

STHARC
The Wheel



**Southern Tablelands
Heritage Automotive Restorers Club Inc.**

APRIL 2005

ISSUE 43

Southern Tablelands Heritage Automotive Restorers Club Inc.

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Club Meetings are held at 8pm on the first Tuesday of each month.
at the Girl Guide Hall, Erin Street, Queanbeyan.

Please send correspondence to the club's postal address: PO Box 1420
Queanbeyan 2620

Or the Website: www.stharc.org.au

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PRESIDENT'S PAGE

Over Easter Pauline & I travelled to Casino for the Renault 4CV Muster , we trailered the Renault behind our Modern vehicle.

As I looked at the cloud of smoke in the rear-vision mirror, I recalled the old aphorism that it is not a good idea to ask a question if you don't want to know the answer. Only an hour or so previously, I had said to Pauline *"I wonder how that single axle trailer would track with the car on it, if a tyre were to blow"*. Now I had the answer: fortunately the noise and smoke were the only indications of the shredded tyre.

That was just the start of the problem. It transpired that the little jack didn't want to raise the trailer with the car on it, but as we were only 25 or 30km from Casino it was an easy decision to take the car from the trailer and to drive it in after changing the trailer tyre. Tyre changed, and Pauline took off in the distance with the trailer, with me trying desperately to catch up to let her know that the numberplate holder hadn't been replaced properly on the trailer!

After about two kilometres, suddenly everything went very quiet. I rolled to a halt, grateful that I didn't have to worry about power brakes or steering on the Renault.

Then I froze, when I walked around the back and saw an ominous cloud of smoke coming from under the bonnet. A quick glance disclosed that the problem came from the main power lead, passing across the engine from the battery to the starter, and which was cherry red with bits of smouldering insulation peeling from it – a dead short. Luckily I was able to pull it from the battery promptly.

It was a matter of leaving the car there (could hardly drive it back onto the trailer), heading into town to pick up reinforcements, back to the car to push it onto the trailer, then back to town to diagnose the fault. The problem was easily found: the cable had moved to touch the exhaust manifold and, when that heated, the insulation had melted and allowed the wire to earth. Luckily the battery responded well to an overnight charging and a new cable was easily bought.

Those were my only problems, but several others had minor technical glitches over the weekend. In all cases, I was struck by the way everyone pitched in to help and to sort out whatever other issues arose. And that is one of the really great things about the heritage vehicle movement, because that spirit of cooperation applies throughout, as I'm sure you have seen applying in our own club.

Finally, my thanks to Pam for standing in during my absence from last month's meeting.

George.

*Southern Tablelands Heritage Automotive Restorers Club Inc
General Meeting 5th April 2005*

Held at GIRL GUIDES HALL QUEANBEYAN, NSW.

Meeting Commenced: 8.15pm

The meeting started with one minutes silence and prayer as a sign of respect for the passing of Gerry Best.

Attendance: 25 members present plus guest speaker Brian McKay and visitors James & Anne Blackley proud owners of an Austin

Apologies: George & Pauline Cook, Rhonda Winnett, Naomi Crowther & Jay Birkett, Andrew Chinnery, Albert & Fay Neuss, Jodie Thomas, Benita Thomas, Bev Lang and Maureen Scattergood who was in the Solomon's

Minutes of Previous Meeting:

Minutes as in the Wheel accepted by Allan Boyd seconded by John Corbett.

Matters arising from the Minutes Nil

Treasurer's Report By Gary Hatch

Gary advised the meeting of the Committee decision not to increase the membership fee's for 2005-6 and asked members for their input on how to raise funds. He also advised that in future all events are to be budgeted for and the possibility of the cost of the Club Dinner be rounded up to the next \$5 or \$10 above the actual cost p. head. Anne advised that the cost for the dinner will need to be increased slightly to cover cost of the band. Discussion followed with many suggestions from increasing the nomination fee, (as this would only occur once a year), to selling Victoria Coffee at a given event, organising a rally, and even a food stall. Paul suggested that the matter of fundraising be put to Events committee to see what could be organised.

