

STHARC
The Wheel



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

MAY 2005

ISSUE 44

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

Club Email: stharc@australiainmail.com

Editor's Email: rhonjohn@optusnet.com.au

PRESIDENT'S PAGE

Well, after digressing these past few months about my own vehicles, it's time to get focussed again on Club issues –a mix this month.

At the May meeting, I forgot to mention that the Committee had decided to ask everyone to provide updated details of your address, contact details, and vehicles with your membership renewals. These details all tend to change from time to time, and it is important that the Club's records are up to date. So you will find a "details" form enclosed with this issue of *"The Wheel"*, which we'd appreciate you returning with your membership renewals.

The form also includes a section for you to book your tickets for the Annual Dinner Dance, to be held on 9 July. It promises to be a very enjoyable evening, with a live band (if not a string quartet, as I suggested!). Could I suggest that you invite a few friends along, to make up a table?

At the foot of the form, you'll also find a section in which to nominate the *"Club Person of the Year"*. This is an award which we present at the Annual Dinner, for the person selected by the membership as having made the greatest contribution to the Club in the past year.

As mentioned at recent meetings, many of the metal grille badges have some kind of flaw, which seems to result in a tarnishing effect on the gilt metal trim, especially around the edge of letters. We have been in touch with the suppliers, who have agreed to take back and fix any which have this fault. But there will have to be a cut-off to the process, so if your badge is affected, I'd suggest you return it soon

To wrap up this month, here's something for you to ponder. While Pauline and I were away, we were struck (*no not physically*) by the giant trucks shifting out loads of old steel items. Since returning, I've seen adverts in the rural media by metal recyclers, seeking access to all old agricultural machinery and vehicles. Ron Scattergood, who collects more old trucks than most entire clubs, has confirmed that the scrap metal merchants are making a big push – steel prices are high at present. So it seems quite a bit of potentially valuable heritage material might be disappearing: if you have had your eyes on something around the country, grab it quickly before it goes!

Safe and happy heritage motoring.

George.

*SOUTHERN TABLELANDS HERITAGE AUTOMOTIVE
RESTORERS CLUB INC. GENERAL MEETING 030505*
Held at GIRL GUIDES HALL QUEANBEYAN, NSW.

Meeting Commenced: 8.08pm

Welcome to Alan & Gloria Stanley (their interest lies in old motor bikes, especially a 1949 AJS). Also to our guest speaker Barry Boyce and his wife Betty.

Attendance: 22 Financial **Apologies:** Ron Betts, Ian McLeish, Christine Hillbrick, David Blair, Albert Neuss and Pam Corbett

Minutes of Previous Meeting:

Minutes distributed and accepted Allan Boyd seconded by Ronda Cornwell.

Matters arising from the Minutes.

Nil.

Treasurer's Report. By Garry Hatch

Balance at 05/04/05; \$3,369.44

Income; \$256.00

Less Expenditure; \$407.10

Balance at 02/05/05; \$3,218.34

Moved by Garry Hatch and seconded by Paul Hogarth-Boyd

Correspondence in

11 Newsletters from various Clubs.

Bank Statement.

Receipt for Council of Heritage Motor Club Affiliation fees.

"Thank you" letters from Burra Community Association and Braidwood Show Society for the fine display of vehicles at both events.

Invitation to the Council of Heritage Motors Club Easter Rally for April 14th – 17th 2006, to be hosted in Goulburn (Roger Doughty)

Invitation to Cooma's Motor Fest in November 2005.

Annual General Minutes from CHMC with reminder for payment of affiliation fees.

Also a Draft Code Practice for events.

Correspondence out

Updated mailing list to Editor.

Affiliation fees to CHMC.

Get well card to Ian McLeish & family, wishing him a speedy recovery.

Letter to members regarding checking in with our club Registrar.

Welcome letter to new member applicants, advising their membership will commence upon payment of their fees.

Events Report:

Cowra trip 23-24-25th was a successful weekend and with some of the members leaving on Friday and the majority leaving Saturday. Lots places to see including the Hologram at the information Centre, Japanese gardens, Museum on Blayney Road The Railway Museum and lots more, a fun weekend had by all.

Great turn out for the Girl Guides Fete held at Government House.

