

STHARC
The Wheel



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

JANUARY 2006

ISSUE 52

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.

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Or the Website: www.stharc.org.au

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PRESIDENT'S PAGE.

Well, may I begin by wishing everyone all the very best for a happy, prosperous & healthy 2006. And the same goes for your vehicles!

I feel a little “behind the pace” at the moment, having missed two club meetings plus the club’s Christmas party. News has reached me though, that the party went well and that Santa duly arrived and made many children happy. It’s great that we have that “all the family” style to the way we operate – let’s ensure we keep things that way.

As has been mentioned, Pauline and I couldn’t resist the lure of having a white Christmas in Antarctica, travelling via Macquarie Island. In my case it was a matter of revisiting old haunts, in Pauline’s case it was by way of checking if my tall tales were even remotely credible.

We travelled with Aurora Expeditions, on their inaugural voyage using the ‘*Marina Svetaeva*’, a 4575 tonne Russian ice ship built in Poland in 1989. The ship, as promised, proved ‘comfortable and homely’, rather than luxurious: think of a good two star hotel. But everything else was at least four star: most importantly, the expedition had excellent leaders, staff and guest lecturers. It also was equipped with a fleet of zodiacs and two helicopters.

The route took us from Hobart, across the Southern Ocean to Macquarie Island; Commonwealth Bay (site of Mawson's Hut); the South Magnetic Pole; the French base at Dumont d'Urville and adjacent coastline; sub-Antarctic New Zealand islands; finally returning to Bluff in New Zealand. Overall, the trip lasted 25 days.

For me, the highlights of the trip were being treated as a “VIP visitor” by the current Met office crew at Macquarie Island, plus achieving my long-held ambition of visiting Mawson's hut, which I’d never have dreamed would be possible. For Pauline, it was the novelty of walking on thick sea ice.

So, did Pauline find my tall tales from way back even vaguely accurate? A little hard to say, because we had little but good weather for our trip and, because it was in summer, we did not experience the winter cold. But, from time to time, the katabatic winds still roared down from the plateau, just as they did at Mawson Station in 1966, and as they did for Mawson's Australian Antarctic Expedition in 1911-1913 at Commonwealth Bay *The Home of the Blizzard*." And the Southern Ocean still unsettled a few people.

continued, PTO

Finally, I can confidently endorse the polarfleece STHARC jackets now as “tested and approved under Antarctic conditions”. Order one now for winter!

Safe and happy heritage motoring.

George.



The proof that STHARC Windcheaters have Stamina!
Taken in front of Mawson's Hut.

Our Next Meeting will be Tuesday 7th February at 8PM

Our Guest Speakers will be Mr Evan Quarmby,
Acting Inspector of Police, Queanbeyan.
He will be talking on Heritage Motoring.

Our February outing will be a on Saturday 11th.

COVER PHOTO

This month's Special Vehicle is the Scattergood Family's
1926 Hudson, Super Six Brougham.
Read all about it on the following pages.



And here is a picture of Pauline & George in front of Mawson's Hut NB. George is wearing his STHARC Windcheater!

Happy Birthday Jim Kampouris!



And January is quite a
month for **Wedding Anni-**
versaries
37th for George & Pauline
Cook,

Southern Tablelands Heritage Automotive Restorers Club Inc**3rd January 2006 GENERAL MEETING MINUTES**

Meeting Chaired by Vice President Ian McLeish Commenced: 8pm

Attendance: 18 financial members.

Apologies: George & Pauline Cook, Albert Neuss, Maureen Scattergood, Ron Smith Garry & Ros Hatch, Gordon & Win Reid.

Visitors: Phil Steele & Ron Lawson.

Minutes of Previous Meeting:

Accepted by Allan Boyd and Seconded by John Cornwell Motion Carried

Matters Arising from the Minutes Nil.

No Treasurer's Report: Garry & Ros Hatch away on Holidays

Correspondence in

5 newsletters from various Clubs.

Bank Statement from Snowy Mountains Credit Union.

Application and payment for New Membership from Sid & Dana McGlynn from Queanbeyan

Return of Wheel from Veteran Vintage & Classic Motor Cycle Club with change of address.

Letter from the Deputy Premier, Minister of Transport, Minister for State Development Mr John Watkins MP stating that the Bus Museum at Tempe will continue to operate at its current location with the option of an additional 20 year lease.

