

**STHARC**  
*The Wheel*



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

**JUNE 2005**

**ISSUE 45**

# Southern Tablelands Heritage Automotive Restorers Club Inc.

<b>PRESIDENT</b>	George Cook	02 4847 5081
<b>VICE PRESIDENT</b>	Pam Corbett	02 6297 7285
<b>SECRETARY</b>	Maree Burke	02 6297 7763
<b>TREASURER</b>	Garry Hatch	02 6297 4647
<b>PUBLIC OFFICER</b>	Ron Best	02 6236 3432
<b>EVENTS DIRECTOR</b>	Ron Scattergood	02 6236 3219
<b>EVENTS COMMITTEE</b>	John Cornwell	02 6297 3174
	John Thomas	02 6238 2874
	Max De Oliver	02 6297 7763
	Belinda Hogarth-Boyd	0422 946 424
<b>REGISTRATION INSPECTOR</b>	Albert Neuss	02 6297 6225
<b>VEHICLE INSPECTORS</b>	Allan Boyd	02 6297 6014
	John Corbett	02 6297 7285
<b>REGISTRAR</b>	John Corbett	02 6297 7285
<b>COUNCIL DELEGATES</b>	John Corbett	02 6297 7285
	Allan Boyd	02 6297 6014
	George Cook	02 4847 5081
<b>EDITOR</b>	Rhonda Winnett	02 6299 7649
<b>EDITORIAL COMMITTEE</b>	Belinda Hogarth-Boyd	0422 946 424
	Ronda Cornwell	02 6297 3174

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)

## PRESIDENT'S PAGE

The past month really does seem to have been busy – not entirely the result of club activities. Either way, being busy makes the time fly, so things are easily overlooked.

Which leads to the thought that I should give everyone a reminder to fill out and return the membership renewal form that was enclosed with last month's "Wheel". Quite apart from renewing your membership, we'd appreciate an update on your personal contact information and your heritage vehicle collection.

The annual **Club Dinner** comes just after next meeting. It should be a great night, with a highly commended band: but **don't waste any time getting in your booking**, as time is running out. At the Dinner we also announce our "Club Person of the Year", so get your vote in promptly.

As part of our administration of the Conditional Registration for our club cars, we also ask that you present your vehicle logbooks to our Registrar for annual inspection. No big deal, just run them past John Corbett at the next meeting, Club run or whatever – even contact him and arrange a time to drop by.

But the logbook system is a very important part of the registration scheme under which we operate and there *have* been reports of police asking to check on these details. It helps to give an assurance that vehicles are being operated in accordance with the regulations: if they aren't, that can come back to haunt both the individual and the club. Quite simply, if we're to look after the interests of our broader membership we can't and won't allow the Club's good standing with the RTA to be compromised – the alternative could, in the worst case, see us thrown out of the scheme.

Still on administration, the "Bush Council" has produced a *"Draft Code of Practice"* on recommended procedures for the safe conduct of events by its member clubs. The Committee has agreed to adopt it on an interim basis, as part of a set of Guidelines which we are developing for the good operation of our club. We are further reviewing the Draft Code and expect to finalise the Club's approach soon. Either way, I believe we already run things well, so there should be few noticeable changes on club events.

Safe and happy heritage motoring.

*George.*

Southern Tablelands Heritage Automotive Restorers Club Inc  
GENERAL MEETING 7<sup>th</sup> JUNE 2005

Held at the Girl Guides Hall Queanbeyan, NSW.

**Meeting Commenced:** 8.15pm

**Attendance:** 22 financial members. **Apologies:** **Graham Bates, Ron Smith**, Belinda & Paul Hogarth-Boyd, Bob Cannon, Ron Best, Maureen Scattergood, John Winnett & Pat Smith

**Minutes of Previous Meeting:**

Accepted as in the Wheel by Alan Boyd and seconded by Ron Scattergood

**Matters Arising from the Minutes**

Tickets to Annual Dinner now on sale at \$30.00 per ticket.

Please organise the numbers for your table and call Anne Scattergood to request your tickets.