Garage Crawl: will be leaving Club House at 9am Sunday 22nd to our first stop at Glen Rowan, which is half way between Goulburn and Tarago.

Bushrangers Day 12th June: This event is more suited for your modern car or 4WD and the club BBQ trailer will be available for those wanting to take some meat to cook. Members will be leaving the Club House at 8.30am sharp. This trip will take us about 20 kilometres beyond Gundillion Hall. Guide will be Peter Smith, author of the

book "*Tracking Down the Bushrangers*". John & Janette Hindmarsh (our hosts) have donated a copy to raffle on the day.

19th June 2005 Queanbeyan Old Cemetery tour & printing Museum.

Club Trailer will be available for lunch.

Club Dinner: Maureen has offered to print tickets. Hope you've got your numbers ready to guarantee a seat. Tickets will cost \$30.00 per head which includes a two-course meal plus live band with Allan Gumm.

Editor's Report

Small hiccup with printing of the Wheel with 50 copies having to be professionally printed, costing \$45.00.

Many thanks to Paul for his prompt work in getting the job done.

Email received from Graham Gittins re requests for "Canberra Times" readers to send in a short story of 150 words plus photo of their cars for a section in the "Times" entitled "That's My Car". Please contact Rhonda Winnett for more details.

Registrar's Report

John was happy to report that there are only Four (4) vehicles due for registration. Please give a copy of registration papers to John as soon as possible so he can keep his records up to date.

General business

CACMC advised that logbooks are to be kept up to date.

Ronda C. asked how many runs the club had undertaken this year.

Ron will take this on board, check and give an answer at next meeting.

Maureen mentioned that the Temora Aviation was having a display of memorable "War Birds" noting the end of World War 2 in Europe (later corrected to Nowra).

Allan Boyd asked if any members were interested in going on

"The Bay to Birdwood" Rally in September.

Please contact Allan on 6297 6014 ah as soon as possible if interested.

Special Occasions

Birthday celebrations go to Ronda Cornwell, Max De Oliver and his son Shaun and Maree's daughter Nicole. Many Happy returns to you all on your special day.

Garry and Ros. Hatch celebrating 36 yrs of married bliss.

Wedding anniversary Pam & John Corbett celebrating their wedding anniversary
Congratulations.

Mothers Day Raffle raised \$71.00.

1st prize won by Max De Oliver - Large basket of goodies/chocolates.

2nd prize won by Garry Hatch - Thermos Flask.

3rd prize won by Ron Scattergood - Hair dryer.

Guest speaker

Ron introduced our guest speaker Barry Boyce who joined the Police force when he was a lot younger than he is today. He gave us an eye-opening talk on his time spent in Cyprus with the Australia Police Peace Keeping Force, where he was responsible for investigating all murders and all bombings on the island.

Next General Meeting: 7th June 2005

Next Executive Meeting: 21st June 2005

There being no further business, the chairperson thanked those for their attendance and declared the meeting Closed at 9.45pm.

From the Newsroom.

Members are reminded that log books are required to be handed to the Registrar, John Corbett at the next meeting. Also the membership form and Club Person Nomination form (inserted in this newsletter) needs to be lodged by the next meeting. Our annual dinner is on Saturday 9 July, please ask your friends and book your table for a good night out.

We have had some wonderful outings the last month and look forward to some interesting ones in June. Please consider coming to our meetings where we have an interesting guest speaker and enjoy good company and a light supper.

Rhonda Winnett.

The Next meeting will be on Tuesday 7th June at 8pm.

The after meeting speaker will be our own member, Albert Neuss who will show us a video and talk about car trials in the 50's and 60's

Cover Photo.

This month we feature Ray Turner's amazing line up of cars starting with his Austin A30 on the front cover

Norm Betts--Motor Trimmer Upholsterers

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

PO Box 370, Bungendore

Ph. (02) 4842 7139

Email:



Ray Turner's Fleet of Cars.

I have had a fascination with vintage and historic motor vehicles all my life. I purchased my first VETERAN vehicle when I was only fifteen and had to wait two years before I could collect it. It was a 1909 two cylinder AX Renault. This vehicle is now fully restored in Victoria.

The very first vehicle I bought was a 1928 Senior Six Dodge.

I paid twenty five Pounds for it when I was 15 years old.

