



YOUNG HERITAGE MOTOR CLUB INC
DEDICATED TO THE RESTORATION OF HISTORIC VEHICLES

April 2021 Newsletter



NEXT MEETING 14th April 7.30 PM

Venue. Uniting Church Hall

YHMC <http://youngerheritagemotorclub.org.au>
Email yhmc-information@iinet.net.au
NSWHMA <https://historicmotoring.com.au/>
CHMC <http://heritagemotoringcouncil.org.au/>



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A/C Details for payments; SWSCU BSB 802-367 A/C 400198728

THE SELF STARTER IS THE OFFICIAL JOURNAL OF THE YOUNG HERITAGE MOTOR CLUB INC.

Articles and comments reflect the views and opinions of the contributors and are not necessarily those of the Club its committee or the editor.



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YOUNG HERITAGE MOTOR CLUB INC

DIRECTORY 2021

LIFE MEMBERS

Reg & Jan Johnson

Margaret & Jeff Charlesworth

Les & Pam Warren

EXECUTIVE

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Les Mc Donnell 0427822758

STEVE FORD (TRUCK REG) 0413640915

Mathew Miller 63822758

REGISTRATION CVS PLATE

Graeme Bell 63837372

Noel Bell 63824459

Movement Book

Col Harmer, Peter Kinsela, Dave Laybutt

EVENTS

Neil Inman

Phil Dearden

COUNTRY COUNCIL DELEGATES

Graeme & Jenifer Bell 0413368078

Col & Jeanette Harmer



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Young Heritage Motor Club Minutes of General Club Meeting Held at Uniting Church Hall On 10th March 2021

The meeting was opened at 7:30 pm by President Graeme Bell and visitors were welcomed. 28 members were present and 7 apologies were received as per the attendance book.

Visitors: Michael Graham

Minutes: The Minutes of the February Meeting were adopted.

Moved Noel Bell Sec. Pam Warren.

Business Arising: David and Col approached Pat Fletcher (Sec. Showground Trust) and had a discussion on what we talked about at our last meeting regarding future meeting room requirements etc

She said she would make enquires as to what Govt. land might be available for us to enquire about

This would entail contacting the Lands Dept and waiting on a reply.

Also it might be possible to use the Pavillion for our meetings if required..

Secretary's Report:

Correspondence In:

. Other clubs magazines.

Invite to Leeton Cruises Motoring Classic on Easter Saturday.

Our P.O.Box Renewal Notice.

Reply letter from CHMC to our previous enquiry letter.

Correspondence Out: Detailed letter was drafted and sent to the Showground Trust outlining all the items that were discussed with Pat Fletcher regarding our clubs future requirements that we would like to achieve.

Moved Col Harmer that Secretary's Report be accepted. Sec. Peter Kinsela CARRIED.

Treasurers Report: Treasurers Report was tabled.

Moved .Narelle Barrett that treasurers report be accepted and any accounts passed for payment. Sec. Sue McCarthy CARRIED

Newsletter Editor: Editor would like a lot more input from club members with vehicle histories, articles, technical info etc. for the newsletter.

New Members: Nil.

Rego Officer: A number of new registrations were dealt with this month inc. a Holden LJ Torana, Holden HQ Ute, Ford F100 and a Harley M/C by various members.

Inspectors: Nil.

Public Officer: Nil.



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Events: April. Thurs 8th to Mon 12th CHMC Rally ,hosted by Temora Hist Motor Club. Limited to 100 vehicles. See Col Harmer for Entry form.

Wed. 14th Club Meeting.

Sun. 18th. 9-30 meet Railway Station- Run to Wallendbeen M/T and on to Cootamundra via

Old Gundagai Rd for Lunch in Park. BYO.

Wed. 28th 9-30 meet at Railway Station- Run to Boorowa M/T and on to Harden for Lunch BYO.

NOTE- Koorawatha and Boorowa Shows have been cancelled .Cowra is still on.

General Business: It was mentioned that Les McDonnell is in rehab at Mercy Care with his hip problem

now sorted out and getting better by the day.It was suggested we send a get well card to Les.

