

**STHARC**  
*The Wheel*



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

**DECEMBER 2005**

**ISSUE 51**

# 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](http://www.stharc.org.au)

Club Email: [stharc@australiainmail.com](mailto:stharc@australiainmail.com)

Editor's Email: [rhonjohn@optusnet.com.au](mailto:rhonjohn@optusnet.com.au)

## From the Newsroom.

This month, we have no 'President's Page', as George and Pauline are having a White Christmas in the Antarctic.

Vice President Ian and his wife Krystina wish us all the compliments of the season and Good wishes for a great year for all the members of *S.T.H.A.R.C.*

Christmas is such a lovely family time but it does get so

hectic with everyone trying to cram lots of things in 'before Christmas' and this means that "The Wheel" is going to print early. We all wonder where the year has gone and we are sad that we have lost some friends along the way but we have

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**Southern Tablelands Heritage Automotive Restorers Club Inc**

**6<sup>th</sup> DECEMBER 2005 GENERAL MEETING**

**Meeting Commenced:** 8.08pm

**Attendance:** 22 financial members

**Apologies:** George Cook, Brenda Cannon, Paul Hogarth-Boyd, Pam Corbett, John & Rosemary Thomas

**Visitors:** Sid & Dana McGlynn.

**Minutes of Previous Meeting:**

Accepted by Garry Hutch and Seconded by Max De Oliver. Motion Carried.

**Matters Arising from the Minutes**

Secretary to make necessary changes to Matters Arising from the minutes.

Spelling of John Duttriss should be Allan Buttriss

**Treasurer's Report**

Balance at 17/10/2005: \$4,459.49

Income: \$286.00

Sub Total: \$4,745.49

Less Expenditure: \$336.54

Balance at 6/12/2005: \$4,408.95

Moved by Belinda Hogarth-Boyd and Seconded by Christine Boyd.

Motion carried.

Garry also advised members of the possibility that we should be paying Tax on income profit received over \$416.00

Secretary to forward copy of CHMC report to our Public Officer, Ron Best requesting he check this and report back to Committee.

**Correspondence in**

11 newsletters from various Clubs.

Minutes from The Council of Heritage Motor Club of NSW of their Half Yearly Business Meeting Held at Narrabri on 22nd October 2005 including a report on 2005 AGM Australian Historic Motoring Federation.

Bank Statement from Snowy Mountains Credit Union.

Letter from Council of Heritage Motor Club reference to our club query to CHMC, RTA Liaison Office Mr Ken Quarmby, noting that the RTA should be notified regarding any lapsed membership, (providing members have been given fair warning.)

New Membership application form plus payment from John and Mary Mathias of Braidwood.

Cheque for membership renewal from Justin & Colleen Thomas.

**Correspondence Out**

Seven letters to non-financial members inviting them to rejoin and advising them of our next club run.

Letter to Queanbeyan Show Society, regarding our member's disappointment

on the last minute notification that we were not able to display our vehicles at this years show.

**Newsletter:** Rhonda Winnett thanked Hugh Spencer and Chris Forsey for their considerable input and she is hoping for more members articles for the January magazine.

Shannon's Insurance is keen to take out an advertisement in "The Wheel".

**Events:**

The Observation run to Hall via the Mint was a great success.

There was a show of hands of possible amount of children expected at the Christmas party. (19)

Max introduced Allan Boyd to report on the Hanging of the Quilts. There were 12 vehicles attending this run with about 25 people. (For some reason the run was christened the U-Turn run as several u-turns happened on the day.)

There were also 6 cars and 1 motor bike that attended the all 'British Day' on 4<sup>th</sup> Dec. It was an interesting day for those attending with 250 cars displayed and the British Deputy High Commissioner viewed all cars. This event to be added to yearly events calendar as the next All British Day will be on 3rd Dec. 2006

Our next run will be a Twilight run on 29<sup>th</sup> January, meeting at the Club-House at 12.15pm to depart at 12.45pm to Blundell's Cottage tour time arranged for 1.30pm.

