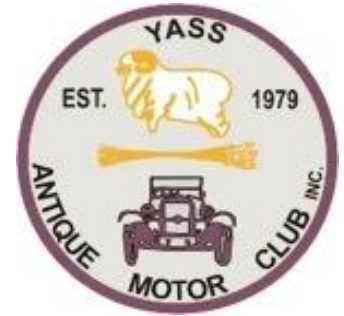




Get It Together

Bimonthly Magazine of the
Yass Antique Motor Club Incorporated.

ISSN Online 2208-8776, Print 22088768



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YASS ANTIQUE MOTOR CLUB Inc.
P.O. Box 307, Yass, NSW, 2582.
REGISTER OF COMMITTEE FOR 2016/2017

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President:	Keiran Laurent	0438 162382	k.laurent@bigpond.com
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Secretary:	Vacant		
Treasurer:	Peter Lucas	0413 014352	
Event Directors:	Ruth & Kerry Thompson	6226 5463	
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	Eddie Carroll	6226 2002	
	Robert Frank	6226 2309	
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	Kerry Thompson	6226 5463	
Honorary Auditor:	Ruth Bonfield		
Apparal Committee:	Ruth Thompson	6226 5463	
Media Person:	Vacant		
Life Members:	Robert and Sylvia Frank		
	Ruth & Kerry Thompson		

Membership fees are due in January each year. Club membership runs from January 1st to December 31st. Members who remain unfinancial after the March meeting will no longer receive newsletters from that date.

***Members with vehicles on Club Plates must attend at least
three events per year to be eligible for Club Rego.***

Membership Costs

\$40.00 Family Membership (includes children up to 17 years)

\$30.00 Single Membership

\$20.00 Joining fee

Note: Membership fees are ½ if joining between 30/06 and 30/12.

Club meetings are held on the 3rd Monday of the month at the C.W.A. Rooms located in Banjo Paterson Park located off Rossi Street, Yass.

Meetings commence at 7:30 pm and are followed by coffee and biscuits.

New members or any interested persons are most welcome to attend.

Presidents Report

Well an era has ended!

Chris Coates, I'm sure I speak on behalf of all club members when I say "...enjoy your new start in Howlong, and thanks for all your dedicated work undertaken for the YAMC". At our July meeting I neglected to announce that this meeting was the last meeting we'd see Chris sitting at the 'top table', as it was not until after the meeting that I realised Chris wouldn't be attending our meeting in August. Good luck Chris and we'll see you at Classic Yass in November.

There were only 13 members in attendance at our July meeting. And those of us there were wondering why we ourselves even ventured out in the freezing conditions, but thanks to the numbers we had a quorum to keep going! I understand the flu was doing the 'rounds', and kept a few of our stalwarts tucked up in bed.

With the departure of Chris, we're seeking a spirited club minded member to take on the role that Chris has so capably undertaken as Club Secretary. The committee will offer our assistance with the role as the new volunteer eases in. Ruth Thompson has put her hand up to help with taking minutes of our meetings until the role is filled. I felt it was bit unfair to ask for a volunteer at the July meeting with so few members in attendance.

The All-Historic Race meeting is being held on 31 August, and 1 September at Wakefield Park Raceway. Quite a few of our Club members have already entered as participants, and Club run is being organised by Ruth Thompson for those interested in attending this event as spectators. The planned run is set down for Saturday 31st August.

Regarding the next Registration Day..... Please amend your calendars to reflect that our Rego Day in August has been moved forward one week to **Saturday 24th August** from 9am to 11 am at the Men's shed in Yass. This was necessary as our originally scheduled Rego Day clashed with the All Historic Racing at Wakefield. Classic Yass is now well past the early stages of planning and we are quickly closing in on November. So, get your entries in and more importantly we will again need our much valued volunteers come Saturday 2nd November.

Keiran

Editors Notes -

After nineteen years in the Canberra / Yass region I have finally made a move, not altogether by choice but my Super was going down and property values are going up and I was sick of not having any money to spend while sitting on so much cash tied up in real estate. So I've moved to Howlong, so far so good but I'm still looking for a club that fully suits me.