David and Col spoke to Bursons regarding the Cherry festival Show that Autopro used to run and they will probably continue the show subject to Council approval with covid situation at the time.

Maybe it would be an idea if we spoke to council about this matter.

There are a lot of organisations now starting to plan events for the future.

We need volunteers to help with supper at our meetings.

A discussion was held on the legality of a L plate driver, driving a HVS Plated car.We need to clarify this.

Meeting closed at 7:50 pm.

Next Meeting will be held on Wed. 14th April 2021 in the Uniting Church Hall.

Editor's Note

At the start of the new club year the drought of articles for the newsletter has turned in to a flood with 2 articles contributed. Thanks to Phil and Barry for your contributions, they make the mag much more interesting. Looking forward to more input from members in the coming months.

Cheers

Howard



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EVENTS CALENDAR 2021

Note. Some Events may change due to Covid regulations at the time.
Also note that the following runs are permanently gazetted club runs ;----
Wallendbeen Market Days.

All Fly in or Open Days at the Temora Airport.
Every Saturday morning for Coffee Run.

MONTH	DATE	EVENT
April	<p>Thus 8th- Mon 12th</p> <p>Wed 14th</p> <p>Sat 17th</p> <p>Sun 18th</p> <p>Wed 28th</p>	<p>CHMC Rally, hosted by Temora HMC limited to 100 Vehicles See Col Harmer for Entry form</p> <p>Club meeting Uniting Church hall 7.30pm</p> <p>Harden Emergency Service Day Murrumburrah Showground 10.00am-2.00pm 18 Fire trucks on display & parade. Entertainment with Elvis on stage in person. 28 stalls on site, all heritage trucks and cars welcome for display.</p> <p>Sunday club run Members own choice</p> <p>9.30am Railway stn Run to Boorowa for m/t then on to Harden for lunch BYO</p>
May	<p>Sat 1st/ Sun 2nd</p> <p>Wed 12th</p> <p>Sun 16th</p> <p>Wed 26th</p>	<p>Dubbo Pre 1931 Rally. See CHMC website for Entry form</p> <p>Club Meeting Uniting Church Hall 7.30pm</p> <p>National Heritage Motoring day, take your car for a run to promote our Heritage Vehicle movement.</p> <p>Mid week Run Members own choice</p>
June	<p>Wed 9th</p> <p>Fri 11th-14th</p>	<p>Club meeting</p> <p>Wagga June Rally</p>



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Young Heritage Motor Club Minutes of A.G.M. Meeting Held At Club Rooms On 10th March 2021.

- Meeting Opened.** 7-55pm
- Chairman.** Graeme Bell
- Secretary.** Col Harmer
- Members Present** 28 members as per the attendance book.
- Apologies.** 7 Apologies as per the attendance book.
- Previous Minutes.** Moved David Laybutt seconded Sue McCarthy that previous minutes recorded on the 11th. March 2020 are a true and correct record. Carried.
- Presidents Report.** The President, Graeme Bell, presented his report. Col Harmer moved that it be accepted as read. Seconded Alan Barrett Carried.
- Treasurers Report.** The Treasurer, Narelle Barrett, presented her report showing a cash balance of \$8845-32 with assets of \$1726.00 and Petty Cash Float of \$48-50 Showing an overall Asset total of \$10593-32. Moved Narelle Barrett that report as read be accepted, Seconded Howard Cantrill. Carried.
- Election of Office Bearers.** President Graeme Bell declared all positions vacant and asked member, Sue McCarthy, to conduct the elections.