*Membership fees \$45.00 are now due.*

**Treasurer's Report** (by Anne Scattergood in Garry's absence)

Balance at 3/05/05: \$3,217.34

Income: \$83.15

Sub Total: \$3,435.49

Less Expenditure: \$125.00

Balance at \$3,310.49

Accepted by Larry Foley and seconded by Allan Boyd.

**Correspondence in:**

"Thank you" letter from Ron Best and his family for members' condolences.

11 Newsletters from various clubs including "Bush Telegraph".

Entry Forms to the Cooma Motor-fest to be held on the 26.11.2005.

New club promotional flyer emailed from Pam Corbett.

Council of ACT Motor Clubs notification that affiliation fees are due.

Entry Forms for the "Bay to Bermagui" - entries cost \$30 and will be accepted till 30<sup>th</sup> June.

Bank Statement from Snowy River Credit Union.

"Draft Code of Practice for Events" prepared by the CHMC –

Risk Management

North West Annual Swap meet at Gunnedah Show Ground 10<sup>th</sup> & 11<sup>th</sup> September 2005: \$2.00 admission, gates open 7am sharp.

Draft duty statement summaries for committee positions.

Guidelines for improved handling of Membership procedures, with a revised Membership Form to track handling within Committee.

Notification of a Free Classifieds website "[monkey.com.au](http://monkey.com.au)" if any member wishes to sell a classic car or any part you no longer need.

Letter from Mr Steve Whan MP regarding ongoing use of the Bus Depot by the Bus & Truck Museum. Plus a copy of a letter from the Cabinet Office of NSW stating that the sale of the site has been deferred until accommodation requirement can be resolved. (The State Transit Authority and the Department of Commerce are trying to find them alternative accommodation).

### **Correspondence Out:**

Pam sent a bottle of wine & sympathy card to Ron Best & family to pass on our condolences over the sad loss of Gerry.

Letters to Pam for both Bell's Dry Cleaners & Commonwealth Motors.

Letter to member regarding Conditional Registration/outings

Letters to membership applicants regarding membership and advising that nomination and membership fees are due.

Cheque to Council of Act Motor Clubs for Affiliation Fees for 2005/2006

"Get well" card to Ian McLeish wishing him a speedy recovery.

Letters to Albert Nuess & Kennard's Hire regarding donations for our Annual Dinner.

### **Events:**

Ron started by answering Ronda Cornwell's question asked at last meeting. 'How many outings has the club been on this year?'

Our club has been on a total of 17 outings to date and there are a few more on the agenda for this year and should go close to 20 for the year.

Goulburn Garage Crawl proved a very successful day with 17 cars from our club attending. We visited 4 different Garages showing an array of lovely vehicles and they turned on a most enjoyable morning and afternoon Tea. Secretary to write thanking the Goulburn Club.

Bushrangers Day: Members to leave club at 8.30 am. Club BBQ trailer will be available for lunch for those that want to take advantage.

"Battle of Waterloo" will be on the same day as Cemetery tour.

Cemetery Tour commences with morning tea at the clubhouse.

Our guide Andrew Blundell will start the tour of cemetery at 10am on completion of tour the trailer will be available for lunch at the club house before going to on to the Museum.

Annual Dinner. Children are half price and if you have any dietary needs please let Ron know. Donations of wines and chocolates would be very much appreciated for prizes at the dinner. Any donations can be dropped in to the club secretary.

Event committee will need to meet to make final arrangements.

Christmas in July at Crookwell is to be considered.

**Newsletter**

Rhonda Winnett said she was generally happy with the input into the Wheel and asked if anyone would like to give her a story on our Garage Crawl to Goulburn. Max DeOliver volunteered.

**Registrar**

John Corbett was pleased as there were only 4 (four) new registrations this month with 2 (two) of these being transfers.

**Anniversaries**

Happy Birthday to: Anne Scattergood, Les Warren, Warren Cochrane, Christina & Ian McLeish, Ray Turner.

Many Happy returns, we hope you all have a great day.

**Raffle Raised: \$44.00**

Hand Crafted change purse (made and donated by Pauline Cook) won by Grace Corbett.

**General Business:**

Metal Car Badges: Contractor has returned the badges given to him by Ron Scattergood. All members having defective badges should return them soon, Prefer by the next meeting, so they can be fixed. (If that is inconvenient, they can be dropped and left with the Sec.