At the time in 1959 my wages were Five Pounds a week, out of that I paid my mother Two Pounds for board and my train fare per week was seventeen shillings and sixpence. The rest of my wages was for clothing and shoes and a pair of shoes back then was more than my weeks wages. A battery for the car costs more than a weeks wages too and tools were expensive also.



I travelled to work on a steam train and looking out of the window, one morning, I saw the Dodge. On my return from work that afternoon I rode my push bike back to the house where I had seen it and I bought it.

Back in those days, vintage cars were everywhere by the side of the road, some registered and some not. I remember back in 1961 the year I got my drivers licence, the NRMA in my town had a registered 1929 Daimler for sale for Fifty Pounds and two Vauxhalls, about 1922 with alloy bodies for Ten Pounds each. Today's value would be about \$45,000 each.

Also when I was fifteen years old and went to work, I got up at 4AM and left home at 5AM, arriving home at 7PM at night. I wonder how many fifteen year olds, these days would get up at 4AM to go to work?

I will now tell you about my cars.

My 1954 Austin A.30 (as seen on the front cover.)

My Austin A.30 was originally sold, new, to a gentleman in Cooma. It stayed in his hands until 2000. About 30 years ago, I said to the owner, "Never sell it, as I am interested in buying your Austin". So he left the Austin to me, in his Will! Since I have had it, I went over the vehicle to put it in good working order to pass registration. This included working on the brake machine drums, renew linings, sleeve wheel cylinders ie master cylinders in stainless steel, new engine mounts. New seal in differential, overhaul both front shock absorbers, (as they were leaking oil) new battery, new tyres, and solder leak in radiator. This is the car that I enjoy taking on STHARC outings.

My 1908 La BUIRE.

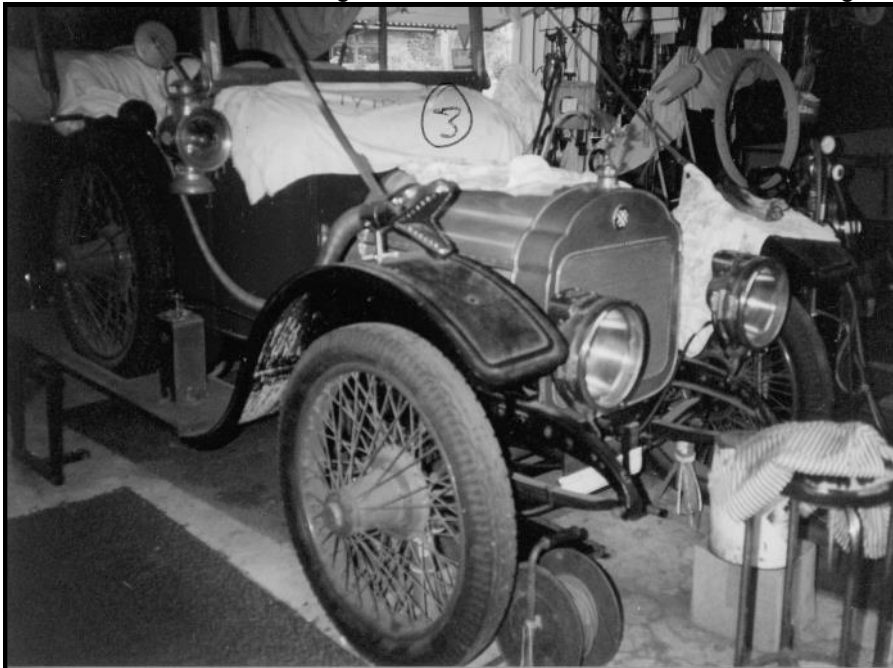


I bought this vehicle in 1986 from the Melbourne area. The owner told me that it had been stored since the 1920's and it had never had much use. It is in very original condition and it even still has the original pistons and king pins etc. The body was made in Victoria, the original brass body plate, bearing the words, "Everett and Sons" is still in place.

There are five La BUIRE cars remaining in the world, mine, the only "Course Model". (*'Course' means 'Racing' in French*). The Course model was made for two years only, 1908 and 1910. Four of the five are in Australia. On hill climbs, the La Buire, raced the Mercedes and took First and second placings.

