

STHARC

The Wheel



Southern Tablelands
Heritage Automotive Restorers Club Inc.

NOVEMBER 2004

ISSUE 38

<p style="text-align: center;">Southern Tablelands Heritage Automotive Restorers Club Inc.</p>

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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 all correspondence to the club's postal address:

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PRESIDENT'S PAGE

It's an interesting feeling to be in front of a roomful of people and expected to say something, but with a rapidly failing voice. My thanks to Pam for standing in and chairing the meeting so capably with no prior warning.

I'm glad my voice more or less held out for my report on the Bush Council meeting in Yass. I know many people glaze over when it comes to what is seen as "inter-club politics", and there were some items which certainly seemed to fit into that category.

Equally though, we need to remember that the "heritage motoring" movement goes way beyond our local involvement – and if we wish to continue enjoying the simple pleasures of our hobby we ignore that wider aspect at our own peril. It was interesting to hear of hints that the authorities may be considering moving the NSW Conditional Registration scheme to an "affiliated clubs" basis as is the case in the ACT. Unless that is done there is little to ensure the system is not abused, and any on-going abuse of the system places its viability for all of us under a cloud. I did not mention at the meeting that it seems the very open-ended SA heritage vehicle system is facing real problems.

The issue of most interest to me was how to gain more younger members, but I'm unconvinced by the answer reached. Somehow the "old car" movement needs to appeal more to younger age groups, and I'm fairly sure that requires a comprehensive image change. Easily said, but the obvious next question is "how", and I believe that question should be referred to marketing people.

Since its inception, STHARC has made a point of trying to gain and retain younger members. We are an exception, and all the better for it. But that is not to say that we shouldn't welcome new members of all ages. I encourage all of you to invite friends with an interest in heritage motoring to join our ranks, where they will find one of the friendliest clubs around.

Which gets us around to socialising and, of course, our Christmas Party. I encourage you to attend, if possible with younger family members, and look forward to seeing you there for what should be a most enjoyable day. In any case, as this is the last *The Wheel* for the year, may I take this opportunity to wish all of you all the very best for the festive season, from Pauline and myself.

Safe and happy heritage motoring

George

GENERAL MEETING 2 NOVEMBER 2004

Held at GIRL GUIDES HALL, QUEANBEYAN, NSW.

Meeting Commenced 8.10pm. President welcomed all present and advised that, because he had a throat problem, Vice-President Pam Corbett would chair the meeting, while he would deputise as Secretary in Maree's absence.

Apologies Bob Cannon, Max DeOliver and Maree Burke. The meeting noted Max's hospitalisation and wished him a speedy recovery.

Minutes of Previous Meeting

Minutes accepted as in 'Wheel' moved Paul Hogarth-Boyd/John Cornwell

Matters Arising from Minutes

George Cook reported on the CHMC (Bush Council) meeting:

- Due to previously unknown "background" to the motion proposed by the Illawarra Car Club (including threatened legal action), he had abstained from voting on it (our previous meeting had supported the draft motion).
- Club insurance is likely to change to a cheaper package offered through a SA broker (drawn on CGU Insurance): current policies continue.
- Consideration of "ageing club membership" led to a proposal for
- State-wide "old car days" as media promotion in future years. Risk Management is under review by several clubs. A working group is to draft a RM document for future consideration. Belinda spoke on the issue. George's voting decision was endorsed by vote on a motion moved by Ron Best, seconded Larry Foley.

Treasurer's Report

Garry Hatch advised that, after adjustments for income and expenditure, the club's balance sheet had changed from \$4330.09 on 7/9/2004 to \$3850.89 on 2/11/2004. Garry moved acceptance of his report, seconded by Krystina McLeish. Accepted by the meeting.

Correspondence Several newsletters; Club Insurance policy; Invitation from Berrima to a "Beach Party" event on 19-20 February; Invitation by Tarago Show Society to their show (Australia Day).

Matters Arising from Correspondence

Events material passed to the Events Committee for consideration and response.

Correspondence Out Nil.

Events Report presented by Ron Scattergood:

Captains Flat and Thirlmere runs were both well patronised.