**Guest speaker:** Ron introduced our club member Albert Nuess to play a video on Round-Australia Trials. At that stage a few technical trials also arose, so we moved on to supper.

Albert will be invited to try again at a later date.

Next General Meeting: 5<sup>th</sup> July

Next Executive Meeting: 12<sup>th</sup> June,

The President declared the General Meeting closed at 9.30 pm.

**Cover Photo..**

This month we feature John Thomas' much loved EH Holden.

**Norm Betts--Motor Trimmer Upholsterers**

'Normandi'  
Mulloon Rd, Kings Hwy  
via Braidwood NSW 2621

PO Box 370, Bungendore

**Ph. (02) 4842 7139**

**Email:**



### *From the Newsroom.*

*We have had a great month with two well attended Events and one washed out! The rain is very welcome and we won't complain. Our annual Dinner is nearly here and we are looking forward to a happy night with lots of members and friends. Memberships run out on 30th June and are payable before you can vote at the Annual General Meeting in August.*

*Please consider writing a short story for the newsletter soon, we need YOUR input!*

*Rhonda Winnett.*

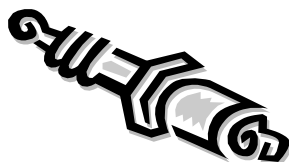


We at STHARC are not only interested in old Motor Vehicles! These 1860 firearms also took our eye at "Jinden" on our "Bushranger" History Day .

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## **The Holden Legend.**

By John Thomas.

“There’s nothing quite like a Holden”. How true, yes I’m a bit one-eyed but I have been that way from about the age of five when my father used to let me steer the FX Holden and nearly every model thereafter, up to the VL. I’m sure, if they drive Holdens at the Pearly Gates, then he still has one!

Anyway, I was offered my EH Holden by a close friend, as her father was too old to drive it any more (about ninety years old!). He had had it since new and they would like to see it restored, keep in contact on its progress and not sold. All conditions so far have been met.

It was located at Berry Creek, near Warragul in Victoria, on their farm. I flew down there to pick it up as I was told that it was last driven only twelve months or so ago. So theoretically, just turn the key and go!

Wrong! The car was stored in a chook shed, (no bull), just like those ads you see with the straw, chook droppings and so much dust on the supposed treasure. (You check your sanity at being into this hobby.)

Well, let’s get this show on the road. An early start was planned for the next day to drive it back to Canberra (the car was still registered).

Turn the key..... flat battery, the battery is dry and stuffed; apply the brakes.... pedal goes flat to the floor, lost all fluid; rear brake slave cylinder leaking; radiator.... empty; front mud guard ....half hanging off due to rust; one tyre completely flat. “John, you have a big night ahead of you to get this car roadworthy, if you want to get home.”

So get you’re a\*%# into gear. In to town to purchase a battery, brake seal kit, fluids and a tyre pump. After about six hours of work, a bit of fuel down the carby, a turn of the key and away! The mighty 179 fired. Off for a test drive. All went well.

I could see George (the owner) wanted to have a ride, so I went one better and offered him a drive. The old guy was all smiles as he sat behind the wheel again and off we went..... until the first corner and he was unable to negotiate it and ran up the embankment and we got bogged.

Tears came to his eyes and his words were, “I guess I’m too old to drive, it’s all yours.” His son-in-law came to our rescue in the 4WD Toyota to drag us back onto the road. He then tells us how good the ‘rice burner’ is, (we would like to see it in forty years time!)

The trip back to Canberra was uneventful, but one thing was on my mind..... George told me how his farm was lousy with snakes;



Could a snake have made my new acquisition his home? .....  
Well, if one appears, the driver of this car will have brown underpants & a walk back to Canberra.



I was soon into the restoration, strip paint, wash parts, cut out rust, and rebuild. I was enjoying it as parts came easily, plenty of information available and no upholstery work required as it was well kept. The drive chain only wanted the seals and gaskets replaced. The brakes were fully overhauled. Painting was another learning curve, as I have never fully sprayed a car. I look at some cars now and I could have done better, but it's all in the eyes of the beholder I guess.

It is a great enjoyment to take club drives. We have had six adults in it at one rally and it was like the good old times going to the drive-in. (I can't name the club members in case it incriminates me or the comments in the back seat).