It is a very well made car and it even has the original grease nipples with "La Buire", written on them. The engine is well back along the chassis for stability whilst racing. One interesting feature, mechanically, is the fact that it has two crown wheels in the diff. and two brake pedals. Also very advanced for the time is a pressure fed crankshaft, as most vehicles of the time had total loss sumps. To my knowledge, the first vehicle with a pressure fed crankshaft, was the "Silver Ghost" Rolls Royce.

When I was moving to a new address, the La Buire had been stored for about 10 years without being started. I was amazed when it started the first time I turned the crank handle.



1910 LEON BOLLEE.

My Leon Bollee is a very rare vehicle and to my knowledge, it is the only one in Australia. It is a very original LE MANS Model, cone clutch, 4 cylinder engine in two pairs of two cylinders. In 1910 not many vehicles of that time had electric head lamps but there was a choice of gas or electric head lamps. It has German Silver door handles, a nice original brass horn and rear wheel brakes only.

When the Leon Bollee was new they could only be afforded by Kings and Lords etc. the cost in 1910 was 350 Pounds for the chassis only. You then had to have the body made which could cost around 300 Pounds plus the leather seats, hood and windscreen. My model is the smallest 12 horse-power, the larger models cost One thousand Pounds just for the chassis.

My 1922 Rover 8.

My Rover is a very rare model. I purchased it in Brisbane and afterwards the owner regretted selling it to me and wanted it back. He even offered me \$1,000.00 more than I had paid him for it, which I refused.

It has a twin opposed, air cooled motor and is fun to drive. I hope to get it back on the road again soon. There is a Rover 8 club in England where they have a record of every known 8 in the world.



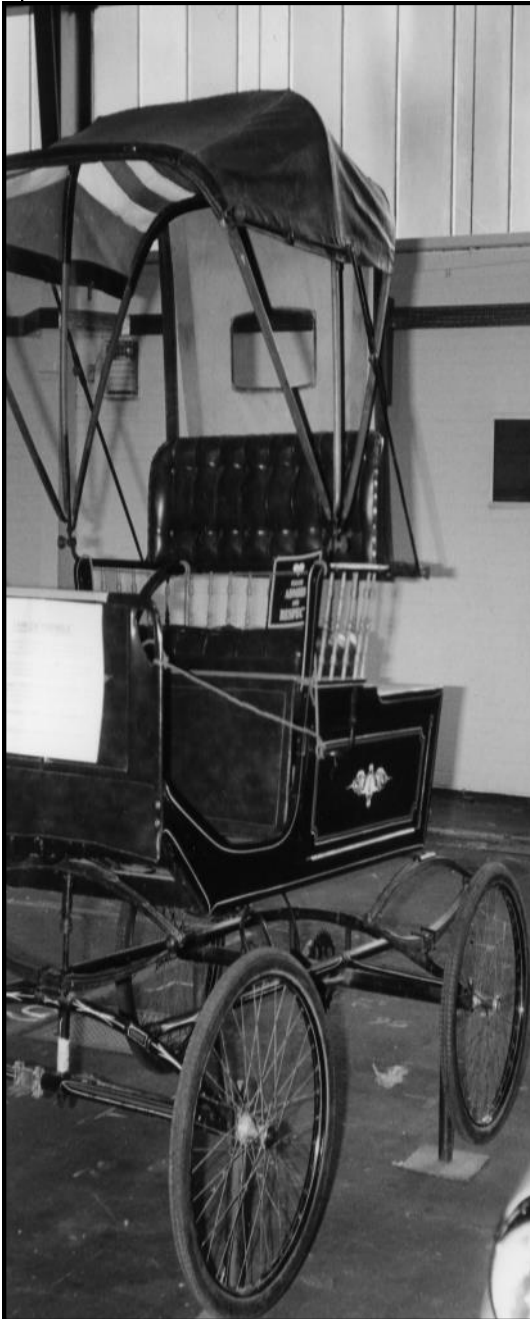
My 1922 Rover 8.

My 1948 Hillman Minx.

I bought my Hillman Minx about 15 years ago and it is in very good condition for it's age and it would not need much work to have it registered. The motor runs like new but it needs a new exhaust system, brakes overhaul and new tyres etc. There are not many left in such good condition and it would make a good Club car for Club outings.