Letter & entry form from the Veteran Vintage & Classic Motor Cycle Club ACT Inc. inviting any of our members that might have a V-Twin engine motorcycles to polish it up and bring it to the rally on the 26th through to the 29th January at Exhibition Park. Card from the Queanbeyan Show Society Inc (Dawn Mayne) wishing member Seasons Greeting plus saying she will do her best to have "STHARC" back at the Queanbeyan Show 2006.

Entry Form to the Berrima Rally on the 18th & 19th February 2006.

Letter of resignation for John & Chris Blackall as they have sold their car.

Membership renewal and payment from Tom Dugec.

Correspondence Out

Letter to Shannons Ltd C/- Rob Power regarding payment of advertisement in the "Club Magazine" including completed 'Statement by a supplier.'

Welcome letter to new members John & Mary Mathias inviting them to our twilight run in January 2006.

Copy of Minutes from the Council of Heritage Motor Clubs NSW Inc Half yearly business meeting plus report on 2005 AGM Australian Historic Motoring Federation sent to our Clubs Public Officer Mr Ron Best for clarification regarding the possibility of Taxes to be paid.

Sympathy card to Rosemary & John Thomas on the passing of Rosemary's Mother

Newsletter

Rhonda advised yet again that it is NOT Concessional Registration it is should be referred to as CONDITIONAL REGISTRATION.

Shannons is now advertising in the club magazine so please consider supporting them. Rhonda also found out that the cost of having the "Club Magazine" printed would be approximately \$78.00 per month. This means member are very indebted to Paul Ho-garth-Boyd for all his efforts in copying the "Wheel" each month free of charge. There is not a lot to go in "The Wheel" this month so more input needed from members, anything of interest which is suitable will be used.

Events: by John Cornwell & Allan Boyd in Max DeOliver absence.

John thanked those for all their efforts and help in setting up for the Christmas Party. Every one had a most enjoyable day. Mr Bob Cannon with his antics, being the winner in pass the parcel and the egg and spoon race and the raffle. Well done to all. Twilight run on the 29th January. Members to meet at the Club House at 12.15pm. First stop is Blundell's Cottage.

Belinda advised that on Saturday 11th February we will be going to the National Archives. We will also visit Screen-sound, the National Film and Sound Archive. Allan thanked everyone who attended the Braidwood run last month and also those that attended the Terribly British Day.

Registrar by John Corbett advised of two renewals this month.

He moved that Andrew Kershaw who is a Land-rover enthusiast be accepted into the club.

No objections received.

General Business:

Ian McLeish said it was very pleasing to see the roll up of members at the last few club events and he hopes this continues. He agreed that it was a great Christmas Party and that it was very successful. It was good to see new members coming along not only to meetings but on club runs as well.

Hats, Car badges, Club T-shirt, Jumpers are available for sale. Just see Belinda to order. Allan asked where the Photo Album was up to, as he still had all the photos Pam had donated late last year. Maree advised she hadn't purchased an album or printed any of the photos off the disc provided by George Cook from our Club's Web site as yet as she needed to make sure which photos Allan had beforehand so there wouldn't be any doubling up. It was agreed that Allan & Christine take the disc and copy appropriate photo's and purchase a Photos Album.

Allan to follow up the possibility of a donation from the Kangaroo's Club.

Wheels Day is the March 12th 2006 in front of Old Parliament House near the fountains. Come and enjoy as it is always a great days outing for members.

Raffle: Set of 4 mugs, donated by John & Ronda Cornwell.

Raised: \$36.00 **Won by:** Jim Kampouris

Quick cuppa break while Allan & Christine set up the screen for the slide show

Guest Speakers Allan & Christine Boyd were introduced by Ian McLeish, showing some interesting slides of different places Allan and his family had travelled, some thirty years ago, around the Australian Outback.

Next General Meeting 7th February 2006 at 8.00pm

Next Committee Meeting 21st February at 7.30pm

Meeting closed at 9.10pm

The Scattergood Family's 1926 Hudson Super Six Brougham.

This car was originally owned by Ossie Deveraux of 'Tynedale', a grazing property half way between Cooma and Nimmitabel. Ossie, apparently, wasn't short of a quid, as he didn't have to sell one car to buy the next. The Hudson replaced a "T" Ford and was in turn replaced by a Chrysler, Straight Eight Royal in 1938. In the early 1960's these vehicles were all side by side in a shed, along with a "T" Ford Truck.