Queanbeyan Show is next. The club will take the barbecue trailer to the show and will provide the meat. Ron has invited the Fire Museum to join us at the Queanbeyan Show. (We may also have a future tour around town with them.)

The Christmas Party is two days before our next meeting. Santa is coming,

but please bring presents for the children, also plates, cutlery and folding chairs/tables. Meet for departure at the Guides at 11.00, arrival at Thomas' at about 11.30. Club will purchase a hamper for raffle. Ron moved, Paul Hogarth-Boyd seconded that the Club be approved to purchase BBQ meat for the event. Approved.

John Cornwell is to organise the first 2005 event, a twilight run in January, possibly to the Botanic Gardens.

Maureen Scattergood reported on the Captains Flat run. Max had arranged for the Carwoola Church to be opened for a visit, followed by a tour of the mine site and, for some, a trip to the tip! The results of the Observation Run have been delayed until next meeting because of Max's illness. John Cornwell reported on the Thirlmere trip, it was a good weekend for all.

Pauline Cook advised that the Braidwood/Gundillion run on Saturday, and Saturday night dance remain as in *The Wheel*. Ron will arrange the departure from the Guide Hall at 10.00 on the Saturday, then we depart from Braidwood for Gundillion at 1530. On Sunday AM vehicles go on display: for those interested there is a Catholic service in the local church, followed by a C of E service. We later drive to the old cemetery for its dedication to the pioneers, then we are invited back to the hall for lunch.

Ron advised that the WHEELS display is on 13 March (not February as in the October *The Wheel*) and will be in front of The Old Parliament House.

Newsletter

Rhonda Winnett advised that all input of material will be welcome.

Registrar

John Corbett advised there are no new registrations.

Special Occasions

Belinda Hogarth-Boyd and Pauline Cook both celebrate birthdays.

Raffles Raffle for a "headlight" to be drawn at the December meeting. Pam also noted that she has tickets for a Guides raffle, with good prizes.

General Business

Pauline Cook advised there will be stalls at Gundillion, to raise funds for refurbishment of the hall.

Meeting agreed to send Max a "get well" card.

Guest Speaker Ron Scattergood introduced guest speaker Mike Nixon, former RAAF fighter pilot. Mike gave an interesting talk on his flying background and on flying various aircraft types. He also told of some "interesting" experiences, such as losing a cockpit canopy at supersonic speeds! Since retirement, he was recalled to fly the Sabre belonging to the RAAF Historic Flight.

Larry Foley thanked Mike for his talk and revealed a few extra details, such as his MSc gained in the USA and rating as a Fighter Combat Instructor.

Next Meeting To be held on 7th December.



This month has been a very active one with the Queanbeyan Show display (which was a huge success and will be reported on in the next issue) followed by the Gundillion campout and then the Christmas party. Our events seem to go from strength to strength and I encourage you all to keep up the good work. On behalf of the editorial 'staff', Ronda & John Cornwell, Belinda & Paul Hogarth-Boyd & myself we wish you the compliments of the season and look forward to seeing you at the 2005 coming events!

Rhonda Win-

Cover Photo:

This month we feature John Thomas' 1932 Bedford Truck. Read his interesting article on page 10



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STHARC Members who reside in the ACT are requested to advise our Registrar, John Corbett, on 6297 7285 as to whether your conditionally registered vehicle is registered with our club as the Principle club. Also don't forget to provide a copy of the Registration papers when renewing.

Out & About.

Pleased to hear that Gordon & Win Reid have bought another car, one which will add to the growing number of fine British engineering examples in our Club. A Morris Elite surely comes into that category! The car needs a little T.L.C. but it should be at our outings, early in the new year.

Last month, Maureen Scattergood had to use her First Aid knowledge to resuscitate a staff member at her work place. Her prompt action appears to have resulted in the lady involved making good progress and should see a full recovery. Maureen reckons that a second Club Member was involved also, namely Bob Cannon. Bob is the 'Ambo' who taught Maureen what she knows and she swears that he was perched on her shoulder, giving her encouragement.

All up a Great Result.

I hear that the ex Sebastian Coe Rover has now passed from the McLeish stable to Benita and Brian Thomas' ownership!