Balance at 01/03/2005 \$3,533.34 **Income** \$142.80

Less Expenditure \$306.70 **Balance** at 05/04/05 \$3,369.44

Moved by Garry Hatch and seconded by Belinda Hogarth -Boyd

Correspondence in

8 Newsletters from various Clubs

Bank Statement

Entry Forms to Cooma Monaro Historic Automobile Club Rally

Invite to Council of Heritage Motor Club Easter Rally on the 14-17 04.2006.

2 x Applications for membership one from Anthony Davis & Andrew Gow the other from James & Anne Blackley

Thank you letter from Burra Show organisers for our attendance.

Correspondence out

Email to Scott Pollock, Crookwell Country Weekend Official, thanking them for an invitation and advising of our inability to attend the Country Weekend.

Payment of PO Box. Receipt given to Gary.

Events Report:: by Anne Scattergood on behalf of Ron.

Braidwood Show proved to be great day with 14 restored and 3 moderns attending.

Burra Fair was a successful day with 11 restored vehicles and 3 moderns.

WHEELS day was well represented and a great day had by all. This may have been due to our location under the trees which provided shade all day.

Cowra trip 23-24-25th April to depart from clubhouse at 8am sharp. Cowra club unable to attend as they are committed to Stop Revive and Survive that weekend.

Girl Guide Government House display 30th April leaving the club house at 8.30am sharp vehicles will be on display on the grounds from 9am til 3pm.



Editors Report read by Pam Corbett in Rhonda's absence due to illness.

Rhonda would be happier if input could get to her soon after the meeting as it makes it very difficult if articles are received on the cut off day. Those who have promised articles please submit them now.

Registrar Report

John was happy to report that there are no vehicles due for registration for the month of April.

General business

Discussion took place with Ian McLeish saying members might be interested to know that when he rang NRMA regarding classic insurances he was pleased to be told that as long as your vehicle is valued for \$8,000.00, doesn't travel more than 8,000 km. per year and is garaged in a locked garage, the yearly premiums are only \$41.00. Hugh Spencer advised of a similar thing as he has about five vehicles insured with Shannon's Insurance, which gives a wide range of extras, such as one windscreen each year.

Pam welcomed new member Allan Stanley to the Club.

Pam will organise Bell's Dry-cleaning cards to be updated.

Sponsors are required for our Annual Dinner. If any one is interested in being a sponsor or knows of anyone that could be approached please contact the Secretary.

Max DeOliver advised members of the project to restore Club Trailer noting that trailer needed new Lights, wiring, new mudguards, floor and sides, new cover and overall steam clean/tidy up including painting and estimated the cost at approx. \$500.00. Max asked if anyone knew of a signwriter so the Club name might be seen on the side of the trailer. Rhonda Cornwell asked the approximate time-frame required for the said works to be done. Max advised approximately two-three months would hopefully see the job close to completion. Those present agreed that this was needed and agreed as long as funds were available.

Mothers Day raffle: donations can be dropped into Rhonda Cornwell before the next meeting so presentation of raffle can be organised prior to meeting. There are only a couple of days left so please ring Rhonda on 6297 3174 to organise donations.

Rhonda will also organise the raffle for the Club dinner. All donations accepted.

Ray Turner displayed several photos of some of his collection of cars, which he had written a small summary of information on each. These will appear in The Wheel.

Special Occasions

Birthday celebration to Rhonda Winnett, John Cornwell. Pam Warren

Many Happy Returns to you all on your special day. Pam & John Corbett are celebrating their wedding anniversary. Congratulations.

Raffle: raised \$50.00

Won By: Pam Warren

Guest Speaker. Pam Corbett introduced Brian McKay who spoke and showed members a great slide show of the most beautiful country side of his last bicycle ride around Belgium, France, Germany, Czechoslovakia and finishing in the Czech Republic.

Larry Foley thanked Brian for a most entertaining evening.

Next General Meeting: 3rd May 2005

Next Executive Meeting: 17th May 2005

There being no further business the chairperson thanked all for their attendance and declared the meeting Closed at 9pm.

From the Newsroom.

This month I have included an article about "The Canberra Pie Cart Project". I was interested in the project when I first read an article in the Canberra Times last December and I was impressed with the idea of involving the students at the College with the restoration of old vehicles. I obtained the information from various sources, including the staff at Copland College. For which I thank them. I feel, as I am sure our readers will also, that this is an inspirational way to foster an interest in young people with the historic vehicle movement.

