

STHARC
The Wheel



Southern Tablelands
Heritage Automotive Restorers Club Inc.

SEPTEMBER 2004

ISSUE 36

<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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Queanbeyan 2620

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PRESIDENT'S PAGE

Our September meeting endorsed an idea we had discussed at our Committee planning day, that we should produce a Club Directory. This is something that many clubs do, listing contact details for the membership plus their automotive holdings. Having a Directory makes it easy to contact other members and is particularly valuable if (as happens from time to time) there is a need to contact owners of a certain make or model of vehicle to (eg) advise them of some contact by someone who has/wants one of those vehicles. It will take a while to get the Directory organised. Though we have much of the necessary data, it may not be up to date, so we really shall welcome everyone's assistance and cooperation to make it as useful as possible.

Here's one for those people who really need high octane leaded petrol for their prized engines. As everyone knows, leaded petrol for cars is history and the best we now have is "lowish octane lead replacement petrol" (95RON). A few days ago, I heard on the news that at least one oil company is about to start phasing out LRP. There is the option of using high octane unleaded (Shell Optimax claims 98 RON, as I think does the BP product – most others are 95 RON). But if you use these in an engine made for leaded you may risk valve seat recession unless you either modify valve seats or add aftermarket "lead replacement" products.

But high octane leaded petrol is still available, it's used in aviation and is called AVGAS. And, although legislation makes leaded petrol illegal for general road use, the Australian Historic Motoring Federation recently has negotiated approval for car club members needing high octane leaded to use AVGAS in their vehicles *for club purposes only*. To ensure that it is used only for approved purposes, a logbook system applies.

We are affiliated to the AHMF through the Council of ACT Motor Clubs (and also the Bush Council). Which means we can arrange the approvals and logbooks for anyone needing AVGAS for their heritage vehicles. If anyone needs AVGAS, please let us know and we shall get the wheels turning.

Safe and happy heritage motoring

George

Southern Tablelands Heritage Automotive Restorers Club
Inc

GENERAL MEETING

7 SEPTEMBER 2004

Held at GIRL GUIDES HALL, Erin Street, QUEANBEYAN,
NSW.

Meeting Commenced: 8.13pm

Apologies: John Thomas, John Corbett, Ron & Pat Smith, Garry Hatch, Warren Cochrane, Pam Warren.

Minutes of Previous Meeting:

Accepted as issued in the Wheel moved be Ian McLeish, seconded by Ron Scattergood

Matters arising from the Minutes

NB: Belinda appointed to organise a plan of attack for a Risk Management Policy

Treasurer's Report

Pam Corbett took the chair for Garry Hatch

Balance at 30/08/04 \$4,159.59

Income \$433.00

Less Expenditure \$262.50

Balance at 07/09/04 \$4,330.09

Report accepted. Moved by Pauline Cook and seconded by Paul Hogarth-Boyd

Matters arising from Treasurer's Report

Ian McLeish asked if there was any pending major expenditure expected in the near future.

Pam responded that apart from the Public Liability Insurance cost, which is approximately \$600.00, the club finances at present were comfortable. Ron Scattergood Moved that the insurance be paid as soon as possible. Seconded by Paul Hogarth-Boyd.

Correspondence in

8 News letters from various Clubs.

Half yearly meeting of the Council of Heritage Motor Club to be held at Yass on 30th October 2004.

Correspondence from Illawarra Vintage Car Club regarding –Notice of a motion for the agenda at the meeting of the Council of Heritage Meeting

Set for October.

Two payments for Club Rego.

Correspondence out

Email to John Oke regarding registration

Three letters of change of address

One letter to council of Heritage of Heritage Motor Clubs

Events Report: by Ron Scattergood

- Last Event was the fire museum. This preceded a lovely novelty event organised by Anne & Maureen Scattergood. Those present thanked all for the event well done. The point score was won by Rhonda & John Winnett.
- Albert Neuss to judge artistic drawings of himself from the same event but Albert was not present. Top score went to John and Rhonda Winnett
- Next trip to be on the 12/09/04 members to meet in Woolworth's car park at 10am. First to Les Warren's shed for a walk through, then on to Tharwa.
- Wheels meeting was confirmed for 13 February 2005.
- Ron to organise a guest speaker for next meeting. Ron introduced David Blair. David spoke about his very talented daughter who at present has an exhibition at the ANU in Ellery Crescent. Her ability to transform glass into a work of art is a must to see. She has produced a portrait of David's father from pieces of moulded black glass. The exhibition is to travel to Sydney, Adelaide, Mt Gambia and the list goes on.
- 16-17/10/04 John Cornwell – update of Thirlmere trip. Please let John know if you are attending. Accommodation \$105.00 Need to book your own accommodation ASAP. Contact John for Motel details. There is a restaurant in the Motel.
27-28/11/04 Pauline Cook – Hanging of the Quilts - Braidwood and a camp overnight at Gundillion. Plan to leave Guide hall approx 10:00am, arrive at Braidwood Park for morning tea. Spend rest of the morning and early afternoon looking at the markets and various quilt exhibits. Leave Braidwood approx 3:30pm for Gundillion Community Hall in time to erect tents etc before dark. BBQ (part of facilities) to be held from approx 6:30pm. BYO food, drink etc. There will be a country dance held Saturday evening in Gundillion hall, BYO. Sunday, BBQ breakfast (BYO). Cars to be on display Sunday morning for the local blokes, with quilts and stalls in the hall to interest the ladies. An ecumenical church ser-