Brian says that has put his retirement off for another year.

Meanwhile the space in the McLeish's shed didn't stay vacant for long.

Another Mercedes has taken up residence.

Mr Ross Everitt, a well known motoring enthusiast passed away in Canberra a couple of weeks ago. Most appropriately, his funeral procession included his two 1930 Pontiacs and four Retro Triumph Motorcycles, led by a Vintage Hearse. The Historic car & Motorcycle movement owe Ross a great debt of gratitude.

The Next Meeting 7th December at Queanbeyan Guide Hall.

The Committee meeting set down for 21 Dec. has been cancelled!

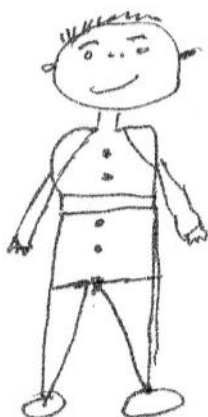
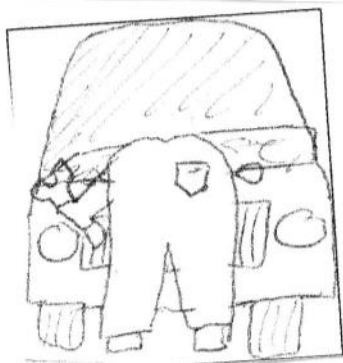


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ALBERT
NEUSS

PORTRAITS OF ALBERT.

On the opposite page we have some of the excellent PRIZE WINNING portraits of our member Albert Neuss. These were drawn in great haste by our members during the Observation Run on 8th August to the Fire Station. You will all have to admit that the likeness is quite remarkable, especially the one with his head in the engine!

Uniting Church Fete. STHARC Display **Saturday 23 October**

A STHARC Display was hastily organised in a couple of days for the Uniting Church Fete. The Vehicles created quite a bit of interest and we thank those below who attended.

Bob Cannon.....1927 Chevrolet Capital Tourer.

“ “ 1946 Dodge Sedan.

Max DeOliver.....;FJ Holden.

Maree Burke.....Morris Minor.

John & Pam Corbett1948 Ford Pilot.

“ “ “1949 Ford Prefect.



The Story of My 1932 Bedford Truck by John Thomas

In the eighties I was collecting and restoring stationery engines as a hobby. I had about two dozen of these engines. I thought it would be good to have a truck to take them along to rallies. I mentioned this to my uncle in Shepparton and he said he would keep an eye out for me.

A few weeks later he rang to say he had a truck for me, the owner was moving, but I had better come and look at it first.

We arrived at the farm where all the vehicles were neatly lined up but no truck! The owner then showed me the Bedford, hidden by weeds, rotted tyres and woodwork and parts held on with fencing wire. It was not really what I had in mind but I didn't want to offend the owner, so I offered him a stupid bid of \$50.00 and a flag-on of port.

He jumped at the offer and left me with one BIG problem.

The truck was removed from the property by a crane and semi trailer and hidden at my uncle's property in Shepparton until I could 'con' the wife into having it at home to restore.

The pieces were stacked onto a tandem trailer and my uncle and I started the long slow haul to Woodend Vic. Restoration started in 1987. The vehicle was stripped to the last nut and bolt and took pride of place in my garage. So then I had to build a carport for the family car. The chassis and panels went to Barkers (semi trailer manufacturers in Woodend) for sandblasting and a bit of advice on chassis straightening. Kyneton tyre Service found some near new 7-00X20 tyres. Mean while I was transferred to Canberra (by my employer) and the company was going to arrange to transport my goods.

A smartly dressed assessor came out to price the move and refused to transport 'that heap of rubbish' (my Bedford) unless I wrapped it in plastic. In the middle of winter my unimpressed wife and I wrapped all the parts in heavy plastic for transporting. The removalist was keen on trucks and managed to fit it all in the van except for the diff. and the engine which I moved in the trailer.

In Canberra serious restoration started and the Bendigo Swap Meet provided a lot of parts. I managed to purchase headlights, instruments and suspension parts there. Guyko timber advised and supplied all the wood required for the cabin and tray. They also cut the chassis bearers to suit. I spotted an excellent restoration of a Guy truck at a rally and made contact with the owner. Red Kinsella gave me valuable tips on making the tray and cabin. The wood-work side of the restoration proved most interesting as I could design it how I wanted it for the era. My mother became a quality control expert on the tray assembly and painting.