Our feature article this month is written by Cheryl Roberts, a club member we don't see enough of at our events but I thank her for her willingness to share her story with us.

We have two great events this month and more scheduled for next month. How about joining us on a run?

My apologies to those who have provided information for the newsletter at around the cut off date of 20th of the month. I can leave space for something if I know it is coming but I have trouble fitting it in otherwise.

Please keep the contributions coming in and enjoy reading!

Rhonda Winnett.

Cover Photo.

This month we feature

Cheryl Roberts' 1963 P1800S Volvo.

And she tells us of her other loves. Pages 6, 7. 8.

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Remember this picture in the February Newsletter?

The mystery has been solved by Chris Forsey himself.

None of our members provided any answers!

It has been identified as a (circa)

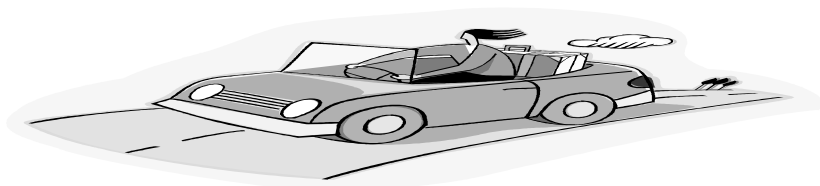
1938 Morris 12/4, series 3 Coupe.

Australian "Ruskin" bodied.

note the similarity with the picture below.



A sly 'FOX' by Cheryl Roberts.



Since a very early age I've always had an interest in cars. Anything unusual from the 50's through to the 70's would catch my eye, but in particular a car with a fastback would be the prized feature.

I guess I could blame my addiction to cars on my parents. As a young child I would watch my father restore numerous cars, FC Holden's, Falcons and Zephyrs stick in my mind. To my knowledge he had no formal training, but with a perfectionist's eye his results were stunning. My mother also had a love of cars, giving them names and personalities, due to their habits of not starting or speeding. Did I mention speeding? At any opportunity my mother would have her foot to the floor to the horror or delight of my siblings and me.

I remember at the age of 10 being in the car with my mother driving and four older siblings. She had a 1970 Valiant Regal which was purple in colour and had a strong V6 engine. With the added accessories of leopard skin seat covers, pink cushions on the rear deck and large black and white dice hanging from the rear vision mirror. Mum always said it could beat anything on the road. Once, we were driving along Parkes way at the War Memorial roundabout, racing of course. We were in the lead and the wet weather didn't deter Mum at all. Of course the car lost traction and we did several 360-degree turns before ending up no more than five feet away from the duck pond. Mum wasn't perturbed by this almost tragic event and she continued to speed while her health allowed her to drive.



My first “prized” car and the one that we all say we shouldn’t have sold, was a 1971 slime green Datsun 240Z. It was a great little car with a sound and charm all of its own. It would often overheat in the summertime but that didn’t distract my feelings of love. When I fell pregnant in 1990, practicalities ruled and I reluctantly had to sell him, as he was only a two seater.

It wasn’t until 2001 that I was able to purchase another vehicle. For a long time I had admired the Ford Mustang



so I was able to locate a 1967 slime green (yes green again) GT Ford Mustang fastback.

It needed a complete restoration having sat for 10 years in the U.S. playing home to a family of rats, which ate away the interior. Unfortunately it's still in a workshop at Hume waiting for it's turn to shine again.

With the passing of my mother in 2002 I thought the fitting thing to do with my small inheritance would be to spend it on a car.....



I found **"Fox"** in the Car Trader Magazine. He is a red 1963 P1800S Volvo, apparently the only sports car Volvo made back then and one of about 170 known to be in Australia. He had undergone a full restoration about 15 years ago and had been used as a daily driver. While living in Canberra I had him on full rego. but since moving to Jerrabomberra and being affiliated with STHARC, club rego. has sufficed.

My plan is that once I'm too old to drive, I'll get my kids to chauffeur me around. And while I'm dreaming maybe my partner might take an interest in cars, instead of football!

Happy motoring.

Cheryl Roberts.



