickets were for various amounts of fuel depending on need and use. To gain a ticket you had to apply for a petrol license. Although the rationing started in October 1940 it was not made mandatory until 1942 but continued until February 1950 when it was scraped. Coal fuel driven cars were still experimented with up until 1980. The principle of

this fuel type was to have a cylinder mounted to the rear of the car with an internally mounted burner.



A small tank of water was also in the system and a small amount of water when introduced over the burner was turned into steam and mixed with the gas given off. The mixture of Carbon Monoxide and Hydrogen gave off a high heat fuel which needed to be run through a heat exchanger before being introduced to the engine through the air filter and through the carburetor.

Pictured: Adler Limousine converted to run on wood as an alternative to coal. The same principles apply, however, the unit for wood conversion is approximately 3 times bigger and heavier than the coal unit.

An article from Lost Knowledge - wood gas vehicles:- explains the advantages of wood gas cars is that an accessible and renewable fuel can be used directly without any previous treatment. Converting bio-mass to a liquid fuel like Ethanol can consume more energy than the fuel delivers. In the case of a wood gas car no further energy is used in producing or refining the fuel, except for the felling and splitting of the wood which when done by hand is virtually carbon neutral. A wood gas car does not require a chemical battery an advantage over an electric car. There is no need for high tech recycling, the ash that remains can be used as a fertilizer.

Information courtesy of :-

Roberts Armory

Lost Knowledge : wood gas vehicles / Makenzine.com/science/energy

HIGH WHEELERS COME TO TOWN

Story by Malcolm Roy : Pictures Greg Malone

Several members of the NVAVC travelled to Boggabri on Thursday 26th October to view the High Wheelers. They were visiting Boggabri as part of their Hub Rally based in Gunnedah which ran from the 22nd to the 28th of October. Originally 20 High Wheelers were entered but the age of the vehicles, all of them over 110 years old, plus today's traffic and road conditions took their toll with six arriving for lunch at the R.S.L. under their own motive power.

Only two makes of High Wheelers were displayed at Boggabri. The International and Schacht with the air cooled International being the most prominent. There are approximately fifty High Wheelers on the Australian Register and this was their 16th High Wheeler Rally sponsored by the NSW Branch of the Veteran Car Club of Australia.



High Wheelers were mechanised horse drawn buggy's which were popular due to their high road clearance, especially in the mid-west of the USA. The popularity, cost and availability of Henry Ford's Model T and its capacity to cope with the rutted road conditions was a big part of their demise by 1915.

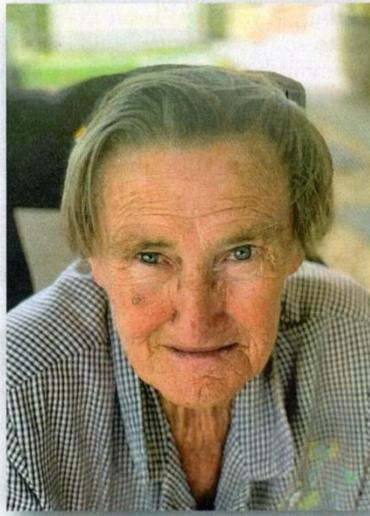
When searching Wikipedia there were over 45 different manufacturers of High Wheelers with the International the most prolific, producing both the Auto Buggy and Auto Wagon. The Auto Buggy was manufactured to enable the rear seat to be removed to turn into a wagon and vice versa. This enabled the vehicle to be used commercially throughout the week and then was able to convert back to take the family to church on Sunday. One example of this was on display coming from South Australia which is an unrestored vehicle and owned from new by the one family.

unrestored vehicle and owned from new by the one family.

The International was powered by a horizontally opposed two-cylinder engine of 15hp. Friction transmission was used with two forward gears. After 1911 they were made only in Auto Wagon form. With the exception of a few private cars built in the 1930's, International did not return to producing family type vehicles until 1961 with the 4WD Scout followed by the Travelall Station Wagon.

The Schacht Manufacturing company was started by William and Gustav Schacht in Cincinnati Ohio producing buggies. A sideline business of manufacturing automobile components grew into producing their first High Wheeler Automobile in 1904. The Schacht was a twin cylinder 10hp runabout. It had a steering wheel and brass radiator and was priced in the \$650 range. The High Wheelers grew more powerful resulting in the twin cylinder engine rated at 24hp by 1910. A four-cylinder 40hp engine was produced from 1907. In 1911 Schacht produced conventional cars and after 1913 concentrated on truck manufacture.

Judith Ann Lubke



24 October 1944 ~ 11 October 2023
Aged 78 years

Judith (Judy) Lubke was a long term member - about 20 years - of the NVAVC along with husband John and very regularly attended Club outings. She was always on for a yarn and to socialise. Judy will be missed as she could always be relied upon to say her mind and speak her piece. She was the 'salt of the earth' and a 'bushie to boot'.

Additionally, of course, she and Maxine could be found together after all monthly meetings, outside, enjoying their durries. Supper didn't matter until that was sorted.

At the last meeting, it was reported that Judy wasn't feeling the best, and she passed away quietly in Narrabri Hospital a week later on Wednesday October 11th.

A number of Club members attended her funeral, which packed the Church of England, and along with family members driving the Holden and the Valiant, we escorted the hearse through town and out to the second roundabout with some of our Club cars, making a strong group of historic vehicles to mark her passing.

The Club members extend heartfelt sympathy to John and his family and offer them our support.

Following Harvey reading the eulogy at the meeting, the members had a moment of silence to remember our now departed friend.

FOR SALE - 1983 Toyota Cressida

Mike received a phone call from an elderly gentleman living in Clare Valley SA who has a 1983 Toyota Cressida for sale in very good condition.

He would like \$8,000.00 (ono) for it as although it is 40 years old it only has approx. 115,000kms on the speedo.

Seats are velour with little wear.



It has air conditioning and radio/cassette. Anyone seriously interested in it and travelling to SA, please contact Mike Beale on 0428 415 241 who has the relevant details & extra photos.



Events 2023 -2024 Year

NVAVC Events

Version Two

November 2023

1-5 Nov	Clarence Town Swim in Rally Clarence Town	
7 Nov	7.00 pm Meeting	
8 Nov	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
19 Nov	Chrysler 50 th Anniversary	
19 Nov	Cars and Coffee RSL Car Park 8:30- 11:00	
25 Nov	Boggabri Tractor Shed (\$10 entry) & lunch at Boggabri RSL. Lunch numbers needed by Tuesday 21 st , if not attending the meeting email, mwandjaroy@bigpond.com	
5 Dec	7.00 pm Meeting	
6 Dec	BYO Coffee, Pioneer Park, Buri St. Behind the NVAVC Club room	
8 Dec	Family Evening Bunnings	
9 Dec	NVAVC Christmas Party. Format will be a BBQ at Nobilo's. 125 McKenzie St. The Club will be supplying the meat and bread, members to bring salads etc.	
15 Dec	Chamber Commerce Xmas Fair Gather from 4.00pm street closed at 3.30pm	
19 Dec	Xmas lights run	
3 Jan	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
25-28 Jan	Guyra Lamb & Potato Festival Car Show Sat 27 th	
26 Jan	Australia Day Celebrations	
6 Feb	7.00 pm Meeting	
7 Feb	BYO Coffee, Riverside behind No 2 & 3 Oval 10.00 am	
18 Feb	Cars and Coffee RSL Car Park 8:30- 11:00	
24 Feb	Jim & Beth Brown Memorial Run	TBC
25 Feb	Kev's Big Breakfast Echo Museum Wee Waa	TBC

Notes