○

Afterwards there will be a dedication service for a commemorative stone in memory of the pioneers, then a tour of the old pioneer cemetery. Please remember that this is a BYO weekend, the nearest shop from Gundillion is about 50klm away. There is a fridge in the hall, which we may be able to use. Details will be confirmed before November meeting.

Newsletter

- Rhonda Winnett has been in the hot seat for the past month preparing her first production of the Wheel and conveyed her thanks to Belinda & Paul Hogarth-Boyd and Ronda & John Cornwell for all their help and requested the co-operation of all members by providing any small story to put in the wheel.
- Rhonda thanked Ron for the first story and Ronda Cornwell requested an update of the member's mobile phone numbers, as this is most useful on runs. This will be available at the next general meeting.

General business

Pam discussed the possibility of producing a club *register* and wanted input from other members of what should be included in the register such as addresses etc. It was decided to draw up a draft for the next general meeting.

Pam read a thank you letter from Christine Hillbrick.

Special Occasions

Birthdays celebrated in September are Ron Smith, Ros Hatch, Thomas Hogarth, James Corbett, Maureen Scattergood, Ian & Krystyna McLeish's two son's Mark and Tony, Allan Boyd. Bob Cannon and his grandson Hayden Arton celebrated their birthdays in August.

Guest Speaker

Ian McLeish told some hair-raising stories about the different countries such as New Zealand, Kansas, USA and Germany he had visited whilst employed with a company called Opecio, which involved importing and exporting machinery. He was thrown in jail, just missed out on getting a ticket for speeding in Berlin and escaped through a toilet window in New Zealand after he and a mate were impersonating detectives in a bar. Larry Foley then thanked Ian for his very entertaining talk. It reminded Larry of a few experiences of his own.

Raffle raised \$39.00 and was won by Graham Bates (Thermos Flask and gift pack)



From the Newsroom

What a great speaker we had at our last meeting! Ian McLeish related some highly entertaining incidents that he and Krystyna experienced during their overseas travel. We almost could see him travelling at over 200km an hour in Germany, in a Mercedes of course, and being held at gunpoint by two Policemen, for travelling at 65 mph in a 55k zone in the US. What about being mistaken for a Detective in a Bar in New Zealand and subsequently winning all the chook raffles? And he was driving a pink & white Nissan Cedric at the time. How about when he was in Paris and he was imprisoned for taking a photograph of the Mona Lisa, He even had the photo to show us! Good on you Ian!

Larry Foley's vote of thanks gave us reason to believe that he must have a few tales to tell us also.

Take a good look at the great events that the committee have organized for us. Come and join us and share in the fun and fellowship with or without your special car and please keep your news items coming in,

Rhonda Winnett,

Capital Diesel Service

Diesel fuel injection specialist



John and Pam Corbett
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8 Lily Place Queanbeyan 2620

Cover Photo: This is Pauline Cook's 4CV Renault, named "Susie", You may read about her in Pauline's story on page 15.



Ron trying to reverse into the Renault in Les Warren's magnificent 'garage'!

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Meeting Notice. Tuesday 5 October 2004 at 8PM

After meeting Guest Speaker will be:
Mark Blyton of Resort Trailers, Queanbeyan, will
be speaking on trailers, towing, loading etc. and
laws governing same.

Gundillion Camp out 27-28 November

A great weekend event is being planned for November.

The "Hanging of the Quilts" is on in Braidwood.

It is an annual affair which creates a lot of interest and we propose to camp overnight at the Gundillion Hall for a display of vehicles and a Bush Dance on the Saturday night.

We plan to arrive at Braidwood Park for morning tea and spend the rest of the morning and early afternoon looking at the markets and various quilt exhibits. We will then leave Braidwood approx 3:30pm for Gundillion Community Hall in time to erect tents etc before dark. A BBQ tea is planned. (Bring your own food and drink etc.)

There will be a bush dance held on Saturday evening in Gundillion hall.

On Sunday, our cars will be on display for the public, with quilts and stalls in the hall to interest everyone,

A ecumenical church service will be held in the tiny Catholic Church at Gundillion for those interested in attending. Afterwards there will be a dedication service of a commemorative stone in memory of the early pioneers, then a tour of the old pioneer cemetery.

This is a BYO weekend, Details will be confirmed before the November meeting!

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Observation Run Report, 8 August.

By Maureen Scattergood.

Judging by the laughter after the observation run around Queanbeyan, there must have been a few good questions and things to “observe”.