In 1962, Canberra builder, Mick Guy bought the Hudson, handed over the Ten Pound purchase price and set off to drive it home to Griffith, ACT. The journey, however, wasn't plain sailing. Tyre and petrol problems plagued the trip.

Rather than a full restoration, the Hudson was given a good facelift. Mick had brought in the mechanicals from several other Hudsons, these were cannibalised where necessary and along with new rings in the motor, made her ready for full registration in 1963. Thankfully he didn't return her to the original paint colours. The maroon and black looks a lot better than Hudsons original offering of three tone grey. Mick joined the Antique and Classic Car Club of Sydney to get the concessional permits and for some years the Hudson sported their number plates. In the days before postcodes, he was able to get their plates as he lived in Griffith. He just forgot to mention that it was Griffith, ACT and not Griffith NSW!

When the CACMC was formed in 1968, Mick became a foundation member, the Hudson being one of three cars that the Club started with. (The other two were a 1926 Pontiac roadster, sold new by Esmonds Motors of Queanbeyan, to the Scott family, after whom Scott's Crossing on the Molonglo River was named and a 1927 Ford "T" tourer owned, to this day by Ollie Walker of Canberra.)

Our connection with the Hudson commenced with the formation of CACMC. On an outing, early in 1969, Mick gave me a drive. I asked Mick to give me a call if he ever wanted to sell.

This call came in 1971. Mick was getting out of the building game, had

taken up Lawn Bowls and wouldn't have time for driving old cars. Was I serious about wanting to buy "Huddie"? Bloody Oath, I was serious. Is the Pope Catholic?? Down to the Bank, draw out the hard currency and "Huddie" was in our shed in a couple of hours.

With Anne driving the 1927 Studebaker and me, piloting the Hudson, we attended local events as well as rallies far afield. The 'Studie' was on full rego. The Hudson ran on permits for some years until the A.C.T. got it's concessional rego. Organised and it remained on that until rego. was denied to non residents about seven years ago. Along with quite a few others, we joined 'The Hole in the Wall Club' until



forming S.T.H.A.R.C. in 2001.

"Huddie" was in great demand as a wedding car and faithfully delivered many brides, unerringly, to the Church on time. Those days, it was an excuse to take the car out on the road.

She has rallied over much of N.S.W. and Victoria, supporting all the early Easter rallies. One interesting rally was the 'Surf to Summit', organised by Frank Rodwell of Cooma. This rally started on the beach front at Merimbula and after being flagged off by N.S.W. Premier,

Neville Wran, we headed for the top of Mt. Kosciusko. Pulling in for a break at Nimmitabel, we were approached by a couple of 'old-timers' who came out of the pub to look at the cars.

O.T: " Bloke up the road used to have one of these."

Me; "What was his name?"

O.T: "Ossie Deveraux, he used to come down to the pub two or three times a week, parked almost where you are."

Me; "This is his old car, see the plate on the dash."

O,T: "Jeez eh.....come in and have a beer!"

A few details on the car:

She is a fully imported unit, brought in by Dalgety and Co. who, as well as being major wool brokers, were Hudson's Australian Agents.

Weight is around 2 ton, the motor and gearbox are $\frac{3}{4}$ ton on their own.

When new, it's top speed was in excess of 70 m.p.h. Only has two wheel brakes, wooden spoke wheels, and weighing 2 ton.

What a lethal combination!

These days, we limit her to 50 m.p.h. Even at that speed, you would need 3 minutes notice for an emergency stop in today's traffic.

The engine is Hudson's own, 3600cc and like the 'old-timer' at Nimmitabel, likes a drink

Poking along at around 30 m.p.h. she returns about 12 m.p.g.

If you lay the boot in. to say, 60 m.p.h. it drops to 6 m.p.g.

Her tyres can still be bought. BUT a tyre and tube tops \$500! No burnouts here! The clutch is a multi plate, cork faced item which runs on 'Hudsonite', a mixture of oil and kerosene. It was said in the old days that it was the only clutch that could be reconditioned on the kitchen table after a visit to the chemist to buy a heap of pill bottle corks!

She is a great car to drive but a truck licence is a distinct advantage!

The gearbox is very unforgiving, the correct revs and double shuffle or NO GO.

At the present, she is off the road with water pump problems but hopefully she will be registered shortly.

She is much too good to be stuck in the shed!!!!