2005 Renault 4CV Muster by George Cook

Members of the Renault 4CV Register came from as far as Cairns and Adelaide to our 2005 Muster in the subtropical north coast of NSW, at the town of Casino. From our club, Les and Pam Warren left early, trailering their car behind their camperwagon, and travelling through the west, where they met some of the southern entrants en-route. Pauline and I left later, taking a more direct route.

Most people were already there on the Thursday afternoon when we arrived, supposedly Friday is arrivals day but more and more are travelling early and spending the Friday cleaning cars and socialising. And that's just what we did, with the day finishing with a very relaxed barbecue and an overnight thunderstorm.

Saturday was the main day. First we had group photographs taken, then we all left for a local lookout inland. From there, we travelled further to a nearby tourist destination where craftspeople create intriguing metal sculptures. They also provided a very pleasant lunch. Then it was back to Casino, passing the spot where I'd suffered my earlier problems.

The nearest we get to formalities is on the Saturday night, when we have our Dinner and conduct whatever business needs deciding – the main item usually is the venue for the next event. **To our surprise, Pauline and I were made Life Members** of the Register and, hard as it may be for STHARC members to believe, for once I was lost for words.

Over our Saturday dinner we made two major decisions. The first was to extend coverage to include all rear-engined Renault cars with the engine behind the transaxle, i.e. the direct linear mechanical-concept derivatives of the 4CV. The second major decision was the venue for our next biennial Muster. That is to be held at Cowra, inland central NSW, over Easter 2007.

Sunday was another relaxed day, mainly for photos and socialising. It has become a tradition, at every Muster, for the red car owners to conspire to have their cars together, so we did just that. You may feel I'm biased, but I'd like to think that most of you would agree that the only thing better than a red Renault is two (or more). To wrap up the day and the weekend's events, we had a very specialised "swap". Then came Monday and time for most to travel homewards.

Forthcoming STHARC

April	Sat. 30	Vehicle Display at Government House For Girl Guides "Circus Capers" Fete.	
May	22	Goulburn Garage Crawl with Goulburn Historic and Classic Car Club.	
June	12	Bushranger History Day following the Clarke Bros. adventures at Gundillion Property of John Hindmarsh	George Cook 4847 5081
June	19	Conducted Tour of Old Queanbeyan Cemetery & Queanbeyan General and the Printing Museum	
July	9	STHARC Annual Dinner, The Tigers Club	
Aug.	2	STHARC Annual General Meeting	Club House
Aug.	6	Capital Powder Coating. Demo's of sandblasting & powder coating of your own parts.	

More details of Next Month's Club runs are included on page 19. and other pages.

Other Events, Swap Meets and Rungs

May	8	VE Day Commemoration 1930's & 1940's Vehicles	Parliament House Lawns	6270 8165
May	22	Milton Swap Meet	Milton Showground	
May	29	Boorowa Lions Club All Mechanical Swap Meet	Yass Showground	6226 3096
June	10-13	Veteran & Vintage Rally	Wagga Wag- ga	
June	19	Battle of Waterloo. British & French Vehicles	Old Parliament House Lawns	Brit: Bruce 6254 5059 French: Mike 6254 1040
June	26	South Coast Holden Show & Shine	Kembla Grange	
July	17	Wagga Wagga Swap Meet	Showground	69314044
July	24	Liverpool Super Swap Mt	Fairfield Showground	
Aug	21	All British Day	Kings School Parramatta	
Aug.	20-21	Wattle Time Rally	Cootamundra	A. Thompson. 69421181
Sept.	4	Cootamundra AMC South West Swap Meet	Showground	6942 6374 6942 7307
Nov.	26	Cooma Motor Fest..	Cooma Showground.	
Easter	2006	15 th National Morris Rally	Queanbeyan	Julie Craig

For information on upcoming events please contact the Events Director or the nominated contact. In case of bad weather or act of God an event may be cancelled, if in doubt please contact the Events Contact.

The Canberra Pie Cart Project.



Wilkie's Pie Cart was a familiar sight around Canberra during the 1940's, 50's and 60's. On weekdays it sold hot meat pies, sausage rolls, cream buns and musk sticks during 'smoko' and lunch times to Federal Government employees. On weekends the pie cart was also a regular fixture at sporting grounds. Originally it was owned by Tom Wilkinson (Wilkie) and in later times it was known as Donoghoe's pie cart, named after Lester Donoghoe who purchased the cart when Tom sold up.