<u>Position.</u>	Nominated	Moved	Seconded	Result
<u>President</u>	Graeme Bell	Howard Cantrill	Noel Bell	Elected
<u>Vice President.</u>	Richard Penalurick	Graeme Bell	David Laybutt	Elected
<u>Secretary.</u>	Col Harmer	David Laybutt	Steve Forde	Elected
<u>Asst Secretary.</u>	Peter Kinsela	Graeme Bell	Kim Davidson	Elected
<u>Treasurer.</u>	Narelle Barrett	Sue McCarthy	Barry Rose	Elected
<u>Asst. Treasurer.</u>	Brion Dron	Graeme Bell	Sue McCarthy	Elected
<u>Public Officer.</u>	David Laybutt	Lyndsay Crowe	Noel Bell	Elected
<u>Editor.</u>	Howard Cantrill	Graeme Bell	Barry Rose	Elected
<u>Web Master</u>	Barry Rose	Peter Kinsela	Sue McCarthy	Elected
<u>Registration Officer.</u>	David Laybutt	Col Harmer	Alan Barrrett	Elected
<u>Registration Inspectors.</u>		Peter Kinsela	David Laybutt	Elected

H Plates Kim Davidson, Peter Kinsela, Les McDonnell, Mathew Miller, Noel Bell, Tony Foster and Ian Hardy.

CVS Plates Graeme Bell, Noel Bell.

Truck Plates Stephen Forde.

Events. Neil Inman, Phil Dearden.

Moved Graeme Bell, Sec. Noel Bell. Elected.

Delegates to CHMC Graeme Bell, Col and Jeanette Harmer.

Moved Alan Barrett, Sec. Peter Kinsela Elected.

Delegate to Southern Motoring Group. Graeme Bell.

Moved Noel Bell, Sec. Alan Barrett Elected

Holder of Movement Book. Col Harmer, Peter Kinsela, David Laybutt.

Moved Alan Barrett, Sec. Jennie Harmer. Elected

General Business.

Moved by Peter Kinsela that personel payments \$100.00 each be paid to the President, Secretary, Treasurer, and Editor, and that our annual subs stay the same at \$30-00, due on the established date of 21st October each year. Sec. Noel Bell. Carried.

Fair Trading Fee to be paid. Moved David Laybutt Sec. Peter Kinsela. Carried.

Being no further business the meeting was closed at 8.30 PM



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Early Ford V8's in the Blood

Contributed by Phil Dearden

Ever since 1938, the year my father was born, we have had early Fords in the family. In that year my grandfather bought a 1938 Fordor Deluxe for £340 from Hastings Deering in Homebush, as he did not want to be seen on the trams carrying a nappy bag. This car is still in our family today and has been on full registration since it was purchased.



Phil's 2 year old dad poses with his mum in front of "Liz"

My father took over ownership of the car in 1955 when his father died. It was his daily driver up until the late sixties when an XR Falcon was bought for family duties and Liz as the car was known to us was semi-retired to recreational duties such as weddings of which it has done many.



This car planted the seed for my brother, my cousin and myself to now also have a passion for the side valve V8 and late 30's Fords. My cousin first bought an identical 1938 Fordor over 20 years ago which has done many weddings with Liz over the years and is still owned by him. Then my father, brother and cousin embarked on a massive restoration project on a 1936 Fordor they dragged out of a paddock near Scone.

This took around 12 years and resulted in a lot of knowledge passed down from dad. My cousin is now also in the process of restoring a 1939 Beer Barrel 2 ½ ton truck.

Phil's Dad with "Liz"



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Before the 13 year project began



The 1936 Ford complete after 13 years, Thanks for the wonderful experience Dad and Dave.

I have previously owned an XW ute and XY Fairmont sedan and love riding motor bikes having owned BMW's and a Harley, however my real passion now are the early Ford V8's. The Car that I have now is a Yosemite Green 1939 Ford Tudor Deluxe. I purchased this car about 3 years ago as a restored vehicle. The Tudor body did not come to Australia so is not common here.

It was built by Don Hodgekiss from Sydney around 15 years ago. The body was imported from the states as a bare shell and as they were not brought to Australia, it was mounted on an Australian 1939 sedan chassis which made the conversion to RHD easier.

The sidevalve engine is a 1939 model but was actually recovered from an ex army generator plant. The only variations from original is a 12V conversion, crab distributor



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(from 1942 – 44 side valves) and radial tyres all of which have made it a great long distance car. The upholstery is as it would have been in the States using imported beige LeBaron Bonney trim.