‘What would we do without our Mums?’

My children got a kick out of helping me restore parts and I had many mentors including Barry Boyce and Bob Alexander from the Canberra Historic Car Club. The paint colour is Fosters Blue a concoction mixed for me by Dulux in Fyshwick. The late Bill Phillips did most of the upholstery work for me. The interior has been kept simple to fit with the concept of a working vehicle.

It is certainly a challenge to take it for a drive; full airflow conditioning, double clutching and trying to slow down with mechanical brakes all at the same time keeps the trip interesting. How the ‘truckies’ of old worked these vehicles all around the country leaves me in awe.

In 2000 we moved to Radcliffe as our house was no longer big enough for my engines, Bedford and the family. The drive was too hilly for the ‘old girl’ so she was transported by tip tray. She now likes going to Albert’s for the annual roadworthy check but doesn’t like tackling the hills for rallies!

My Bedford is about a 1932 model, maybe earlier. It’s one of the first Bedford trucks produced (the first Bedford appeared in April 1931). In 1931 the 2 ton British Bedford was launched. It had an 157 inch wheel based chassis and was powered by a 44 B.H.P. 6 cylinder petrol engine.

This vehicle was very similar externally to the Chev, but a new pressure lubrication system, redesigned wheels and axles as well as its own distinctive name plate set it apart from the Chev. The cost of putting the Bedford on the road in 1931 was 198 Pounds which was a fairly attractive proposition then. Over 5 thousand vehicles were sold in the first year. The first Australian Bedfords were assembled at General Motors in Melbourne.

My Bedford began its real working life as a delivery van for Cadbury's chocolates. Later it became a tray truck on a farm at Caniamba (near Shepparton, Vic.), where it finally retired in the wheat fields.



Mechanical Revolution

By Belinda Hogarth-Boyd.

STHARC members may be interested in the growing interest in car repair –be it of the modern variety. I recently organised a course for my office to initiate some of the unbelievers into the fold.....



It was a blustery day but the brave emerged to test themselves, man and woman against machine..... these warriors were here to battle against the enigmatic, the unexplained - their cars! The Australian National Audit Office Diversity Group was proud to present, the ‘Get to Know your Car’ Automotive Workshop.

To begin attendees were questioned on the specifications of their cars; make, model, year and month of manufacturer, front wheel-drive or rear-wheel drive, fuel injected or carburettor. The range of variables was mind boggling! Participants were then given a guided tour of a display engine. This engine was conveniently mounted on a trolley for Kelly the mechanic-cum-tutor to twirl before our eyes, revealing a world of knowledge of cooling jackets, welsh plugs, gaskets and cylinders.

Then came the fun part, apply these principles to our own vehicles. Boots and bonnets were flung open in search of the compliance plate, the sooth sayer of knowledge that would reveal the specifications. Plates were located in a myriad of strange places, including passenger door sill. With this task in hand the trainees scurried about the engine bay with cries of glee with discovery of the dipstick, the coolant, and power steering fluid reservoirs.

In the blink of an eye, tool kits and jacks emerged and the humble parking bay was transformed into an undulating landscape of metal as one flank of each vehicle wascompelled skyward. The ground was scattered with spanners, tyre irons, and sundry tools as wheels were removed with triumphant shouts. The warriors had conquered their nemesis. A few of the brave even ventured to dismantling the brake assembly, be it drum or disc.

The combatants had won, and would no longer have to blankly agree with the indoctrinated few. The warriors were empowered with wisdom and eager to go forth and ask what work was conducted, and to request to see the old parts. Now they had the power of knowledge.

Forthcoming STHARC Events....