The vehicle, a 1939 Chevrolet van, was discovered in 2002 in a derelict condition on a property at Murrumbateman and was rescued by the Council of ACT Motor Clubs who joined with Copland College, Melba, to restore it.

The "Canberra Pie Cart" is a joint restoration project between Copland College in the ACT and the Council of ACT Motor Clubs and the vehicle is undergoing restoration by a team of volunteers and college students and is now at the stage where it is all but completed

More than twenty Canberra businesses and individuals have contributed financially towards the restoration along with the ACT Government which has provided financial support of just over \$6,000 for the Restoration Project through the ACT Heritage Grants Program. ACT Chief Minister Jon Stanhope said in a media release last December, "The students of the automotive course at Copland College have done a marvellous job over the past couple of years, they have every reason to be proud of their achievement and I am always pleased to see the level of support provided not just by Government, but by the Canberra community to preserve and restore our heritage."

“This project has provided students with valuable skills and experience and is a great example of how our heritage can be used to strengthen our future”

Additional funding of \$2000 was provided by the Robert Shannons Memorial Trust. The Trust was formed with surplus funds from the National Motoring Tour which brought more than 1500 vintage, veteran and historic motor vehicles to Canberra as a major Centenary of Federation celebration event in 2001.

The Australian Historic Motoring Federation, the peak body for the more than 600 historic motoring clubs around Australia presented the Tour and set up the Trust in such a way that funds could only be made available to encourage young people (under 30 years of age) in the historic vehicle movement.

Young people are involved in the restoration of this unique vehicle which played a significant part in the history and development of Canberra. The work is done by students from Copland College under the direction of their industrial arts teacher, Mr Fred Robertson and the team, in conjunction with the vocational and trade courses in which the students are enrolled.

The project which is built into the Copland College curriculum has aimed to involve as many young people as possible. Restoration project manager, Brian Wells, has advised that the vehicle is all but finished, needing only upholstery, electric's, painting and signwriting. Mr Wells acts as a liaison person between the working group, Copland College, where the work is being done, The Council of ACT Motor Clubs and the Heritage Commission.



His team of workers -Gerry Walker, Alec McKernan, Harold Wotherspoon, Graham Brohan and Willem Van de Graaf - are all retired gentlemen and motor enthusiasts. Others come and go from the project but these gentlemen are the core workers.

Mechanically, the vehicle is assembled, currently awaiting an exhaust pipe and muffler which are due to arrive shortly. The motor is a standard 1939 Chevrolet. It is fully assembled in the vehicle and the motor should be able to be started at any time once the exhaust pipe and muffler are in place.

The body is virtually complete, when painted, the colours will be *Old English White* and a light brown. The restorers are going to reproduce the printing style on the sides of the vehicle and will probably name it *The Canberra Pie Cart*. The original name of *Wilkie's Pie Cart* can not be used, as many people have been involved in the restoration process and as it is a Canberra Heritage Project

The seating for the cab is not yet fully constructed but is under way, the running gear is complete – gear box, back axle and brakes. The fuel tank is installed and the fuel line is all the way through.

A new radiator core has been fitted – this was the most expensive part of the operation so far. *Natrad* has specially constructed this

There has been a lot of co-operation from suppliers – tyres, brakes, timber for the body etc. The tyres were donated by *Jax*. They are an unusual size and hard to obtain. ACT Brakes have also been very helpful. Many expensive items have been supplied free of charge.

Plaques on each side of the vehicle will acknowledge the many contributions made. It is anticipated that the Pie Cart will be displayed in an historical vehicle exhibition at the Canberra Museum and Gallery later in the year but this is not yet definite.

The success of the restoration project can be attributed to the dedication and commitment of the many people involved in the team and the students and teachers at Copland College. There is an ongoing commitment to the Heritage Commission which has supported the project with financial grants. Reports on the restoration progress and photographs are supplied to the Council as work proceeds.

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Adelaide or Bust – The Mighty Ghan

By Belinda Hogarth-Boyd

I promised to write an article on my trip on the Ghan many moons ago – but better late than never. This is my account of a trip from Alice Springs to Adelaide on the Ghan. My travelling companions are Paul, and his parent's Tom and Diana.