My 1899 LOCOMOBILE



The Locomobile is a twin cylinder, Steam Car which pre- dates the Stanley Car. The 'Locomobile' was manufactured until 1904 when Stanley took them over. The 1904 model has a steering wheel, but mine has a centre tiller. The 1901 model has a tiller on the side. The vehicle has a chain driven differential and one brake band in the diff. In the 1901 model they had a larger diff. with two bands for the brake. Mine has a twenty gallon water tank which lasts for approximately ten miles and then more water is needed. The vehicle was supplied with a rubber bucket which you had to put to good use, (looking for water!)

I would love to get my vehicle running again, some years ago I bought a tram bell at a swap meet and only recently I was advised that it is the correct type of bell for the Locomobile.

There is a step, similar to that on a horse drawn vehicle to get into the drivers seat. When I sit in it I feel that I'm sitting up like fried bread. So far I have been unable to find another one in going order though I have found about two with side tillers not the centre steering like mine. I intend to keep on trying to find one.

As well as all these cars, I have an Austin A70 and an Austin A40 and I have my eye on a One Cylinder 1903 De Dion.)

Ray Turner.

Forthcoming STHARC

June	12	Bushranger History Day, following the Clarke Brothers adventures at Gundil-lion property of John Hindmarsh.	George Cook 4847 5081
June	19	Conducted Tour of the Queanbeyan Cemetery & The Printing Museum meet at 10AM at the Club rooms.	
July	9	STHARC ANNUAL DINNER, at The Tigers Club.	
Aug.	2	STHARC Annual General Meeting	Club House
Aug.	6	Capital Powder Coating Demonstration's of sandblasting & Powder coating of your spare parts	

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

Other Events, Swap Meets and Runs

June	5	Nowra Motor Expo	Nowra Showground	
June	10-13	Veteran & Vintage Rally	Wagga Wagga	
June	19	Battle of Waterloo. British & French Vehicles	Old Parliament House Lawns	Brit: Bruce 6254 5059 French: Mike 6254 1040
June	26	South Coast Holden Show & Shine	Kembla Grange	
July	17	Wagga Wagga Swap Meet	Showground	69314044
July	24	Liverpool Super Swap Meet	Fairfield Showground	
Aug	21	All British Day	Kings School Parramatta	
Aug.	20-21	Wattle Time Rally	Cootamundra	A. Thompson. 69421181
Sept.	4	Cootamundra AMC South West Swap Meet	Showground	6942 6374 6942 7307
Oct.	9	Parkes Swap Meet		2880 6862
Oct.	30	Canberra Swap Meet	Exhibition Pk	0428 697105
Nov	2	Yass Valley Motor Show & Swap Meet.	Yass Show-ground	
Nov.	13-14	Bendigo Swap Meet		
Nov.	20	Marques in the Park	John Knight Pk. Belconnen	6254 5059
Nov.	26	Cooma Motor Fest..	Cooma Showground.	
Easter	2006	15th National Morris Rally	Queanbeyan	Julie Craig

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

The Challenges of Going to a Swap Meet!

By John Thomas. (alias Tom.)

The names of the persons in this story have been changed for legal reasons but the times, places and events are factual.

(Unless the Editor re-edits my story!) Trust me.

Well, three of us young professional car restorers decided to go to the Goulburn Swap Meet, names; Tom, Dick and Harry.

We all knew exactly what was required for our quality vehicles and no one was going to rip us off.

I figured out by adding our ages that we nearly had two hundred years of experience between the three of us, so we know everything. (That's nearly equal to Australia's age since discovery!).

Pick-up time for leaving Queanbeyan is agreed.

6.45 am precisely for Dick, 7.00 a.m. for Harry.

Being a cautious driver and having a few duties to do on the farm I arrived at Dick's place at 6.50 am! Dick is not amused, LATE!..... grumble, grumble, but a cuddle and a kiss and a few dollars tied in the corner of his hanky from his wife and he was happy once again.



Next, it was off to Harry's. He lives in Upper-Queanbeyan (equivalent to Red Hill) also has a fine English car, it probably has the normal oil leaks but there never seems to be any on the shed floor. I think he hides them when visitors come, also no car parts lying around, no cobwebs (some of us do-gooders must go and help this guy reorganise his shed one day.)



Well, more kisses and cuddles etc. and his loving wife sends him off (he probably got breakfast in bed). Mine didn't even get up, just told me to be quiet and not to wake her up.