I have joined and went out with the local Morris Minor Club to the bakery at Culcairn on Sunday, nice group and good turn out from such a small club, although my Traveller didn't like the last 15 km sitting on 65kmh, the top speed of one of the Series II, (under)powered by an 803CC engine.

I have also been to a meeting of an all makes club, but they don't do runs together, it appears it's a club of convenience so you can get your 60 days driving. Their "Coming Events" consisted of a Show & Shine they're putting on and all the show & shines, swap meets etc. around the district which they count as club runs. Anyway, I'm sure I'll find something that suits me, or maybe I'll have to start a Howlong Club.

My Wolseley has developed a leaky rear wheel cylinder and I can't find the source, its leaking on the outside of the brake drum and without taking it off I'm suspecting a crack as it doesn't seem to be leaking from the brake line or bleed nipple – most annoying.

So far with my house I've just been living here and trying to repair all the leaking taps, non flushing toilets, broken curtain tracks and gates off their hinges, but last week while having a shower ten tiles fell off the wall so I've had to start looking at some renovations, and I've got a guy starting in a couple of weeks to do all the wet areas and tile the hallway – now just got to choose the tiles and there are literally millions. Some tile places suggest you book a session with a Tile Stylist.

I haven't had too much input for the magazine (nothing new) but as I haven't been anywhere with the YAMC the content of the newsletter is mainly Morris Minor stuff plus things I have seen on my travels.

Chris.





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Morries on the Murray.

My friend Darren from Minor Magic who many of you have met has been trying to get a Morris Minor National Show & Shine going for some years. His first one (Morries Under the Dish) at Parkes a few years ago wasn't a huge success, it rained solidly for a week beforehand cutting roads and the area he had chosen for the display was too wet to drive on so was relegated to the showgrounds which is in a back street and not at all visible to the public. His next attempt was too be at Junee last year, but some rather mean-spirited people in Canberra put on an opposing event so Darren decided to postpone for a year.

So, 2019, I went to Echuca for a couple of scouting missions, the people there are just so helpful. A lovely lady from the Campaspe Shire suggested venues and places to go and see, and it was pretty easy to come up with a full weekends activities, many of the places actually giving us group discounts.



We were allowed park on the Murray Esplanade which is where the Port of Echuca Discovery Centre is located, and provided with a parking plan. We only had about 22 Morries plus a few in moderns, plus one couple who flew down from Brisbane for the weekend.



The Esplanade has lots of Pubs, Coffee Shops and interesting things to look at and just around the corner is the main street, with Bakeries, Books, Bric a Brac, etc. In the afternoon most went on a tour of the Port then a Paddle Steamer cruise on the Arthur Arbuthnot, (dogs got special boarding passes) before heading to our accommodation to change for dinner. Dinner was at the Great Australian Beer Shed, which has about a million beer related items, but there is so much more and Neil the owner gave a talk about some of his collection, some he was very passionate about, but he was very entertaining. Good meal too, spit roast and there were plenty of seconds.

On Sunday we assembled and went as a convoy to the Lockington Farm Museum where a lunch of soup and sandwiches were provided. Lunch was served by the auxiliary, often conveyed on walkers pushed by the elderly members. This was pretty interesting, an old General Store with lots of items I remember from my childhood. After a good look around it was back to Echuca and a look at the Holden Museum where we were made very welcome, the owners moving and rearranging cars so we could all park nearby.