Jim Kampouris attended the Cooma-Fest with his recently restored tractor and came home with 1<sup>st</sup> prize for the Best Presented Tractor.

Well done Jimmy!

Max asked for assistance to tidy up the outside area at the Club House, on Saturday 10th at 2pm as the high winds have left a lot of debris lying around. He also asked for idea's to surprise the children with at the Christmas party.

**Registrar** John Corbett advised with of 2 new registrations this month.

**General Business:**

Secretary to send sympathy card to John & Rosemary Thomas on the passing of Rosemary's Mother.

Garry put forward a suggestion that steaks & sausages could be supplied on some club runs, if members were willing to pay a small donation to cover costs. This should also create a friendlier atmosphere on club events.

This will be trialled at the Twilight run.

Ian asked member's if they had any photographs of club runs as Committee would like to create a photo album to keep with club records. Pam Corbett had supplied a lot for the swap meet at Canberra. These can be used for the album. George gave Ian a CD with copies of photo's of different club runs back to August 2004. Secretary to organise printing for the album.

Ronda Cornwell said that she depends on donations for the raffle each month and would appreciate any items members wish to donate that could be used.

**Raffle:** Push Thermos donated by John & Rosemary Thomas

**Raised:** \$ 38.75

**Won by:** Rhonda Winnett.

Vice President Ian, introduced Ron Scattergood as guest speaker who presented members with an interesting array of slides of vehicles from the past.

Max De Oliver thanked Ron for taking us back to yesteryear and showing us vehicles that we don't see often anymore.

Vice President Ian McLeish closed the meeting and thanked everyone for there attendance.

Next General Meeting 3<sup>rd</sup> January 2006 at 8pm

Next Committee Meeting 17<sup>th</sup> January 2006 at 7.30pm.

Meeting closed at 10.20pm.

Our Next Meeting will be Tuesday 3rd January.

Our Guest Speakers will be Allan & Chris Boyd.

Our January Run will be a Twilight Run on Sunday 29th.

After a short run through the ACT we will visit the historic St.John's Schoolhouse Museum and Blundell's Cottage..

Concluding with a Barbecue tea at, Duntroon Park.

**A BIG THANK YOU TO CONTRIBUTORS, THIS MONTH.**

Especially Chris Forsey, Ian McLeish, Maree Burke,  
Graham Gittins, Harold Roberts, Ronda &  
John Cornwell, Paul & Belinda Hogarth-Boyd.

***Congratulations to Jan & Krystina  
McLeish who celebrate their  
30<sup>th</sup> Wedding Anniversary this month.***



## COVER PHOTO

This month's Special Vehicle is Chris Forsey's  
1962 Rover 100, Mk 2, 1V.  
"Back on the Road Again"

### Letter to the Editor,

In 1934 I bought a second hand 1929 Austin 7, Wasp, sports car. Although I am now Ninety One years old, I have never seen another one like it in Australia.

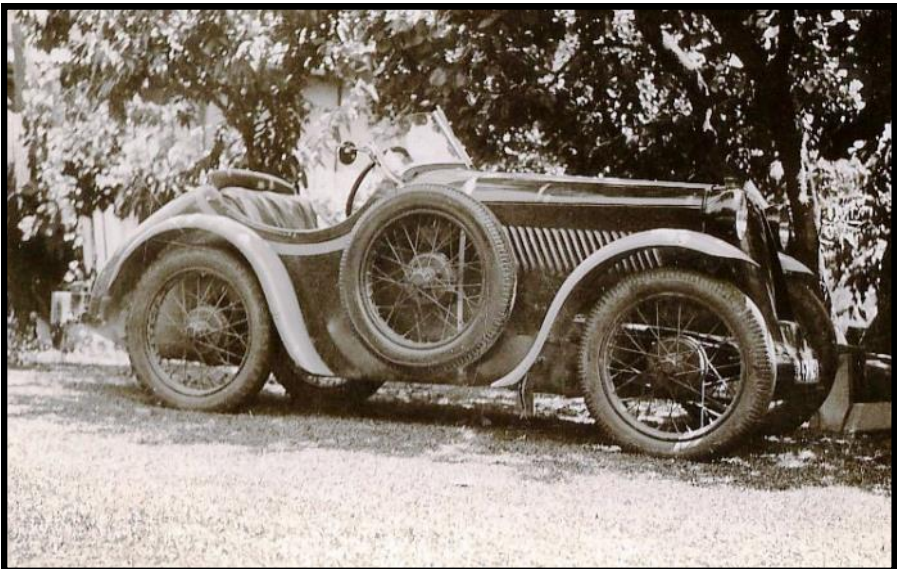
It is of course the 'Sports' model of the very popular Austin 7 'family car', as it was called, which was assembled in this country. However, the 'Wasp' was imported completely assembled in England, where they evidently sold enough to warrant 'tooling up' to press out the perfect 'wasp tail and the attractive 'wasp' radiator cowl.