Dec.	5	Club Christmas Party. (bring a plate)	John Thomas 6238 2874
Jan.	9	Mystery Twilight Run	John Cornwell 6297 3174
Mar	13	Wheels Display, Old Parliament House. Canberra.	
Mar	20	Burra Fair. (TO BE CONFIRMED)	
July	9	STHARC Annual Dinner	



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

Other Events, Swap Meets and Runs

Page 11

Dec.				
Jan.				
Feb.	20	Sydney Super Swap Meet	Hawkesbury showground	0410447927
Mar	25-28	15th National Morris Rally	Queanbeyan	Julie Craig 43631626
Mar,	25-28	CHMC (Bush Council) Easter Rally	Inverell	
Aug	20-21	Wattle Time Rally	Cootamundra	Alan Thompson. 69421181



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.

CAPTAINS FLAT By Andrew Chinnery

On only my second outing with my new found friends at the STHARC, I felt very proud to be asked to write a short note about the town of Captains Flat.

As I was not able to meet up with the rest of the group in Queanbeyan I went straight to the Flat. After a lovely lunch I was asked to share my knowledge of the area as I had lived in and around the town of Captains Flat for four years.

Captains Flat has always been a mining town as far back as the mid 1800's. To this day there are still open mine shafts dotted in and around the surrounding hills. Being a mining town meant it would always be a hard life for families. It was the big mining company named The Lake George Mines that came to investigate the options of opening an industrial sized mining operation. To the town this would mean much needed jobs, money, schools and health facilities all of which the mining company provided. With the opening of the mine the town's population exploded to a staggering 8,000.

The mines provided housing for its workers and their families. Single miners were housed in dormitory type arrangements, the excess were put in to tents. The site of 'tent city' as it was called is where we had lunch on our day. There were a large number of shops, pubs and clubs. From my limited knowledge of the politics of the day, (knowledge I gained from long time locals) that there was the barest input by the Government except when it came to taxing the produce of the mine. Not that that worried the locals. They were living high now with two schools, two hospitals, a swimming pool, a railway station, two bus companies and a taxi service; Times were good.

But as with most good things it had to come to an end. The Company faced a lot of ecological problems from sulphur gas to land-slides. But the worst was yet to come with the mine facing financial ruin. What could be worse? Hitting a water table will do it every time. Faced with health issues of the workers, and worsening economic problems, the Government said they were unable to help the company with it's many problems; Where as today the Government may step in and help. Thus, in the 1960's the mine closed down, and so did the town.

This was not the end for the Lake George Mining company; no, that came from the Government of the day in the form of a bill for Environmental damage caused. Yes, most thought that the town faced doom, but not the hardened people of the Flat. Their spirit could not be broken. Even today Captains Flat is experiencing growth yet again through real estate. Yes, this a proud and determined town and it will never says die.



Some of our Group at the entrance to a derelict mine on our Captains Flat run on October 9th..

Those who inspected the old mine site at Captains Flat, may be interested to learn that the NSW Government is to spend \$235,000 to rehabilitate the Lake George mine site. The work is part of the Derelict Mines Program, which aims to make old mining sites safe and to better protect the environment.

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Sequel to the Suzie Saga

By George Cook.

Ah yes, as Pauline mentioned in our September issue, our trip to Glen Innes with 'Suzie', the 1951 Renault 750, could well be described as unforgettable. So I thought a few comments on the technical bugs might be of interest.

When we bought Suzie, we knew she had a history of boiling. She had been a one-owner car from new and had then been shedded for many years before being passed on to the original owner's grandson. As a Canberra college student he hated the car because it boiled and, I suspect, partly because it did not fit the current definition of "cool".

But when I first drove it home, the main problem was that it was like a wayward shopping trolley: every bush in the front end was shot. So the front end was overhauled in the time available before the trip. The engine was given a full tune, the radiator was hosed out, then the car was taken on a club run to Yass with no problems apart from oversize front tyres (5.20 not 135) rubbing in wheel arches.

So we had the tyres changed over and, as Pauline said, could not get new 135x15 tubes. In retrospect we should have stayed with the originals, as the pinching tubes were the cause of most problems.

On our return, I overhauled the engine and found that the long storage had done its damage. A solid block of calcite/corrosion salts filled the space behind the water pump impeller, to the extent that running the engine had totally ground away the vanes of the impeller. The water pump was now just acting as a baffle, impeding the flow of coolant in what had become a thermosiphon system! And why had we used so much oil? Well, the engine overheating had caused the top lands of the pistons to break down, allowing the two top rings to fracture and bounce out in little pieces. It was a tribute to the toughness of the engine that it had kept coming back for more!