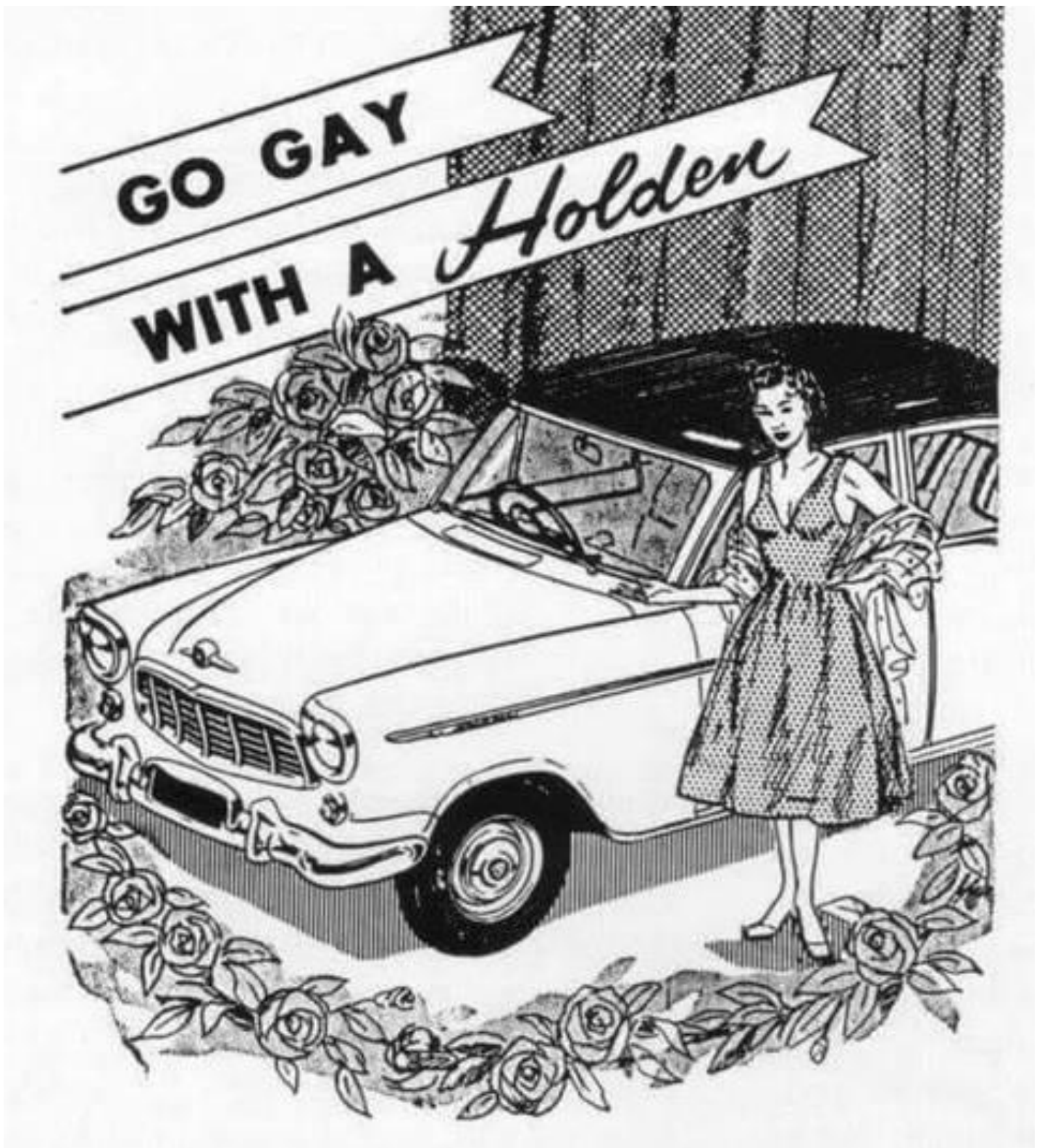
We had dinner that night at the Border Inn in Moama, great food but we were in a room with another family group who were pretty noisy, but they left early so it was all good.

We had intended a farewell breakfast on the Monday morning but the forecast was rain so we moved it to the Moama Bakery in Echuca (Makes sense doesn't it? There's also a Beechworth Bakery there too.) which was a great success.

Although the turnup was much lower than we had hoped all who went thoroughly enjoyed the weekend, Darren is planning the next one for Tasmania which is a lovely place but might be a bit chilly on Queen's Birthday Weekend.