So obviously it was one of these 'true' wasp models that gave birth to the many Australian copies that were hand made in various guises by anyone who had some body building skills at all.

I sold the 'Wasp' in 1936 to buy a brand new Morris 8 40. This car remained in the extended family until 1964, when it was sold for Forty pounds.

I thought that your readers may be interested in this little bit of motoring history.

Harold A. Roberts. Young.



This is my 'Wasp'. This picture is printed from a photo I took 70 years ago. H.R.

By Chris Forsey

There is a song that has a line in it ; “I’m on the road again (or something similar). Well I think that best describes this car, a 1962 Rover 100 Mk IV, which is finally back on the road again after yet another long period of standing idle.

The snippets of history that I have for this vehicle make it a bit interesting.

It was first registered in the UK with registration 282 WPJ (a Surrey registration mark) to a T. Jones Esq. Papers with the car indicate that it was transported to Sydney on the ship ‘ Waroonga’ – Jones took delivery of the car in Australia on 16.12.66. The car then came to Canberra I believe it was attached to the British High Commission. It definitely wore maroon and grey ‘DC’ number plates which were issued to the Diplomatic Corps in Canberra during that period however the record of its registration number has been lost.

At some point – I suspect around 1970 – the car was purchased by Bill Orr in Canberra who stored the vehicle, along with several other (mainly Australian built) vehicles in make-shift sheds around his suburban property. I first became aware of this particular Rover in 1986 when I visited Bill at his home. I had recently purchased a 1967 Rover 2000SC which had also been part of Bill’s fleet of cars (YCT 545 – where are you now?).

Bill showed me some of the vehicles which included a 1947(?) P2 Rover and several high performance Holden, Ford and Chrysler vehicles. Storage was not ideal and some vehicles were only partially under cover. When I first saw the Rover 100, it had been sitting for many years with the rear of car exposed to the elements. There was very little paint left on the weathered boot lid, but the rest of the grey paint work looked quite serviceable and the interior was well preserved.

The Rover was eventually sold by Bill, and I was aware that it changed hands a number of times after that. Eventually it ended up at Gunning, NSW, where I bought it in 1998 with 99,000 miles on the clock. It was unregistered and had been repainted – now grey with maroon side panels.



During the last seven years of languishing (!) in my shed I have attended to various bits of maintenance, including an overhaul of the brakes. It still has its original interior with grey leather seats and Wilton carpets. Now registered 32770-H, the Rover is finally 'back on the road again'.

### **The search for a Jensen Interceptor** – Chris Forsey

The subject of this article is a recently acquired 1969 Jensen I Interceptor Mk1. This car was delivered new in Australia through Jensen distributors Monaco Motors, William Street, Sydney. Its first owner covered about 30,000 miles up until January 1974 whilst its second owner took 31 years to cover the next 30-35,000 miles up until September 2005. Current mileage is just 65,000 miles. The overall condition of the vehicle is good probably due to it's relatively low mileage, and the fact that its previous owner didn't drive it in the rain!