So I guess the moral to the story is to ensure that every system is thoroughly overhauled on any "new" vehicle before doing any long trips.





Susie in Glen Innes, Easter 1995.

The Renault 4CV 2005 Muster is to be held at
Casino NSW on 25 - 28 March.

I wonder if Pauline is intending to drive Susie to that one?

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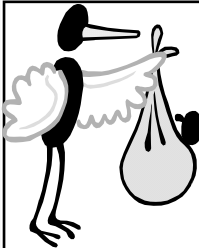




Happy Birthday to you..

Paul & Belinda Hogarth-Boyd
& Pauline Cook

*Jim Kampouris' wife has had her second
shoulder operation and is recovering well.
We wish her a speedy recovery.
Jim is doing a great job as home nurse.*



John & Rhonda Winnett are Grandparents
again for the 9th time
Hannah Louise Winnett was born in
Canberra on 19 November

The Club Members have been very concerned
to learn that Max De Oliver has been far from
well lately. Max is due to undergo surgery, ear-
ly in December and we all wish him a speedy
return to Good Health

A Big Thank You to Contributors this month,

Andrew Chinnery, John Thomas, Ron Scattergood,
Pam Corbett, George Cook, Maureen Scattergood
Paul & Belinda Hogarth-Boyd and Brenda Cannon.



STHARC CHRISTMAS PARTY

to be held at John & Rosemary Thomas' property at
79 Knox Close, Radcliffe.

Sunday 5th December.

**Please advise Numbers attending no later than 1st
December to Ron Scattergood, on 6236 3219.**

Members are requested to provide a plate of salad or
sweets. Club will provide Meat, Nibbles, soft drinks.

Meet at the Club Rooms at 11AM

Please note that no pets are allowed on the property as
the Thomas' Alpacas are very nervous of other
animals. Also please, no nuts or food containing nuts,
as some of the children have a severe allergy to nuts.

(Take the Captains Flat Road for 7 Km. turn right into
Kearns Parade, right into Radcliff Circuit, first left in-
to Bowens Street, first left into Knox Close)

January's Outing

Keep 9th January free for a Twilight Run
Around the district with a mystery Destination.
This run is being organized by John Cornwell
and is sure to be a good one.

Claiming The Date!!

STHARC Annual Dinner.

Saturday 9th July 2005

At The Tiger's Club Queanbeyan.

Mark it in your brand new 2005 Diary!

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4 FJ Holden Rear Axles. 2 with new Bearings & Seals Good/C.
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Pistons 3 1/4 + 040, Bearings 010.
Enquiries for all of the above, Albert Neuss Ph. 62976225.

1956 Ford Mainline Ute Running Gear Restored, Engine? Body Sand-blasted, partly panel beaten \$3200. Ph. Eugene 6288 8956.

Honda Z360 (with Honda 1200cc Engine) Original Canberra Car with Books, Fully restored inside & out, mid 90's, very reliable, economical, cheap to run. Genuine Honda/Mugen extractors, Honda wide mini-lite wheels, flared guards, tinted windows & bumper overrides. Dark Blue. \$1900,00 ONO Contact Graeme 62898078, w 62882477.

FB Holden Sedan Good Con. HR Disc Brake Front end, Motor runs & many spare parts. Contact Brett 0411711071.

V5 1969 Valiant, 2 dr hard top, goes but need TLC. Best Offer.

Contact Brett. 0411711071

1978 HZ Holden Ute. 4 Speed floor change, 6 cyl motor, Reg. \$2500.
Contact Brett 0411711071.

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1 Holden FJ Starter Switch in Good Condition.

John Cornwell 6297 3174

NOTE: FOR SALE and WANTED advertisements will run for two issues. Please advise the editor if ad is no longer required. Members' ads 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.

Kept on the move
by



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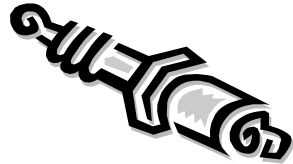


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