Ron Scattergood.



WHEELS, November, 1969

From the Newsroom.

Here we have a picture of John Cornwell, working on the FJ. Fortunately he has managed to put all the pieces back in the right spots now and the much loved FJ is back on the road again.

You may smile when you read the item on page 14, written in 1957 by the Editor of a renowned motor magazine. I well remember driving a Morris Minor back in the late sixties. It's trafficators no longer functioned & it was necessary to use hand signals. When I put my hand out to turn the corner, all the boys would wave at me! I don't think that they would bother now!

Contributions for "The Wheel" seem to be drying up and I hope I will have a better response next month. I don't want to have to reduce the size of our magazine. Please consider writing a short article about your favourite car.

Rhonda Winnett.

A BIG THANK YOU TO CONTRIBUTORS, THIS MONTH.

**Ron Scattergood, George Cook
Maureen Scattergood, Maree Burke
Paul & Belinda Hogarth-Boyd, Ron-
da & John Cornwell,
and a special thanks to
Albert Neuss for the use of his old
magazines.**

Forthcoming STHARC

Feb.	Tues. 7	General Meeting, 8PM Clubhouse	
Feb.	Sat. 11	National Archives & Screen sound	Belinda Ho- garth- Boyd 0422946424
Mar.	Sat. 11	Braidwood Show Display	George Cook
Mar.	Sun. 12	Shannons "Wheels Display"	Ian McLeish
April	Sat 8 Sun 9	Yass Heritage week Yass Cooma Cottage Run	Max DeOliver
April	15-16	CHMC Easter Rally, Goulburn	
July	8	STHARC Annual Dinner and Awards.	

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

Other Events, Swap Meets and Runs

Feb.	5	Bathurst Swap Meet	Bathurst Showground	
Feb.	18-19	Berrima Rally	Berrima Dist	
Feb.	19	Sydney Swap Meet	Clarendon . Richmond	
Mar.	12	Austin Centenary Display	Castle Hill Showground	
Mar.	12	"Wheels" Display	Old Parliament House Lawns	
April.	04-5	2nd Gear Motorsport	Wakefield Park	
April	5-10	Rolls Royce Owners Club, National Rally	Orange	
April.	14-17	15th National Morris Rally (Visit Bungendore and Braidwood On Sunday 16th)	Queanbeyan Showground & Street Parade on Sat.15th.	Julie Craig
April	14-17	Council of Heritage Motor Clubs. Easter Rally	Hosted By Goulburn V&V Club	Roger Dougherty
May	5-7	CMC Thredbo Classics & Jazz tour	Snowy Mountains	
Sept.	15	HSRCA Historic Racing	Wakefield Park Goulburn	
Dec.	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.



A New type of Speedo, designed especially for the ladies!
 (and this picture was contributed by a lady too!)

Thanks, Maureen!

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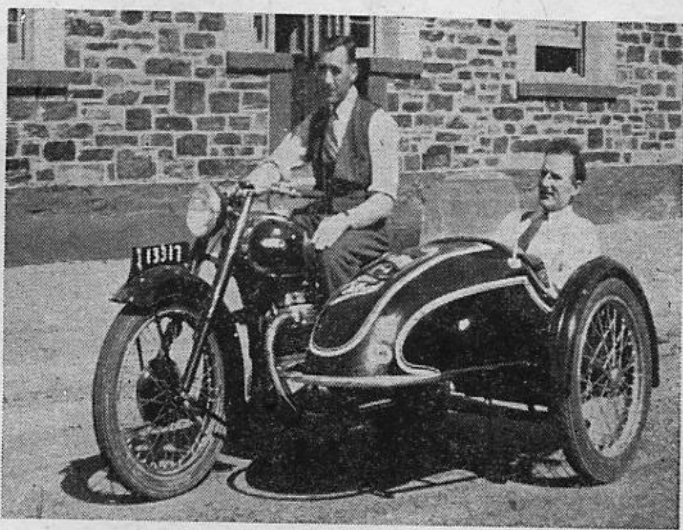
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New Australian Side Car



A comfortable touring edition of the race-track type of side car is now being produced by Tilbrooks of Kensington, S.A., who are also tooling up for the manufacture of motor cycles.



New Australian Side Car.

A comfortable touring edition of the race-track type of side car is now being produced by Tilbrooks of Kensington, SA who are also tooling up for the manufacture of motor cycles.