I had my first drive of an Interceptor some years ago and driving these cars always puts a grin on my face - something to do with the burble of the exhaust and the torque the 6.3 litre Chrysler V8! Awesome! Having decided that I wanted to buy one of my own, I spoke to many people and read widely. My research helped in the identification of trouble spots and where to look for rust. My preference was to find a roadworthy vehicle, rather than one requiring extensive restoration, hence the purchase of this particular vehicle which only requires general maintenance and a jolly good clean!

Specifications for the Jensen Interceptor Mk1 are as follows:

Chrysler E series V8 6276cc (383 cu.in), 330bhp @ 5000rpm,  
Torqueflite 3-speed auto, PowrLok limited slip differential,  
Armstrong Select-a-ride rear shock absorbers (four ride settings),  
16 gallon fuel tank, Girling four wheel disk brakes,  
Rostyle 15in wheels, front suspension (from 1968) – wish-  
bones/coil springs, rear suspension – live axle, semi  
elliptic springs and Panhard rod, Adwest power steering, Sundym

glass, power windows, interior – leather seats and Wilton carpets. Air conditioning was fitted to my car in Australia.

About 7,000 Interceptors (including 320 four wheel drive FF's) were constructed in nine body/mechanical configurations. My car is one of 1,024 Mk 1 Interceptors constructed from 1966 to 1969. The Mk 1s can be identified from later models by the position of the front indicator/sidelight units which are mounted above the front bumper bar - later Interceptors had these mounted below the front bumper. Internally the Mk 1 Interceptors have an Italian feel, probably due to the layout of instruments and controls.

Jensen Motors was founded by brothers Richard and Alan Jensen in the 1930's. The brothers had been building special bodies for vehicles since the 1920's and several early cars featured Ford V8 or Nash straight six running gear. Commercial vehicles were also produced.

During the 1950s, many Jensen vehicles were powered by 4 litre Austin engines, and the '541' series featured a glass fibre body shell attached to a steel chassis. The later Jensen CV-8 was also constructed in this manner and powered by Chrysler V8 engines.

The Jensen CV-8 was also used as a test-bed for the Ferguson Formula four-wheel drive system which went in to production from 1966 as the Jensen FF alongside the new Jensen Interceptor. The initial design of the Interceptor was penned by Touring of Milan and translated into production by Vignale.

Jensen Motors built the Interceptor and the FF at West Bromwich in England, as well assembling other makes such as the Austin-Healey, early Volvo P1800s, the Sunbeam Tiger and lastly the Jensen-Healey. The demise of the company in 1976 and its resurrection at various times during the 1980's is the subject of various books on Jensen history.  
(and too long and complicated to detail here!)



*Above is My Jensen Interceptor,*

*And below is a view inside Chris' wonderful shed on the occasion of the STHARC-Goulburn Club run.*



**Fortcoming STHARC**

<b>Jan.</b>	Tues. 3	General Meeting, 8PM Clubhouse	
<b>Jan.</b>	Sun. 29	Twilight Run, Blundell's Cottage. St John's Schoolhouse Museum, BYO tea	John Cornwell 6297 3174
<b>Feb.</b>	Tues. 7	General Meeting, 8PM Clubhouse	
<b>Feb.</b>	Sat. 11	National Archives & Screen sound	Belinda Ho- garth- Boyd 0422946424
<b>July</b>		STHARC Annual Dinner and Awards.	