The EH Holden was produced from August 1963 to February 1965. 256,959 were produced (including utes etc.) An EH cost from 1,111 to 1,509 Pounds, depending upon options. Two engine sizes were available, the 179 or the 149 cubic-inch, also an automatic or manual transmission. That's my story about the Holden legend that just keeps on continuing.

## **Garage Crawl Invite with the Goulburn Historic Car Club. 22<sup>nd</sup> May** **By Max DeOliver**



Leaving the clubhouse at 9.15am, off we went to Goulburn via Bungendore and Tarago with a very good turn out of cars.

Our first stop was at Bungendore at the parking area opposite the Ampol garage. That is, we all stopped, except for Ray Turner in his Austin A30 (the little black pocket rocket). He must have had the go pedal down and couldn't find the stop pedal, there was no stopping him.

Our next stop was at Tarago, before our first garage crawl stop at Neale and Geraldine Hunt's where we met up with the Goulburn Historic Classic Car Club. Neale is a Holden Man (God love him) with his fully restored FX Holden (an Australian Icon) and an FC Holden Station Wagon on the restoration platform. Neale has a large garage with extra large tables and with all sorts of goodies, cakes, cookies, sausage rolls and lots more for morning tea, what a feast!!!!

After morning tea and introduction from the Goulburn boys & girls, they took us to Ron Cook's farm/garage just a few kilometres down the road. Ron is into Trucks (big trucks) 1934 Dodge, B model Mac and would you believe? a Red Ford Capri plus one or two Tractors.

Next stop was on the other side of Goulburn at Barry Burrows. This was on the outskirts where we had a BBQ lunch overlooking the Goulburn

River (not much water though) but very peaceful. Barry showed us through his sheds. One shed was extra large with 4 Model T Fords stored in the loft awaiting restoration, put there by an overhead crane. On the ground floor was a fully restored 1927 model T Ford car, a 1923 Model T Ford Truck near restoration and racing formula 500s and Go-carts in various stages of restoration. At the other end of the shed was a sand-blasting bay. Barry took us over to the smaller shed where there were 3 Chrysler S series Valiants, and a 1926 Chevy Truck occupying one end of the shed and 3 BMWs at the other end with 2 Ford F100's in the middle section.

Well after this most enjoyable stop, the Goulburn club had a very special surprise for us. We are going to Chig Thynne's garage in the heart of Goulburn. It sure was a surprise!!! We have never seen so many beautifully restored cars all in one place and all owned by the one person. (Chig is a retired panel beater by the way) mainly a Chrysler man 1936/40 Models, a Triumph Herald, and a Morris Eight, thrown in for good measure and a dozen or more Chryslers to be restored.

We also enjoyed afternoon tea at this stop over too. Boy! these Goulburn fellows sure know how to cater when it comes to morning and afternoon teas.....or do you think, maybe, it is the Goulburn Ladies?

On behalf of STHARC we would like to thank the Goulburn Historic Classic Car Club for their hospitality and garage crawl.

It was certainly appreciated by all our members. We are looking forward to having another combined event in the near future.





***Other Events, Swap Meets and Rungs***

<b>July</b>	17	Wagga Wagga Swap Meet	Showground	69314044
<b>July</b>	24	Liverpool Super Swap Meet	Fairfield Showground	
<b>Aug.</b>	9-10	Golden Era Racing	Wakefield Pk. Goulburn	
<b>Aug</b>	21	All British Day	Kings School Parramatta	
<b>Aug.</b>	20-21	Wattle Time Rally	Cootamundra	A. Thompson. 69421181
<b>Sept.</b>	4	Cootamundra AMC South West Swap Meet	Showground	6942 6374 6942 7307
<b>Sept.</b>	10-11	North West Swap Meet	Gunnedah Showground	B.Schofield AH 67420875
<b>Oct.</b>	1-2	Australian Historic Motor Festival	Winton Raceway	0357664235
<b>Oct.</b>	15-16	Early Falcon Nationals	Wagga Wagga	
<b>Oct.</b>	30	Canberra Swap Meet	Exhibition Pk	0428 697105
<b>Nov</b>	2	Yass Valley Motor Show & Swap Meet.	Yass Showground	
<b>Nov.</b>	13-14	Bendigo Swap Meet		
<b>Nov.</b>	20	Marques in the Park 10-3	John Knight Pk.Belconnen	6254 5059
<b>Nov.</b>	26	Cooma Motor Fest..	Cooma Showground.	C Reeks 0407299008
<b>Nov.</b>	27	Morris Minor Birthday	Penrith Showground	
<b>Easter</b>	2006	15th National Morris Rally	Queanbeyan	Julie Craig
<b>April</b>	14-17	Council of Heritage Motor Clubs. Easter Rally	Hosted By Goulburn V&V Club	Roger Dough-ty