I am currently getting the radiator rebuilt however as soon as this is back in the car I will have it out every opportunity I get. In May I am heading to the Early Ford V8 nationals in Toowoomba Qld in convoy with my brothers 36 and cousins 38 as well as others from the NSW club. For me driving these cars is where the real enjoyment is as well as the camaraderie of like-minded people.

As things return to normal I look forward to doing more runs with the Young club and becoming more involved. It is a great platform to share information about all our cars and enjoy them on the road. I also encourage everyone to contribute to the magazine and website by sharing the stories behind their cars. For us newer members it is a great way to get to know others in the club and what cars they have.

Phil Dearden



Phil's 39 Tudor Deluxe



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LIFE MEMBERS Les & Pam Warren

Contributed by Barry Rose



I feel very privileged and an absolute pleasure in preparing this article of Y.H.M.C Inc stalwarts Les and Pam Warren. Les and Pam need no introduction to the members of the Y.H.M.C. In 2010, Les and Pam approaching retirement decided to move from Canberra and settle in Young. Both had been active members of the Heritage Car Club in Canberra. It would appear Young was the obvious choice for the Warrens with their passion for Heritage/Classic cars and their notable collectables. In addition, a win win for Pam with her near lifelong love of ancestry and with so many relatives in Young and region.

In 1991 whilst in Canberra, Les thought he would try his hand at restoring a vintage car (1920-1930). As luck would have it the vintage car became a 1951 Renault 750S and as they say in the classics "the rest is history". Over the years, Les has restored a number of Renaults, owning as many as four (restored) at the one time. Les and Pam are renowned nationally for the Renault 750S having taking part in many National Rallies across Australia and receiving awards with their Renaults. Many a Renault 750S having experienced the master's touch is found cross the continent. Les tells the story of a previously owned Renault being driven by its new owner accompanied by his spouse was travelling from South Australia to Young for the 2009 National (Muster) . The story goes that the bonnet *without warning* flew up blocking the drivers view whilst a B Double was approaching ahead and another B Double was in the process of passing on his left. The good news the BDs passed safely and the Renault following a minor adjustment to the bonnet catch continued on its way. I am sure Les did not fit the bonnet catch. In 2018, Les and Pam were awarded the well-deserved "Life Membership" of the YHMC Inc. In recognition of their tireless

Thanks to the courtesy of Classic Cars for the March 1998 article
"Les Warren and his Renault 750S"

See separately

work for the club. Whether that be preparing the venue for the monthly meeting including providing the nights delicious supper or regularly supporting Club Runs. Their happy go lucky attitude and personality made many a new and existing member feel very welcome. Unfortunately, in recent times Les and Pam have encountered a couple of life's curve balls. However, in true spirit they have conquered their challenges and are moving forward. Les with his latest project (2016) 1956 Vauxhall Velox Utility.





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It's an interesting thought that the total engine capacity of Les Warren's four Renault 750s is about the same as one current six cylinder Toyota Camry or Mitsubishi Magna.

In the austere post-war years that saw the birth of Renault's baby, economy had a much higher priority than performance. The 750 wasn't all that lacking in get-up-and-go by the standards of its time but it's worth noting that there are very few economy cars these days that have engines of 1.0-litre, let alone a lowly 750cc.

What set this Renault apart from its contemporary small car competitors was its advanced design. Launched at the Paris Salon in late 1946 as the 4CV, the Renault was a sensation to a car-starved world, featuring a water-cooled rear engine with an alloy head and replaceable wet cylinder liners, four wheel independent suspension and a unitary body with room for four passengers inside its compact dimensions. Manufacture of a new model in the aftermath of the war was a difficult undertaking. Many items were in short supply, but nevertheless, full production was achieved for the car's release. One reminder of the difficulties remained - the first production models were all painted in German Afrika Korps yellow, the only paint that could be found! As a result the 4CV earned the nickname, "the little butter pat".