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

***Other Events, Swap Meets and Runs***

<b>Jan.</b>	26	NRMA Motorfest	Macquarie St Sydney	
<b>Feb.</b>	5	Bathurst Swap Meet	Bathurst Showground	
<b>Feb.</b>	19	Sydney Swap Meet	Clarendon . Richmond	
<b>Feb.</b>	18-19	Berrima Rally	Berrima	
<b>Mar.</b>	12	Austin Centenary Display	Castle Hill Showground	
<b>March</b>	12	"Wheels" Display	Old Parliament House Lawns	
<b>April.</b>	14-17	15th National Morris Rally (Visit Bungendore and Braidwood On Sunday 16th)	Queanbeyan Showground & Street Parade on Sat.15th.	Julie Craig
<b>April</b>	14-17	Council of Heritage Motor Clubs. Easter Rally	Hosted By Goulburn V&V Club	Roger Dough- ty
<b>May</b>	5-7	CMC Thredbo Classics & Jazz tour	Snowy Mountains	
<b>Sept.</b>	15	HSRCA Historic Racing	Wakefield Park Goulburn	
<b>Dec.</b>	3	Terribly British Day	Old Parliament House Lawns	

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.



## Braidwood Run to Airing of the Quilts - Sat. 26 November

Low grey clouds greeted us in the morning, but 10 cars braved the cool weather to meet at the Spotlight carpark, Queanbeyan.

Rhonda & John Winnett

Les and Pam Warren

Ray & Nur Turner

John Thomas and John & Ronda Cornwell

Hugh Spencer, Bev Lang & Caroline (on crutches)

Krystina McLeish & Fran (visitor)

Belinda Hogarth-Boyd & James Corbett

Pam Corbett, Grace, Dot & Jordan (visitor)

John Corbett

Allan & Chris Boyd

Austin Cambridge 1968

Holden Ute

Austin A30

EH Holden

Mercedes 6.3L V8

Mercedes

Red MGB 1967

Ford Anglia

Ford Pilot 1948

Vauxhall Velox 1962

We left on time at 9.30am heading for Bungendore, where the majority of cars regrouped before continuing to STHARC's favourite morning tea stop on the Shoalhaven River. Belinda and James had arrived ahead of the group to direct cars into the picnic area, and all made it safely - eventually, despite Ray's attempt to beat everyone to Braidwood by "sailing" on past the turnoff. Ray made a U-turn and he and Nur joined everyone for a non-raspberry flavour cup of tea! The picnic spot touted a number of cars and caravans already. Australians continue the nomadic way of life, not put off by the huge petrol price leap over the past year. One couple in particular were happy to share their story with a group of STHARC members.

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After a hurry up phone call from El-Presidento, George Cook, we resumed our run to Braidwood, this time passing Ron Smith & Ellie Mae in the Ford Pilot 1948 heading towards Bungendore. Seems they had arrived in Braidwood, couldn't see any STHARC cars so headed back to the Shoalhaven picnic spot. We all cheerily waved to Ron, who then did a U-turn back to Braidwood

George Cook was waiting for us in the main street of Braidwood, camera in hand. He and Pauline had driven directly to Braidwood in their cute red Renault. Braidwood was overrun with locals and visitors. After eventually finding car parks, the first stop for most STHARC members was the Market stalls in the main park. Others wandered up and down the main street admiring the quilts hanging from balconies, in shop windows and adorning the streetscape and brightening an already delightful town.

Lunch was at 1pm sharp, according to the itinerary (did we write that!). Back to the town's park to organise the sausage sizzle. To our consternation, although the town's bbqs worked (in a fashion), the steel was so thick that it was going to be a long time before the sausages were cooked. Back to the car to retrieve Belinda's portable bbq – and did those sausages cook quickly then. By now Lyn and Heather Meredith (visitors) had arrived in their modern to join our gathering. (Possible future members-when we talk them into buying a nice little English classic!).

Ray and Nur left us to continue exploring Braidwood, whilst the remainder headed for the Braidwood Heritage Museum.

Locals Tony and Robert were waiting to be our guides for the remainder of the afternoon. Allan realised that the building housing the museum was his first home in Braidwood. His parents rented part of the place whilst waiting for a house to become available in Duncan Street. The building itself was interesting as well as it's collection of photographs and other memorabilia that traced the history of Braidwood from its initial settlement, through the gold era that included the arrival of the Nomchongs (a Chinese family who became part of the local community), to the present day town.