We got to the first intersection; Dick says, "Go right". Harry says, "Go left". Great, lost already and we haven't even left Queanbeyan yet.



It's Harry's stomping grounds so we go left.....
WRONG! We are now heading to Cooma!

We arrive at Goulburn (finally), and attack the swap scene.

Harry finds a driving light for his car, Miller brand, thoroughly English of course. A deal is struck after a bit more haggling and a few dollars saved. A quick post-mortem on the object and we decide he's done well.

Next strike, Dick gets a couple of Holden brake master cylinders given to him. Original 'tin can' type, in excellent condition, What a Win! (only to find out a few days later that they don't fit his car). At least they cost nothing, plus we had a laugh.

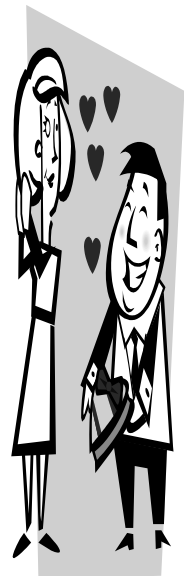
Not much for me in the Chev parts so far but then quality products don't wearand are therefore hard to come by. The rest of the day was spent fossicking, a win here and there, or not enough money to buy it.

Home time, an uneventful trip until I unload the first passenger..... Now this is when you leave the engine running, get the booty out and go before the house-manageress comes out. But then again some guys can't do anything wrong. It's the driver of the car that led him astray!

Well, both passengers unloaded, I am out of Queanbeyan to the safety of my home, on second thought it might be a full interrogation of my collection of 'cast iron art' purchases!

NOT TO BE, a nice hot meal instead and a big cuddle, something doesn't 'tell' here.....

Maybe it is jewellery shopping tomorrow!



By Ron Sacttergood

Held over the Anzac weekend, this outing went off well & will rate up with the best of our weekend trips away.

Leaving the Club rooms on Saturday morning, we had a comfort & cuppa stop at Boorowa and arrived in Cowra in time to settle in to the van park & have lunch. After lunch, we headed out to the War Museum on the Blayney Road. This place is an eye opener, it doesn't look all that large from the road but the buildings go a long way down the paddock..

As one would expect, the P.O.W. Breakout features heavily in the display but general war themes & local history also features prominently. I have never seen such a large collection of enamel signs, they are there by the hundreds.

If I was allowed my "druthers" I'd be bringing home the Federal Tank Transporter and the Packard Hearse which has listed, among its customers, Ben Chiffley, PM and Radio personality, Jack Davey.

Night time saw us head out to Richard & Kate McLeish's (son of Ian) property for a BBQ meal and a good helping of entertainment. This was provided by Krystyna McLeish on the squeeze box, Bill Calder on the harmonica & James Corbett demonstrating his progress on the saxophone. Rounding it out was Max DeOliver with his karaoke machine. A lot of fun for those trying it out but if I could offer some advice, "Don't upset your current boss, your day job is still most important!"

Sunday commenced with a short visit to the Driver-Reviver Van to meet some of the Cowra AMC members who were manning the reviver stop. As an official outing, the boys had their club vehicles on hand.

Next stop was the Japanese Gardens and P.O.W. sites. The gardens are lovely beyond description, the water feature is an absolute marvel. Richard McLeish's explanation of its engineering features made it seem even better.

P.M. saw our group loaded into the Vintage Rail Motor, for a trip out to Noonbinna which was very enjoyable, (found out later that we had an L-plate driver in control!) After leaving the train, we went down to the Rail Museum site at the old workshop area. Cowra was certainly a major rail centre in the old days. The boys were using a mobile steam crane, certainly a great toy to play with. Sunday was rounded off with a great dinner at the Bowling Club, a recommend 'noshery'.

Monday and home after inspecting the Japanese/Australian War Cemetery. The only report of trouble was from Tony McLeish, driving his Dad's Mercedes. Constipation of the fuel line, cured by a wire pulled through. (Thankfully humans can take tablets!)

ROLL ON OUR NEXT WEEKEND AWAY.

Out and About.

Vic Muscat, famed for his tractor ploughing record days at Yass and Coot-amundra, is promoting another day in 2006. Vic rang radio 2UE, telling the announcer all about it. Talking to these city 'dudes' is a bit of a loss though, the announcer hadn't heard of the previous records & didn't know what a "Grey Fergie" was.