Frank Pratt had this side car fitted to his new Ariel Sq. 4, for his private use.

There are several unique features about this side car, the most outstanding being the torsion bar side car wheel suspension. They retail for Eighty Five Pounds Seven shillings each and are an improvement to the fixed side car wheel, for roadability.

George Morrison is in the chair.

Taken from the Australian Motor Manual June 1948.

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'WHEELS' (AUSTRALIA'S TOP MOTORING MAGAZINE)
EDITORIAL BY STEVE G. SIMPSON Editor. **Dated May 1957**

Winkers . . .

Practically every new car "Wheels" has road tested, both home-grown and imported, has been equipped with some kind of flash-ing-type trafficator: In other words, winkers.

Now this is all very nice and dandy, and doubtless the inclusion of "winker" equip-ment in practically every new car sold has resulted in much rubbing together of hands in that branch of the electrical industry which supplies components to the various auto manufacturers.

And whether a car has winkers, sema-phones, or built in smoke signals doesn't really matter so long as the driver's tender little hand need not be thrust out into the snow, and

Provided that the signalling device is legal.

If "winkers" are legal, as they ore in some States, their legalisers should have their heads read forthwith.

Suppose you are parked at the kerb in your winker-equipped Herbmobile, and there's a high, wide, and ugly truck parked just behind you. You want to pull out into the traffic stream, so you switch on that pretty blinking light and out you go.

And some Joe comes burning along the road from behind you and he whacks you because he couldn't see your signal for the truck - **too bad!** You're happy because your signal was quite legal, if invisible.

Now let's take winkers in a State where they are not legal.

You have to stick your hand out just the same, which is as it should be. Except that Joe Motorist, having paid good cash for the winkers which came built into his car says "Nuts" (or something more typically Aussie) and uses them. And I don't blame him one bit, since he bought them - he had no choice, of course, they were in the car when he got it - so it's natural for him to assume they're there to be used.

The point is, it's time someone was able to make decisions on a national scale, and either ban winkers as illegal or frankly leg-alise them. The first course would remove temptation from Joe, since his car would be sold to him without them and Joe would have to thrust his hand out of his window regardless of chilblains.

Where as legalising winkers would at least let Joe use them freely, picturesquely (if sometimes ineffectually) without any furtive pangs of guilt.

WHEELS, May, 1957



From This

To This

The 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 11.00am on Sunday 12 March 2006.

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

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

Noahs Ark lends toys and books and provides early intervention services to families and children with special needs. This community based and funded service has been operating for more than 30 years.

Please support their volunteers when approached to make a donation.

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

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

Shannons Wheels Expo 06

Sunday 12 March 2006

Taken from a Motor Manual, dated April 1954, belonging to Albert Neuss.

The Lighter Side of Life's Minor Tragedies.

These authentic chuckles have been extracted from claims presented to a well known English Insurance company;

"The car was driven by an efficient & careful driver who backed it into a ditch."

"I knocked over a man; he admitted it was his fault as he had been knocked over before."

"I misjudged a lady who was crossing the street."

"Tuesday is my wife's washing day and when I returned in the evening, I broke my windscreen and two teeth."

"My car was stolen and I set up a human cry, but it has not been recovered."

"I ran into a shop window and sustained injuries to my wife."

"A lamp post bumped my car, damaging it in two places."

"Cow wandered into car. I was informed afterwards that the cow was half witted."

"Lorry stopped and I stopped. Lorry started and I started. Lorry stopped and I bumped."

"I left the motorcycle outside my house, and the milkman pushed his barrow into it. I would emphasise that he is always doing this."

"There were plenty of lookers on but no witnesses."

"The witness gave his occupation as a gentleman, but I would now be correct in calling him a garage proprietor."

"A pedestrian hit me and went underneath my car."

"I blew my horn but it did not work as it had been stolen."

"I skidded and crashed. As the road was wet, I was extra careful."

"I swerved to avoid a motor cycle and hit it, and to avoid further damage, I ran into a lamp post and hit a wall."

"I consider that neither vehicle was to blame, but if either were to blame, I consider it was the other car."

"The accident was due to neither person being able to see the other through a brick wall."

"The car driver refused to say anything, except to a policeman, and when I had returned with one, he had gone."

"The only witness is the man who hit me and his story does not agree with mine."

"I hit the car, which was an old one and it simply collapsed in several places."