We then departed to "Tinsdale" (Tony's restored residence that included a newly shingled roof!). Tinsdale was originally an Inn in the 1800s and was the dentist's residence and surgery in the mid 1900s. We admired Tony's collection of veteran, vintage and classic cars, a motor scooter and a Velocette motorbike, a rare 2 stroke model. Tony started up the bike much to Allan and James' delight, who revelled in the engine's "beautiful note". Afternoon tea was enjoyed by all, thanks to Tony and his helper's generosity.

After a wonderful day without any rain, dark grey clouds were gathering on the horizon and blotting out the afternoon sun. It was time to leave. Oh no, the Mercedes radio had been left on and the battery was as "flat as a tack". Help from John and Hugh and the Mercedes roared back into life. Belinda and James were the first to leave, with the MG's hood still down. However, a few minutes out of Braidwood, following a couple of drops of rain and lightning flashing low across the sky, was enough to persuade Belinda that she and James would need to get the hood on fast. Now Pam and John will find the next bit hard to believe, but James was the perfect pit crew – following

Belinda's instructions quickly and cooperatively. They had that hood up in record time! Watch out Paul, you may be replaceable. Once everyone had left, the Vauxhall followed as "tail-end Charlie". As we drove past the Shoalhaven picnic spot, Allan spotted a dark blue Mercedes parked down near one of the tables. Another U-turn, and back to the Shoalhaven we went. But Krystina and Fran were fine, just making a pit stop and catching up with the couple they had chatted with earlier. Whew!

Back on the road, and the rain came down. However, it eased and stopped just before Bungendore. And luckily too. Admiring the speed and ease of driving the Vauxhall, we nearly missed the Ford Anglia (bonnet up) and Ford Pilot pulled off the road. You guessed it. Another U-turn to investigate the problem (U-turns were becoming the norm for this trip). John and Allan decided that it was a faulty thermostat, removed it (served it right, shouldn't have given Pam such a hard time!), and back on the road again. A quick stop in Bungendore to check all was OK with the Anglia, and the three cars continued on the way. Rain on and off all the way back to Queanbeyan, but nothing too serious, and no other STHARC cars to be seen (thank heavens).

Overall it was an enjoyable and interesting day of heritage experiences with markets, quilts, museum and Tony's restored residence and barn full of collectables.

On Sunday morning I was inspired by "Macka" saying Australia is a place of wonderful people and experiences - very applicable to our STHARC members and our other friends in the heritage motor vehicle movement. Thank you all for attending and sharing that experience.

Allan Boyd and Chris





**Please Join us for our**  
**January 29th Twilight Run**

Due to leave The Clubhouse at 12.45pm.

First Stop will be at "Blundell's Cottage" for a Tour  
arranged for 1.30pm.

Price is \$2.00 per person as long as we have more than 15 people.

Next Stop is St. John's Schoolhouse Museum,  
Scheduled for 3pm Booking  
A Gold Coin Donation, required here.

We will then have a short drive across Lake Burley Griffin  
Followed by a BBQ at Duntroon Park  
Bring along your Salads. Meat will be supplied at a small cost.  
(Bring your own cricket bat.)

For more information phone John Cornwell on 6297 3174

Blundell's Cottage was built in 1860 to accommodate skilled workers on the Duntroon Estate. It remains the only such building in the Parliamentary Triangle. Furnished to depict turn-of-the-century rural life, the cottage provides an intriguing contrast to modern Canberra. Visitors gain an insight into the Limestone Plains before it was chosen as the site for the National Capital.

The cottage collection comprises of some 700 objects, most of which are on display, the focus is domestic and rural equipment from the period 1890-1910.

St John's Schoolhouse Museum was built in the early 1840's and operated continuously until 1880 and from 1895 to 1907. The Museum consists of the original schoolroom and five other rooms used as a home for the School Master and his family.

In addition to the furnishings and artefacts of the school and the schoolhouse, the Museum has a collection of photographs on display of Canberra in the 19th and early 20th centuries and a collection of objects relating to the history of St John's church and other churches of the district.