The 4CV reached Australia in 1949. Perhaps

because the French CV horsepower rating system had no meaning in Australia it was christened #18 760 (later the 750) here. Despite its very unconventional specifications, which must have been a shock to a market raised on conservative American and British cars, it sold in quite reasonable quantities. In 1949, the Renault sold 910 units, rising to 2010 in 1950 and 3370

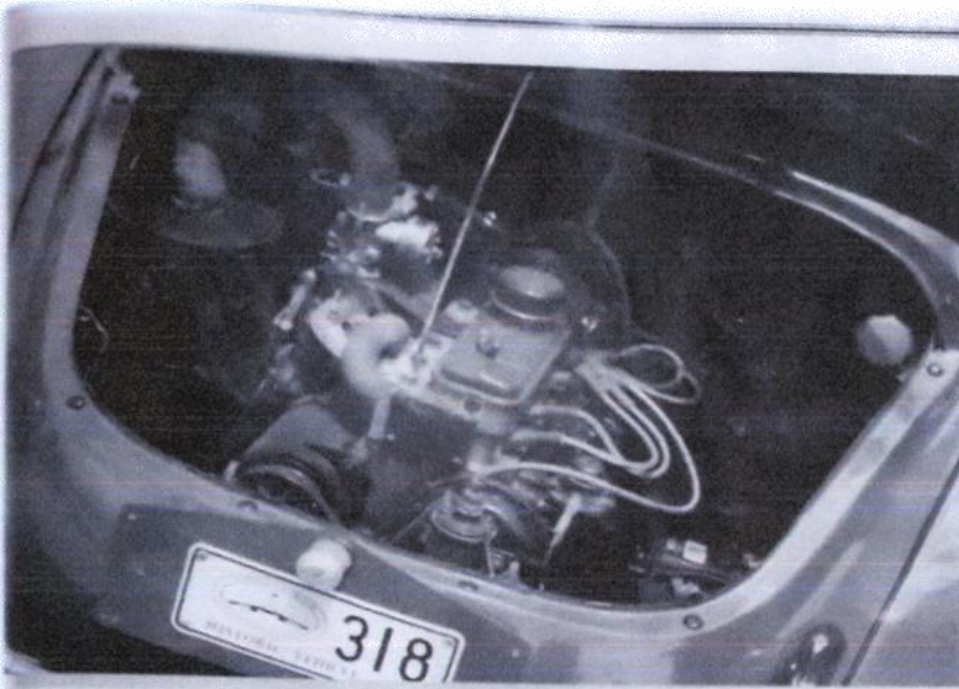
in 1951. For the times these were pretty good figures. Holden's production in 1951 only amounted to 25,000 units. In relative terms, the 750 would have notched-up equivalent sales to something like the Ford Laser in today's market. The 4CV stayed in production until 1961, although sales continued to Australia until 1963. Over the years some 12,000 were sold here.





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Strangely, despite having acquired nine of these little wonders over the past seven years or so, Les Warren says he is not a genuine one-eyed Renault fanatic. "I was looking for something to restore," he recalls, "but what I had in mind was a 1920s Dodge or Chev. I just happened to see a 1961 model 750 advertised in a magazine. It was in Sydney so I took my table-top truck up

with me, paid my money and carted it back to Canberra. It took me about a year to restore it. As far as I'm concerned the fact that it was a Renault is just an accident. It could just have easily been a Morris Minor."

Les had just about finished restoring his first 750 when he managed to get hold of another one which he hoped could be used as a parts car.

Then another two followed, these ones obtained from Table Top, near Albury NSW. One of these, a 1951 model, he has subsequently restored, while the other is still awaiting the treatment.