Vic, I suggest next call should be to Ian McNamara of "Australia All Over". Macca certainly knows that there is more to Australia than the Coastal strip!

Gordon & Win Reid wish to offer our Secretary, Garry Hatch, a sincere apology for the confusion caused over their 2004 membership payment. They mistook Garry's Business Factory for another establishment and left the money there.

It is good to hear that Gordon & Win are now proud owners of a thirty year old Holden Kingswood and will be joining us on an outing soon.

A Reminder about our Annual Dinner on Saturday July 9

The dinner at the Tiger's Club is shaping up to be a great night. Please think about organising a table with your friends. All the more the merrier! Please advise, when booking, of any special dietary needs.

June 19th Guided Tour.

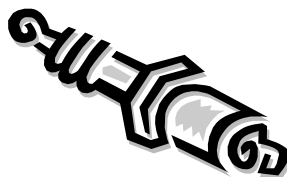
The Museum & Cemetery Tour on June 19th will commence at 10am at the Club House. The Barbecue Trailer will be available for lunch after the Cemetery Tour and before the Museum tour.

We will have a Guide for both venues.

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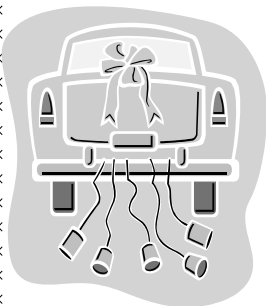


Congratulations to
Ros. Hatch on their
versary.

Garry and
36th Wedding Anni-

***Many Happy Returns and Happy
Birthday to Ronda Cornwell on 5th
May, Doris Smith on the 16th May and
Max DeOliver on 17th. Also Max's Son,***

***Shaun and Maree's
daughter Nicole.***



Every good wish to
Chris. Hillbrick and Allan
Boyd on the occasion of

A Big Thank You to Contributors this month,

John Thomas, Ray Turner, George Cook, Ron Scattergood,
John & Ronda Cornwell, Belinda & Paul Hogarth-Boyd.

I couldn't do it without you!



Seiffert Automotive

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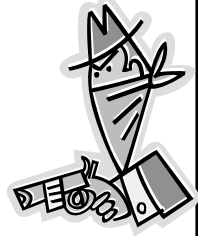
8 Endurance Ave, Queanbeyan

(02) 6297 6225

ATM

BUSHRANGERS TOUR,**Sunday June 12th.**

You've heard plenty about the Kelly Gang, chances are that you know about Ben Hall and maybe Thunderbolt. But what do you know about our "local" bushrangers, the Clarke Brothers?



Fairly few people now have heard of the Clarkes and their gang, but one book title described them as "*The Bloodiest Bushrangers*". In many ways, their exploits were the stuff of Wild West movies and comparable to those of the later and far better known Kelly Gang.

So where were they, when were they, and who were they? The Clarke family home in the mid 1860s was at Ballalaba, just up the Shoalhaven from Braidwood. It would probably be fair to say that the "gang" was a family business, and they terrorised the old goldfields area from Braidwood to Bega and down to the coast for several years. Finally the main players were John and Thomas Clarke, whowell, it's a long and interesting story!

We have the ideal way for you to learn more. Come along and step back into history on our club trip to "Jinden", beyond Braidwood and 20 or so km beyond the Gundillion Hall. There we will visit some historic sites and will be hosted by the property owners John and Jenette Hindmarsh. Our guide will be historian Peter Smith who authored the book "*Tracking Down the Bushrangers*" and who will be pleased to give you the full story and answer your questions.

To help give our hosts some idea of the numbers they can expect, would you please let George Cook know if you are coming, plus the numbers in your group. Email fourecv@mail.com or phone 4847 5081.

The date for the event is 12th June. Meet at the Club Hall for an 08.30am departure, which should have everyone there at 10.15 to 10.30. **NB** As this trip involves DIRT ROADS & SOME OFF ROAD TRAVEL, IT IS NOT RECOMMENDED FOR CLUB VEHICLES. IF YOU HAVE A 4WD, PLEASE BRING IT . (WE CAN SHARE THE 4WDS WHEN THERE).