## “Grit”, an Epic Journey Across the World

On 26 July 1928, Francis Edwin Birtles completed the first successful journey from London to Melbourne in a motor car.

The epic journey in a 16hp Bean took more than nine months to complete.

According to motoring writer Peter Wherrett, Frank Birtles has not received the same amount of recognition that Bert Hinkler, and other contemporaries received when they made and broke flying records.

Wherrett, in his book *Grit*, chronicles Birtles many adventures both in Australia and overseas. Birtles was the first person to ride a bicycle from Perth to Sydney in 1906, first person to travel by motor car (a Model T Ford) from Sydney to Cape York and back and many more. All his adventures were self-funded.

Birtles was married twice: the first was annulled within twelve months and the second to Neo Long, which lasted until Birtles death in 1947.

It was an interview with Mrs Long in 1981 that set Wherrett on a 25 year journey of discovery of the man, who he said was arguably ‘the greatest adventurer by motor car Australia has ever known.’ “

Birtles suffered unimaginable deprivation during the London to Melbourne journey, including being attacked by starving wolves, stalked by bears, food shortages, lack of money, having to physically build parts of the road to travel through Burma (now Myanmar) and nearly losing the Bean while crossing the Ganges River.

But Birtles said he suffered most at the hands of Australian Customs when on arrival in Darwin, they refused to release the Bean. “It makes me ashamed to be an Australian’ he is reported to have said in the *Northern Territory Times*. He arrived in Darwin with no travel papers for the Bean and when he explained that they had rotted away in the monsoon in India, Customs were less than sympathetic.

It took a telegram from the then Australian Prime Minister, Stanley Melville Bruce, ordering the car's release that Birtles was able to continue his epic journey to Melbourne.

Birtles donated the Bean nicknamed *Sundowner* to the people of Australia and it now on display at the National Museum of Australia, Canberra.

Wherrett with the publication of *Grit* has gone some way to give Birtles the just recognition he so richly deserves.

*Grit an epic journey across the world* (Ibis \$29.95)

Graham Gittins.

## *"Terribly British Day" Sunday 4th December.*

On a lovely sunny day, around 250 British cars ,commercial and motor cycles were on display at the Terribly British Day on the lawns near Old Parliament House on Sunday 4 December 2005.

Organised by the Jaguar Driver's Club and a number of British marque clubs, the day was judged to be a success by organising committee chairman, Howard Staples.

Three trophies were presented by the Deputy High Commissioner for UK Mrs Jean Harrod.

Best club display: MG Car Club of Canberra

Best dressed couple: Julie Craig from Sydney

Peoples Choice vehicle: Frank Marshall's Triumph Mayflower

Twenty Seven clubs from the ACT and further a field attended.

The organising committee thanked all entrants and visitors who supported the display and made it a success.

NRMA Vintage Veteran and Classic Insurance have agreed to be the major sponsor again next year and they have suggested that their contribution may be increased.

The organising committee have claimed the date for the 2006 Terribly British Day as the first Sunday in December, which is the 3rd December

Our Club was represented by six British Vehicles, John Corbett had the V8 Ford Pilot and The Anglia whilst Ray & Nur Turner came in the Austin A.30, Chris & Allan Boyd brought the Vauxhall, Chris Forsey showed off his Jensen Interceptor and John & Rhonda Winnett drove the thoroughly British Austin Cambridge with the mighty Union Jack flying from the aerial. We did spot our member, Chris O'Rourke with his beautiful Rolls Royce supporting the Rolls Royce Club, though the Governor Generals Rolls couldn't make it because of an oil leak! There were some lovely old cars to admire and to speak to their proud owners and our Club should aim to attend the next Terribly British Day in 2006.

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Q. When is a retiree's bedtime?