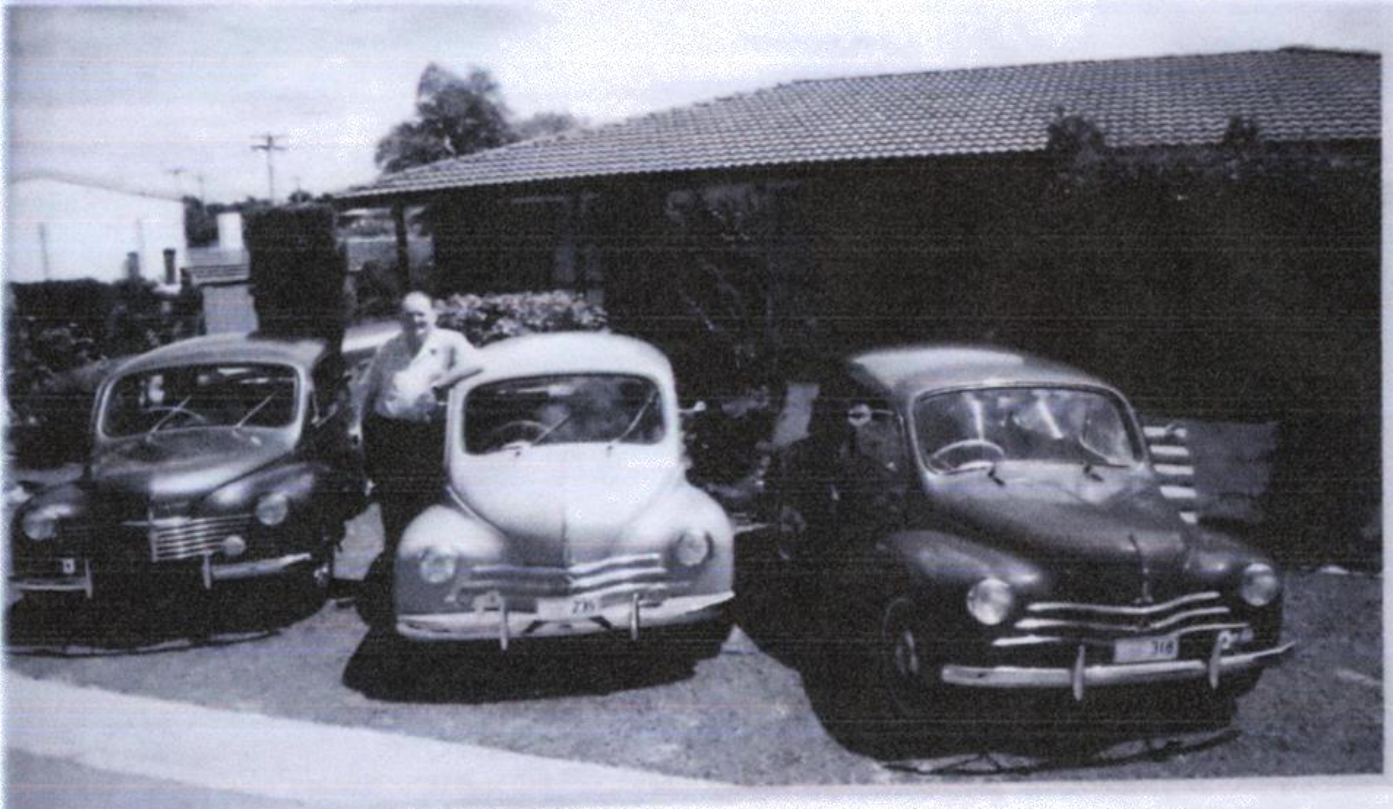
A dark grey 1958 model in very original condition joined the fleet next. This car has only about 50,000 genuine miles on the clock and is in excellent condition inside and out. Les's wife, Pam, owns this one. A few more Renaults subsequently graced the yard for wrecking purposes.

"Out of the nine cars I've managed to find, five have been stripped and tipped," says Les.

Les has been to the almost mandatory tech course on panel beating but the rest of his skills are self-taught.

"I learned spray painting by doing up a couple of old tractors and I went to a one day welding course held by Lincoln Welders and bought myself a small welder. I've had to learn by my mistakes, and there's usually more of them than good work," Les laughs. "Most of my jobs have to be done about three times to get them passably right."

Les also has a good collection of the type of marque-related trivia that most keen owners put together. For a man who professes to not really be interested in Renaults, Les manages to make a pretty good impersonation of an enthusiast!





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