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.

**An Aussie icon finds a home in the National Museum.**

The first Holden car officially rolled off the General Motors–Holden's assembly line at Fisherman's bend Victoria, on 29 November 1948, opening a new era in Australian motoring. Holden vehicles quickly became an Australian institution and by 1958 could claim 43% of car sales in Australia. A million had been sold by 1960.

The FJ Holden, 'Australia's Own Car', was released in 1953 and quickly became a 'dinky-di Australian icon'. Produced locally, it sold in large numbers and was the first car that many 'ordinary' Australians had ever owned. The FJ was essentially a revamped version of the earlier 48-215 (commonly known as the FX) model and came in Standard, Business, Special, Utility and Panel Van versions. A million had been sold by 1960 and, despite market competition from the Ford Falcon, another million were sold over the next six years.



**The FJ grille quickly became one of Australia's most recognisable automotive symbols.**

Photo; Dragi Markovic.

This 1955 FJ Holden had one owner - a little old lady who only drove it to the shops and back. This could describe the National Museum's acquired motor vehicle, a rare unrestored and functional FJ Holden.

The Holden Special Sedan was built in July 1955 and purchased new from Beazley & Bruce, Canberra, by Molly Goodall of Tharwa. Molly took great care of her new Holden. Not only did she garage it a night but she would also cover it with a horse-blanket and a rabbit-skin rug. The car was mostly driven from "Rueon", the family's sheep farm at The Angle, into Queanbeyan, until it became too difficult for Molly to see out the rear of the vehicle. Molly Goodall died on 3 June 1989 and is buried at the Lawn Cemetery in Queanbeyan.

The FJ was sold to Albert Neuss in the early 1980s. Albert's association with the vehicle, however, dates back to 1955 when he performed the first service on it at Esmonds Motors, a subsidiary of Beazley & Bruce. Albert rarely drove it, as he wanted to keep the mileage low. The only changes he made to the vehicle were a partial paint respray and the installation of indicator lights. Albert sold the FJ to the National Museum in December 2003.

Other Holden Motor Vehicles in the National Museum Collection includes the first FX commercially sold, to Essington Lewis, the Managing Director of BHP, on the 24 February 1949 and the 1946 Holden Prototype Car no. 1. which was hand-constructed by Fisher Bodies Experimental Build Shop at Detroit USA, in August 1946 and shipped to Australia in December 1946. Engineering and durability tests in the United States and Australia resulted in several modifications to the original design before the first Holden sedans were released for sale in February 1949.

Other Holden motor vehicle items in the National Historical Collection include four original factory design drawings and a billboard advertising;

'The Beautiful HOLDEN, Australia's Own Car.'

With thanks to National Museum web site;

[www.nma.gov.au/collections/recent\\_aquisitions/](http://www.nma.gov.au/collections/recent_aquisitions/)

Editor.

### ***BUSHRANGERS TOUR***

Despite steady rain before our trip, followed by fog that morning for some, the weather proved perfect when we went to find out a little about “our” local Bushrangers. Because the trip involved a longish run, unsealed roads and some off-road travel, we went “modern” for the day.

Ron, Anne and Maureen collected the club BBQ trailer and their friends Eric and Tim. Meanwhile, Brian and Benita, Rhonda and John, and the *other* Ronda and John waited patiently at the clubhouse for an earlier-than-usual start. Belinda and Paul met them at Braidwood. Finally, at Ballalaba (not far from the former home of the bushranging Clarke brothers), the group picked up Pauline and George, with Les & Pam. Down the road toward Cooma, we passed the Gundillion Hall, site of several previous club events, en-route to ‘Jinden Station’, home of our hosts John & Jenette Hindmarsh. ‘Jinden’, one of the earlier properties of the area, is central to the bushranger story. John & Jenette welcomed us with a very enjoyable morning tea.