"Coming home, I drove into the wrong house and collided with a tree I haven't got. Coming out of the garage I collided with the doorpost. I am a total abstainer."

“Archives and Automobiles” February Run

On Saturday the 11th of February, members will take a step back in time with visits to the Film and Sound Archives and the National Archives of Australia.

On the 11th of December 1935 a Cabinet decision saw the creation of the National Historical Film and Speaking Record Library, a part of the then Commonwealth National Library. Today, the work of the Film and Sound Archives (formally ScreenSound) continues to maintain Australia's cultural history as captured in film, television, radio, recorded sound and the posters, scripts and the like that go with it.

Following a quick cuppa we will be treated to an introduction to the Film and Sound Archives with a viewing from the vast collection that ranges from silent film to modern day soopies!

After our tour we will travel to the National Archives of Australia. The National Archives is the holder of Australia's history, caring for the valuable Commonwealth records that make up our history as represented in our interactions with Government. The Archives' may be known to some members as a great resource for family history as the custodian of immigration and war records.

We will have a barbeque lunch at Constitution Place, the shady park is opposite the carpark. The BBQ trailer will be in attendance, so all you need to bring is the salad, your chairs and a gold coin donation for the BBQ meat. Whilst here, you may like to take a stroll in the House of Representatives Rose Garden at Old Parliament House.

We will then head into the Reading Room to view a selection of motoring records from the Archives' collection. Items selected are primarily from the copyright collection and include a Stock Route Map of New South Wales Showing Public Watering Places Etc. from 1920, A Record Book for use in connection with Motor Vehicles that was registered for copyright in 1920, and a photograph of Rauno Aaltonen driving the BMC Mark II in the London / Sydney Car Marathon in 1969.

Following the record viewing, members are invited view the Archives' latest exhibition, *Summers Past: Golden Days in the Sun 1950–1970*. This exhibition eloquently communicates Australia's love of summer through colour photographs and beach apparel of the era.

For a timetable for this run, see page 22.

The organiser for this run is Belinda Hogarth-Boyd, ph. 0422 946 424.

Maureen Scattergood tells me that “Maxine”, her Austin Maxi car is currently off the road due to the suspension needing attention. We hope that Maxine will be well soon and back with us on our events. Maureen is a busy working lady having to fit in overseas trips to Central Jakarta, Aceh & the Solomon Islands in the next few months.

John and Ronda Cornwell’s FJ is back on the road again after some heartache followed by some very hot work in John’s shed. Good to hear that you conquered it., John.

Chris Hillbrick-Boyd is now the proud owner of a lovely little ‘Beetle’ It will be interesting to see which cars get garaged in Stuart Street?



Bob Cannon is a very talented fellow, not only did he win the egg and spoon race at the STHARC Christmas party but he ably played ‘pass the parcel’ with the children AND he won the raffle!

The STHARC Christmas Party held on 11th December, was attended by approximately 70 people, including nearly thirty Children and Grandchildren of members. All attending voted it a huge success. A good roll up the day before had the hall looking very festive for the occasion. Many people helped to make it such a great event. The jumping castle, provided by Gordon & Win Reid was a big hit with the children. Special Thanks go to Troy McLeish (son of Ian) who did a great job, arranging for Santa Claus to attend the party, he was a very popular visitor, arriving in the back of Max DeOliver's Moke.

Grace & James Corbett ably assisted Santa on the day. Maree Burke and Ronda Cornwell worked hard in the kitchen, providing a continuous supply of food. Maree also arranged the party games for the children whilst Ronda made & donated the raffle prize, a Christmas Cake which was beautifully iced.

By Tracey Spratford.

Our Club is a great Club where Many Hands make Light Work



Timetable for the National Archives/Film & Sound.

9.30 am - Meet at Spotlight/ Super Cheap Carpark.

10.00 am – Depart and travel to the Film and Sound Archives.

11.00 am - Introduction to the Film and Sound Archives

12 noon – Depart the Screen and Sound Archive for the
National Archives of Australia.

12.30 pm - Lunch at Constitution Place.

1.30 pm – Examine records in the Reading Room.

2.30 pm – View the *Summers Past* photographic exhibition.

3.00 pm – Depart for home.

The organiser for this run is Belinda Hogarth-Boyd,
phone 0422 946 424.

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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 & body numbers if unregistered.)

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KENWORTH

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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