Only downside was that I destroyed a front tyre on the way home. One of my front wheels needs special balancing which Greg was able to do, and for the first time since I'd owned the car it drove without vibration. I have since found a place in Wodonga who was able to rebalance it with a new tyre though.

I have been told that a few members have been unwell, hope you are all on the mend.



Politically Incorrect perhaps, but from a time when gay had a different meaning, comes this advert from Holden, circa 1957.

*** Beware ***

If you get an email telling you that you can catch swine flu from tins of ham then delete it. It's spam.

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What's On.....

August - September

Midweek Run.

Wednesday 21st August.

Rego Day at the Menshed.

9:00am, Saturday 24th August.

Wakefield Park All Historic Race Meeting Run.

Saturday 31st August.

Cootamundra Swap Meet, Coota Showgrounds.

Sunday 1st September.

YAMC Monthly Meeting, CWA Rooms, Banjo Paterson Park, Yass.

7:30pm, Monday 16th September.

Midweek Run.

TBA.

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What's On.....

September --

Queanbeyan Swap and Big Three Car Show, Showgrounds.

21st, 22nd September.

Crookwell Show & Shine and Swap Meet, Showgrounds.

Sunday 20th October.

YAMC Monthly Meeting, CWA Rooms, Banjo Paterson Park.

Monday 21st October.

Midweek Run.

TBA.

Classic Yass.

10am, Saturday 2nd November.

Classic Yass Dance.

7:30pm, Saturday 2nd November.

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Forgotten Model – Austin Gipsy

I don't remember seeing these on the road, I remember Land Rovers, Jeeps and International Scouts, but I've only seen Gipsys as wrecks in scrap yards or back yards, there's one in Walbundrie. I guess the steel body put people off along with the rather ungainly front styling.

The Austin Gipsy is an off-road vehicle produced by Austin from 1958 to 1968. It was designed as a lower-cost replacement for the Champ, to compete directly with the Land Rover. Like the Land Rover, it was aimed at both the civilian and military markets.

Post-war, the FV1800 Nuffield *Mudlark*, later to become the FV1801 Austin Champ, had been designed as the first of a new series of soft skinned vehicles for the British Army. The Mudlark used the new Rolls Royce B40 engine, all-independent suspension based on Tracta joints and a 24V electrical system with a two-speed high-capacity generator capable of powering a "Fitted For Wireless" version. Despite these technical features, the resultant vehicle was not popular or successful, being seen as over-complicated, and a maintenance and repair nightmare. The Champ was also expensive, compared to simpler vehicles. The later Gipsy was a reaction to both the failure of the Champ, and the success of the Land Rover.



Nuffield Mudlark



Austin Champ

Both the Champ and the Gipsy were significantly different from the American Jeep, the Gipsy being much closer in design, appearance and price to the Land Rover. Unlike the Land Rover, the Gipsy's bodywork was steel. The suspension was sophisticated, independent suspension all round using "Flexitor" rubber springs developed by Alex Moulton, giving the Gipsy the ability to travel at high speeds over rough terrain. In due course, later models offered leaf springs as an option on the front and rear. It used a BMC 2199cc petrol engine based on the one in the Austin A70; the compression ratio was 6.8:1, making the petrol-powered vehicle tolerant of low octane fuel. A 2178cc diesel-engined version was also offered. The Gipsy was first available with a 90-inch (2286 mm) short wheelbase

(SWB). A 111-inch (2819 mm) long wheelbase (LWB) version became available from Series II.



Gipsys

When BMC merged with Leyland to form British Leyland, the Austin Gipsy and the Land Rover were being produced by the same company. Production of the Gipsy was stopped after some 21,208 vehicles had been sold.

The Austin Gipsy was assembled from CKD packs in New Zealand at the Austin distributor's Petone factory which was directly opposite Todd Motor's assembly plant for Rootes Group and Chrysler Australia's products. Austin Maxis were later assembled in the same factory. Only 21,000 vehicles were produced in total where Land Rover produced 19,059 in 1958 alone.