Peter Smith, author of the book out “*Tracking down the Bushrangers*” and with another book on the Clarke brothers in preparation, was in attendance to give us the story. This he did very capably, also showing us some antique firearms of the period, as used by the police and bushrangers.

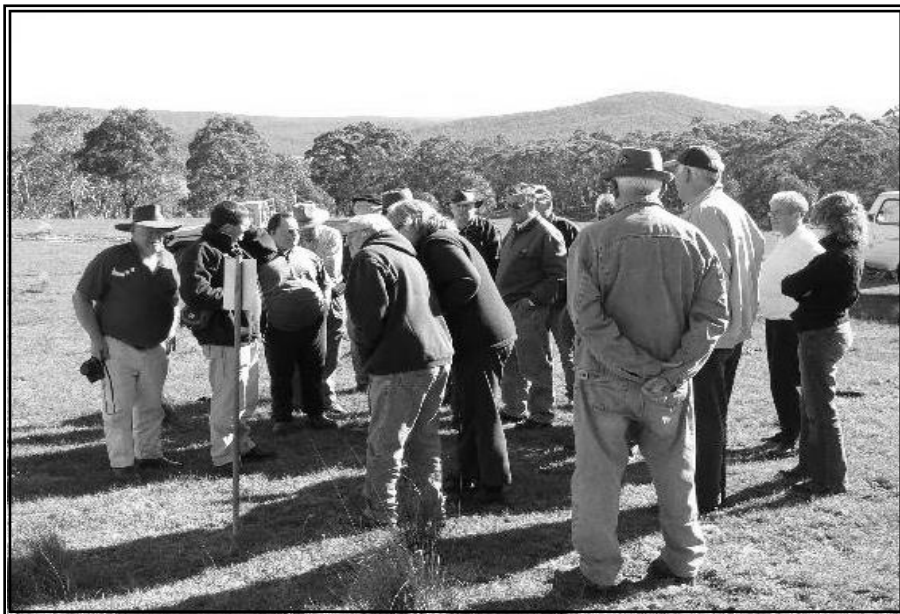
The story, briefly is that in the mid 1860s, the Clarke Bros. and their associates made a career of cattle duffing & bushranging through the surrounding area, holding up travellers and villages. After they shot a policeman at Nerrigundah in 1866, near Moruya, a reward of £5,000 was placed on their heads (the highest ever, single such reward). Finally, a group of four bounty hunters were sworn in as ‘Special Constables’ and went in search of them. The ‘Special Constables’ were promptly ambushed and killed: they now rest in Braidwood cemetery. That prompted the Colonial Government to send in a large percentage of the police force and, after an informer gave the location of John and Thomas Clarke, a six hour shootout ensued. Finally the bushrangers surrendered and were taken to Sydney where they were tried, found guilty of various offences (but not the murder of the Special Police) and hanged.

After Peter’s presentation on bushrangers, we bundled into 4WD vehicles and went to ‘Jinden’s’ back paddock, where we saw the site at which the Special Constables had been killed. A court witness had heard the shooting, and we also visited the desolate site of her former hut. Unfortunately we were unable to visit the nearby site of the final shootout, now on a neighbouring property. Finally we saw the site where the special constables initially had been buried, not far from the ‘Jinden’ homestead.

During our travels through the bush, we enjoyed a very pleasant BBQ lunch in a delightful valley. But that, and our historical tour, had filled the day. It was time to go home before darkness set in.

George Cook





Our Group showing interest in the signs & the scenery.



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***Many Happy Returns and Happy Birthday  
to***

***Anne Scattergood, Krystyna McLeish,  
Jan McLeish, Warren Cochrane, Les Warren,  
Ray Turner and Gordon Reid.***



**A Big Thank You** to Contributors this month,  
John Thomas, George Cook, Maree Burke, Max DeOliver,  
John & Ronda Cornwell, Belinda & Paul Hogarth-Boyd.  
*I couldn't do it without you!*



### **Seiffert Automotive**

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**ATM**



Allan Boyd & Chris. Hillbrick were married at Christ Church,  
Queanbeyan, on Saturday 11th June.  
Here we see Mr & Mrs Boyd cutting the Wedding cake.