A. Three hours after he falls asleep on the couch.

Q. How many retirees are needed to change a light bulb?

A. Only one, but it might take all day.

Q. What's the biggest gripe of retirees?

A. There is not enough time to get everything done.

Q. Why don't retirees mind being called Seniors?

A. The term comes with a 10% percent discount.

Q. Among retirees what is considered formal attire?

A. Shoes with laces.

Q. Why do retirees count pennies?

A. They are the only ones who have the time.

Q. What is the common term for someone who enjoys work and refuses to retire?

A. NUTS!

Q. Why are retirees so slow to clean out the garden shed or garage?

A. They know that as soon as they do, one of their adult kids will want to store stuff there.

Q. What do retirees call a long lunch?

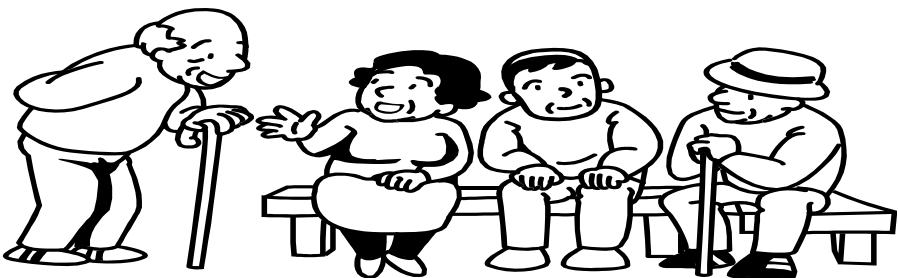
A. Normal

Q. What is the best way to describe retirement?

A. The never ending Coffee Break.

Q. What's the biggest advantage of going back to school as a retiree?

A. If you cut classes, no one calls your parents.



# Shannons Wheels Expo 06

## Sunday 12 March 2006

**From this**



**To this**



The newly restored Canberra Pie Cart will be unveiled at the Council of ACT Motor Clubs Shannons, Wheels Expo 06 on the lawns of Old Parliament House at 11.15am on Sunday 12 March 2006.

The Canberra Pie Cart, a joint project between the Council and the students of Copland College, Melba, and has taken three years to complete.

Shannons Wheels Expo is the Council annual charity display day and the Noah's Ark Resource Centre is the charity to benefit from the display of more than 600 vintage, veteran, historic, classic, modified cars, commercials and motor cycles.

Now in its 24th year, Wheels has raised more than \$300 000 for local Canberra charities.

Wheels is open to the public from 10 am to 3pm. Entry is free. Refreshments available.



AUCTIONS - EVENTS - INSURANCE

## For Sale

2 x 1950's Ford Prefects, 1 Car, 1 Ute, \$800.00  
1947 Pontiac Chieftain Sedan. \$5000.00  
Phone Albert Neuss. W. 6297 6225, H. 6297 2626.

\*\*\*\*\*

1928 Studebaker President 7 passenger long wheel base sedan,  
(rego VIN 108) lots of spares, professional restoration new tyres,  
very reliable and fast rally car. \$39,000 ono.  
Ph. Glenn 0415 320 027 or email [glennccampbell@ozemail.com.au](mailto:glennccampbell@ozemail.com.au)

\*\*\*\*\*

Sunshine Header (Horse Drawn) Any Reasonable Offer Considered.  
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\*\*\*\*\*

HQ One Tonner Chassis.  
Sand blasted, powder coated in bright silver plus clear coat.  
Excellent condition; \$200.00 Pick up only.  
Phone Richard ; 04219773.21

## Wanted

Wanted, Holden Monaro, HT. HK or HG GTS  
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Email; [corbetts4@bigpond.com](mailto:corbetts4@bigpond.com)

\*\*\*\*\*

Wanted; 1942-1948 Ford Side Valve Motor.  
Albert Neuss Ph W. 6297 6225 H. 6297 2626

\*\*\*\*\*

Wanted: Ford Prefect, 1939-1950 Parts or Car.  
Ford F700-600 Parts. Especially Starter Motor or whole truck.  
Phone Hugh Spencer 02 6236 3336

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

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by



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OFFICE MANAGER

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Facsimile: 02 6299 2680

**KENWORTH**

Contributions should be submitted by the 20<sup>th</sup> 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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