At the Alice terminal we were greeted with a regal bronze statue of an Afghan camel trader, after whom the line is named. Filled with anticipation we eagerly collected our tickets and marvelled at the legendary Ghan already waiting for us. Paul decided to get a photo of this famous train, but after departing the platform and walking 100 metres in the baking heat without even nearing the engine, he decided that he might try again later. I counted 26 carriages – now that is a long train!

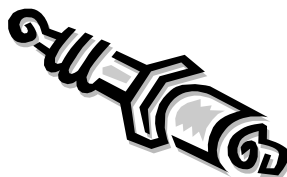
As it was only an overnight trip, we decided to tough it out with the cheap seats, otherwise known as the Red Kangaroo sleeper. (To have a bed would have cost an additional \$460 per person.) The Red Kangaroo sleeper is glowingly promoted as; "comfortable two abreast reclining arm chairs upholstered in pure woollen cloth trim. Features include generous leg room, individual reading lights, video entertainment. You can even swivel seats to face each other for a bit of socialising. Toilet and shower facilities are located at the end of each carriage."

Sounds lovely! As we left the platform and marched across the gravel to clamber aboard it became apparent that we were the plebs for this journey. These occasions seemed to be defined by the company, and with this in mind we were off to a bad start. The loutish group who had hurled peanuts around the restaurant at the previous night's outing were on the train..... in our carriage. D'oh!

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We settled into our chairs and gazing excitedly at the scenery as we pulled away from the station. We tried to ignore the incessant chatter and make light of the situation, taking the ambience of this Australian legend and waving at the people who had gathered along the line to see the spectacle of the Ghan. Numerous hours later the miles of nothingness, of the barren Australian interior wasn't nearly as exciting. At least we weren't out there.

I decided to check out the amenities, and nature was calling. I was confronted with a steel panel on one wall. I pulled the first handle I could see and a basin folded into the horizontal position. I guessed that the next handle down was the one I was looking for – yep, the toilet bowl performed a similar feat. It was like stepping back in time – but not far enough back to see the railway sleepers through the toilet and feel a draught, so I was happy about that.

A garbled announcement came over the address system – who did what where how? I could have sworn that the language used was far from English; do they get training in being completely incomprehensible on a PA system? I visited the steward to ask for the PA to be turned up in our carriage as I was still in the novelty of the situation; interested in the sights before us, and the knowledge the soothsayer had to impart. I later discovered that the announcement was for the millionth railway sleeper laid on the line (or something like that!).

The day wore on into night – and we decided to sample the offerings of the dining car. The dining car consisted of a narrow servery leading into a neatly fitted out dining car. Between the four of us we managed to sample the entire menu (of four dishes). I tried the Moussaka; which may have been great if it had been served hot. This was just one in a string of cold restaurant meals that criss-crossed the country – ranging from Canberra to Alice Springs to Adelaide. Everything I touched turning to cold (not gold as the proverb goes!). After badgering the staff to heat my meal I ate the overcooked offering that was on par with airline food.

After dinner, we returned to our seats and watched the evening movie on the (very) small screen at the end of the carriage. I could hear snippets of the movie above the din that was our fellow passengers. Eventually we tired and tried to get some sleep – somewhat unsuccessfully in my case.

The morning brought a whole new landscape – we had done more than cross border, but crossed into a new country altogether! The desert had been replaced with green paddocks, dotted with the occasional farmhouse. I decided to try the shower facilities. In a word they were heav-

en-sent. Steaming hot water burst from the showerhead and apart from the occasional curve in the track, you would be unaware that you were moving. The hot water did wonders for the myriad of muscular knots and kinks accumulated from sleeping in a chair.

A cup of remarkably good quality coffee capped off the morning and I was refreshed (apart from a few lingering kinks in my spine!). Eventually we got to Adelaide and disembarked the train. As we walked down the platform we looked longingly into the heavily tinted windows for the Sleeper Cabins and Gold Kangaroo Sleepers – to try and gauge the luxuries that we had missed. The windows would pass on no secrets of the mysteries of first class.