THE NEW FALCONS  
TRIM, TAUT, TERRIFIC!

## FABULOUS NEW FUTURA



FUTURA SEDAN in Raven Black, 3100 cc motor, 160 mph, 100 mpg and 1000 lbs.

Just in case anyone thinks that the Editor has given too much space to Holdens this month, I have included a copy of a 1962 postcard.

(reproduced with kind permission of the  
Ford Motor Company of Australia Ltd.)

The small print states ;

‘THE NEW FALCONS, TRIM, TAUT, TERRIFIC’

FUTURA SEDAN in Raven Black with rich red interior only.

Model XL 1962.

**Henry Ford** was born on July 30, 1863. Young Henry made good use of his skill at watch repairing to augment the meagre salary he received when he took his first job at the age of 16. And it was his skill with watches that first won for Henry, the admiration of the girl who was to be his life long partner in marriage. Clara Bryant, whose interest in him was quickened when he eagerly showed her a watch he had made-and no ordinary watch either for it kept two times!

A few years later, when he was 25, Henry married Clara.

In later years, when asked what was the greatest penalty he had to pay for his riches, he replied: ‘When Mrs Ford gave up cooking.’

In 1896 Henry Ford completed his first successful gasoline-driven buggy, the historic forerunner of the 31-million cars he was to build before he died in 1947. (taken from 50 Years of Watching the Fords go by.) [a 50 year old publication.]

*Out and About.*

## **Our Next Event is our Annual Dinner & Presentation Night.**

On Saturday July 9 at The Tigers Club (Near the Karabar Shops),  
commencing at 7PM

Music will be by Allan Gumm

Members are invited to make up a table with Friends and  
enjoy a great night out.

Tickets are available from;

Anne Scattergood, (Acting Treasurer) Ph. 6236 3219 \

Or Maree Burke, Secretary. Ph. 6297 7763

\*\*\*\*\*

**An Invitation has been received** from The Goulburn Historic  
Classic Car Club to share with them a '**Christmas in July**' dinner  
at the Crookwell RSL Club on Sunday 17 July.

The meeting point is at the Goulburn Court House at 9.45 for  
departure at 10AM. We will have to depart Queanbeyan by  
8.30AM. Dinner is at 12.30PM.

Booking is essential and is required by 8 July.

(Just after our next meeting) An invitation has also been extended to  
the Young Club, so this should be a great get-together.

. Members interested in attending, should contact;  
Ron Scattergood on 62363219 for travel arrangements.

\*\*\*\*\*

Unfortunately, Our Cemetery & Museum Tour, set down for  
Sunday 19th June, had to be cancelled due to the weather. We hope  
that this event can be re-scheduled at a later date.

"The Battle of Waterloo" display on the Old Parliament House  
Lawns also suffered due to the rain but about 50 intrepid owners of  
French and British Cars braved the elements.

## For Sale

### 1974 Jaguar XJ6

Series 2 Good Condition. All normal Jag. Options. Unreg. Needs Tyres.

\$1500.00 ONO      Andrew Chinnery 6238 0383

.....

### Vauxhall Wyvern 49

New chrome and rubber, re-sleeved cylinders and new brake linings, reset springs, new upholstery.

All complete down to the rear footstools and workshop manual.

Requires head lining, some wiring and minor work.      \$2800

Contact owner, Ray Barnett, for viewing or information.

Phone      02 62625175 or email rb@webone.com

.....

### 1953 Renault Fregate

ex French consulate car. Would be of the same spec. as a Grand Paviour.

The unit is complete and comes with a factory metal sunroof.      price \$600,00 or

Willing to do some trading,

Wanted a complete transaxle set-up for 1970 or later R10 Renault and Front brake calipers for a Renault Dauphine.

contact by email;    uhuempel@beckman.com.

.....

## Wanted

One Windscreen for Federal Style Liner 1950-1956

Ron Scattergood 6236 3219

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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 and body numbers if unregistered.)

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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.

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