Restoration Project or Garden Ornament Anyone?

As I travel about I am always on the lookout for old cars peeping out of sheds or resting under trees in farm paddocks, diving around Howlong I've seen a Wolseley 24/80, a Ferret Scout Car, two EH Holdens plus a treasure trove of other assorted vehicles.

Spread over three sites in Howlong a couple of guys have stockpiled an eclectic mix of cars in various states of repair. Talking to one of them it's the usual story, they might fix em up one day but occasionally(?) might sell one.



Mainly Fords



Holdens, Valiant Charger, Falcon ute, Landrover and what's this at the end?



This is a different site and the post and rail fence has been erected since I first saw these which has obscured the view a bit.



**Have you ever been guilty of looking at others Your own age and thinking,
surely I can't look that old?**

Recently I was sitting in the waiting room for my first appointment with a new dentist. I noticed her dental diploma, which bore her full name. I remembered a tall, pretty, dark haired girl with the same name that had been in my high school class some 50 years ago. Could she be the same girl that I had lusted after, way back then? Upon seeing her, however, I quickly dropped any such thought. This stooped, grey haired woman with the deeply lined face was far too old to have been my classmate. After she examined my teeth, I asked her if she had attended Finley High School. 'Yes, yes I did. I'm an ex Finley-ite!' She beamed with pride. 'When did you leave to go to Uni?' I asked. In 1970. Why do you ask? 'You were in my class!' I exclaimed. She looked at me closely. Then the ugly, wrinkled, fat arsed, grey haired, dried up, old bitch asked -
'What subject did you teach?'

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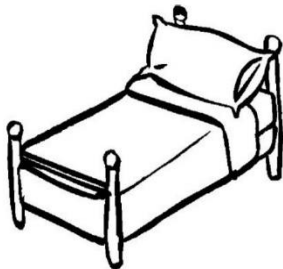


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CONDITIONAL REGISTRATION IMPORTANT NOTICE.

It is a requirement that members must attend three (3) Club outings or events each year to qualify their vehicles for Conditional Registration.

The Club keeps a register to record member attendance at these events. Your RMS Logbook must also reflect your participation in any club outing or event, (it's not necessary that you use your Classic vehicle at all outings or events)

Your Logbook must be sighted by the Club Registrar on Registration Inspection days, or on receipt of a Registration Inspection Pink Slip.

Your failure to fulfil your commitment under the Club's Constitution will deem you ineligible for the renewal of Historic Conditional Registration.



MAGNETTE

Thinking of adding another car to your collection?
Five deadly terms used by wives.

- 1/ Fine:** This is a word a woman uses to end an argument when she knows she is right and you need to shut up.
- 2/ Nothing:** Means something and you need to be worried.
- 3/ Go ahead:** This is a dare, not a permission, do not do it.
- 4/ Whatever:** This is a woman's way of saying "Screw you".
- 5/ That's okay:** She is thinking long and hard on how and when you will pay for your mistake.
- 6/ Wow:** This is not a compliment. She's amazed that one person can be so stupid.



Get It Together

DEADLINE

Friday 4th October 2019.

Please help the editor create a better magazine for all members to enjoy and go on the record for the history files.
email: coates1951@outlook.com

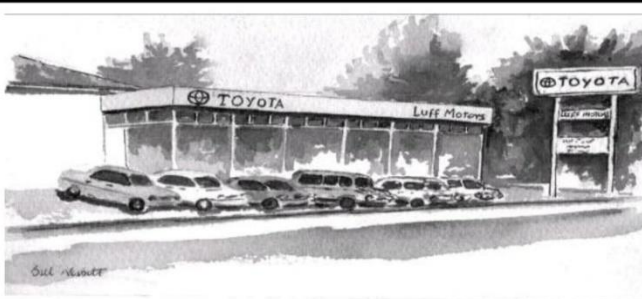


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