This sunny morn we were off to the GGs. Not the horseracing, that is, the Governor-General's residence. The weather was glorious and I was being chauffeured around in a sports car with the top down – did life get any better than this? I was stirred from my contemplative musing by a cry of “Which way now?” “I told you what I thought five minutes ago, and you didn't listen to me – so now I have no idea which way to go. My best suggestion is to go back to Adelaide Avenue and start again!” I snapped. Yet Paul was determined to follow around the lake foreshores to reach our destinations as such was a much more scenic route, be it somewhat longer as we wove our way through the back streets of Yarralumla. Upon arriving at the gate of Weston Park he turned back to the main road. It is hard being right all the time.

Needless to say, we arrived in good time – even managing to beat some of the members travelling from Queanbeyan. The Albion rolled in a little behind the main pack; despite his slow pace Ron was beaming as always. I think we all were, the soothing effort of classic motoring had us all in its spell.

The Albion may be slow, but it certainly makes up for its speed with its functionality. In this case, it was used as scaffolding to hang the STHARC banner high in a tree, Ron skilfully manoeuvring the bulk of the vehicle close to the tree (and the Ford Pilot) without so much as a second glance.

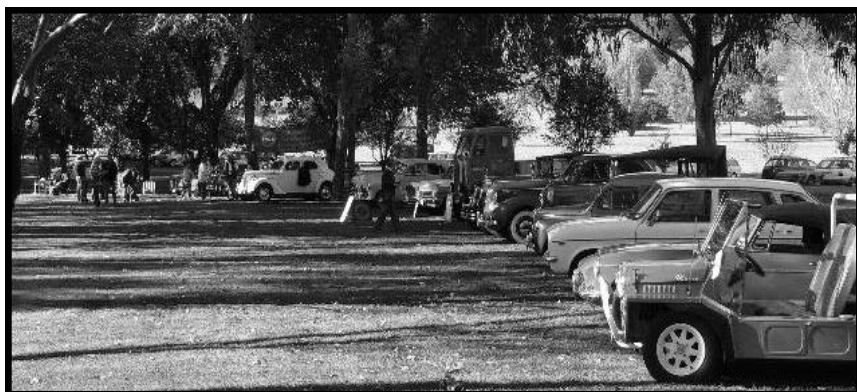
Some of the ladies were already off in search of early bargains; biscuits and cakes were a popular choice followed by shrubs and second hand books. Like the ancient Aztecs we worshipped the sun arranging ourselves in the patches of warmth, as the morning was still quite cool.

The gardener's mower joined our display; next to Max's Mini-moke there was very little difference in size! Barry Boyce of the Canberra Club had joined us and putting a couple of his treasures on display. Later in the day we were regaled with stories of the restoration and the back end of the Chev that had been dismembered with an axe and positioned into a tree for use as a cubby-house! We had Chev, Ford, Renault, Austin Cambridge, Fiat, Buick and MG (of course) it was a veritable buffet of motoring history. We were joined by the Dennis Fire Engines proudly driven by Drew and Dave from the Fire Engine Museum. The displays and presentations were abundant; my favourite was the pedal powered lathe, with a period-costumed worker skilfully creating table legs and the like. Also intriguing was the Canberra Lace makers Association flicking spools of cotton from one hand to another without apparent planning around a mass of pins

Members were rounded up by an excited Pam Corbett – James was performing with the local youth band, *The Redback* playing his saxophone!. Playing an instrument is one thing, but dancing at the same time was a complete package! Pam was gushing and members were applauding the impressive performance of this local talent. *The Redback* were followed by Maori dancing. The smaller children crowded to the front, but were less sure of their position when the Haka was performed – the dancers were quite intimidating! The next performance was 17th century dancing, consisting of graceful curtsies and slow spins.

Towards the close of the day, Her Excellency Mrs Marlena Jeffery joined the festivities to thank attendees. She joked that she should have got out the Rolls Royce to put on display! Her Excellency commended all present for the wonderful display, commenting on the showroom condition of the vehicles, and that they looked like much loved members of the family. She was assured that they were!

It was a wonderful day with a great turn out to encourage the Girl Guides. Dot Jamieson was commended for her ongoing work with the Queanbeyan Guides - well done Dot! Thanks to the Fire Engine Museum and to members of both STHARC and Canberra Club who showed their support.



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Don't Forget

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

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

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

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

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

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

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