Overall, it was an interesting trip but one that I never wish to repeat. I arrived jetlagged from broken sleep (without the bliss of winged travel) and wishing we had flown. Don't get me wrong, I love trains, especially steam trains at the Picton Railway Museum; but for prolonged trips - cough up the extra \$400 for a cabin, or catch a plane.

Below I have compiled a table of prices for comparison,

Adelaide / Alice	Darwin/ Alice	Adelaide/Alice
Day night Sleeper	\$215	\$240
Sleeper Cabin	\$680	\$880
Gold Kangaroo Service	\$850	\$1100
Qantas Flight (Red Eye Deal)	\$219	\$175

A Big Thank You to Contributors this month,

Cheryl Roberts , George Cook, Ron Scattergood, Chris Forsey,
 John & Ronda Cornwell, Belinda & Paul Hogarth-Boyd,
 And the Staff at Copland College
I couldn't do it without you!



Congratulations to
Pauline and George Cook
who have been made
Life Members
of the Renault 4CV Register.

*Many Happy Returns to
Pam Warren, Rhonda Winnett
and John Cornwell who are
celebrating birthdays in April.*





PAM AND JOHN CORBETT ARE
CELEBRATING THEIR
WEDDING ANNIVERSARY.
CONGRATULATIONS!

Sincere Sympathy is ex-
tended to Ron Best and



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ATM

Coming Events

The next meeting will be on 3rd May.

This month our guest speaker will be Barry Boyce of Canberra, He will entertain us with stories of his time as a Peace Keeping, Police Officer on Cypress & in The Middle East. I can assure you there are some good tales. Barry is also a well known restorer of old cars, particularly Buicks & Chevrolets. At the end of his talk, We may be able to steer the conversation to that subject.

Members are requested to bring something towards supper.

Our Club is having a display of vehicles at The Girl Guide Fete at GOVERNMENT HOUSE, Yarralumla on **Saturday 30th April**, from 9AM until 3PM.

We would like to give the Guides a lot of support on this day as they support STHARC.

As we will only be admitted to the Government House Grounds as a group, We will need to assemble at the Club House for an 8.30AM start.

Sunday 22nd May is set down for a return Garage Crawl with our friends from

The Goulburn Historic & Classic Car Club.

This time we will get the opportunity to see what Goulburn has to offer!

Bushranger History Day. **Sunday 12th June.**

This outing is sure to be an interesting day but we suggest that it is not one for your veteran vehicles. We will visit John Hindmarsh's property "Snowball" at Gundillion and see some sights and be informed by a Historian on the notorious adventures of the Clarke Bros.

Sunday June 19th. Will be a Conducted Tour of the Old Queanbeyan Cemetery and the recently opened Printing Museum in Farrer Place.

For Sale

Commer R7 Early 50's, 7 Tonner, Petrol Motor, Eaton
2 speed Diff. Photos available on Email \$1400.00

Ron Scattergood 6236 3219

Wanted

One Windscreen for Federal Style Liner 1950-1956

Ron Scattergood 6236 3219

The National Library of Australia is currently taking
submissions for the current round of
Community Heritage Grants.
Grants for up to \$10,000 are available for Community
Groups for Heritage projects
This year the grant program has been expanded to include
the preservation of artefacts and objects
Information, Guidelines and Application forms are available at
www.nla.gov.au/chg/

Don't forget to hand a copy of your registration slip
to our Registrar, John Corbett, when renewing.

Also, Log Books will need to be handed to John
at the June meeting for checking prior to our
Annual Dinner in July.

NOTE: FOR SALE and WANTED advertisements will run for two issues.

Please advise the editor if ad is no longer required. Members' advertisements take priority over non-members' ads. Heritage car ads take priority over ads for modern vehicles. Please include registration number of vehicle (or engine and body numbers if unregistered.)

Previous copies of *The Wheel* are available from the Australian National Library, Call No. N796.70994WHE.

Contributions should be submitted by the 20th of the month for the following month's issue. Articles covering events, members' experiences automotive/mechanical items or photographs welcomed. Photos will be returned. The editor reserves the right to accept or reject or modify any section of any article that has been submitted for publication.

The opinions and views expressed in the articles published in *The Wheel* are wholly those of the respective authors, and not necessarily those of the Editor, or the Committee of the Southern Tablelands Heritage Automotive Restorers Club Inc.

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