The House in North Terrace caused a few problems to some. The question asked to “Describe this house to a blind person”. One wonders how a blind person can see the colours that this house offers, but everyone seemed to want this blind person to know about the colours. (wonder why!!)

First impressions included “Oh Lord”, “B Hell” and “yuk”. One really has to worry about Garry Hatch. His description included the word “magnificent”. Must have spent too much time with your nose squashed against the window at Capital Harley Davidson, Garry. Maybe you were still thinking about motor bikes and put the answer in the wrong spot??

And no, Ronda, the “screaming eagle” that is found at Capital Harley Davidson is not a “noisy bird”. (Although at times, one may be able to debate the noisy bit when being passed by a group (flock??) of hells Angels on Hogs)

One car load was also extremely disappointed to be too late for morning tea at the Salvation Army. The concrete swans in Aurora Ave also caused a few problems to some folks. There were a few comments about the geese and gnomes that were cavorting with the swans. An adjudication was also necessary as to whether one of the geese was actually a swan. (Should there have been a question about optometrists???)

Only one car load (red car with no roof) correctly answered the question on the takeaway food stores in Wanniasa St. Does this point to the eating habits of the car’s occupants??? For those that missed it, there is a driveway from Hungry Jacks on Wanniasa St.

Also, for those that failed to see it, the sign about lunches at the RSL Bowling Club is at least 2’ high. Maybe the question about the phone number for the YMCA should have been about the phone number for the optometrist???

Speaking of optometrists, the young fella at the Metro Service Station couldn’t believe his eyes. He was amazed at the variety (and quality of course) of the vehicles turning up in the driveway, with occupants peering closely at the green pumps and asking Rebecca what her name was. He had never seen such a good looking line up of vehicles before. Mentioned that we should go there more often.

Dave Mackin at the Fire Museum thought everyone in the club were extremely hospitable, but extremely strange. Rather than ask how many sugars Dave took in his cup of tea, everyone offered to make him a cuppa. Dave’s comments – “It was strange. Nice mind you, but strange”.

And as to the artistic abilities of the club members One can only describe the portraits of Albert Neuss to be of a standard suitable for the Archibald Prize.

Wonder if the optometrist has business cards?????



Some of the participants on the Observation run

Three of the club vehicles that attended the **Caloola Farm** Run were on their maiden runs with our club.

Ray Turner brought out his Austin A30, a little cutie without a doubt Ray reckons the gravel road found a few rattles he didn't know existed. (Most of us agreed!!)

Ian McLeish brought his recently acquired Rover. This is an original car and is in great order. Formerly owned by Sebastian Coe, the British Olympic runner, Ian now has a great motor car to add to the Mercedes collection.

Hugh Spencer has decided on a variant of his Daimler collection and is now the owner of a large blue 1969 Mercedes 6.3 litre V8. Hugh scored this beauty at the recent Goodman's Auction.

All these are welcome additions to the club's varied line up and we look forward to seeing them regularly.

Was it Pam Warren who trained Les on how to keep a tidy garage? All attending agreed it has to be the neatest shed in the club. Even when I clean mine up, it still looks like a bomb site!!! Maybe it just comes naturally to some???

Forthcoming STHARC Events....

Oct.	27Sat. 9	Drive to Captains Flat to Walk the "Pathway to Gold."	Max De Oliver 6297 7763
	16-17	Thirlmere Trip	John Cornwell 6297 3174
Nov.	20	Queanbeyan Show, Vehicle display	John Thomas 6238 2874
	27-28	Gundillion Campout, Bush Dance & Vehicle Display	George & Pauline Cook,48475081
Dec.	5	Club Christmas Party.	
Jan.	9	Twilight Run	
Feb.	13	Wheels Display, Canberra.	

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

Other Events, Swap Meets and Runs

Page 11

Oct.	2-4	Riverina Vintage Rally, Wagga	Wagga Wag- ga Vet& Vin. Motor Club & Gundagai Motor Club	P Murphy 6925 3417
	8-10	Broken Hill Swap Meet		
	10	Parkes Swap Meet	Showground	
	17	All Chrysler Day	Fairfield Showground	
Nov.	6-7	Snowy Mountains Touring Classic	Cooma Monaro His- toric Antique Club	Ross 6452 2510
	7	Bowral Highlands Motorfest and Swap Meet	Chevalier College Bowral	Vince 4868 1774
	15-16	Bendigo Swap Meet		
	21	Marques in the Park	ACT Council of Motor Clubs	
	27-28	Historic Racing	Wakefield- Park,	Goulburn
Dec.				
Jan.				
Feb.	20	Sydney Super Swap Meet		0410447927

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.



Happy Birthday to you..

This month STHARC wishes a belated happy birthday for August to Bob Cannon & his Grandson Hayden Arton and for September to ,Ron Smith, Ros Hatch, Thomas Hogarth, James Corbett, Maureen Scattergood, Mark & Tony McLeish, Ron Best and Allan Boyd,

A Happy Birthday to All.

All Our Best Wishes to Get Well soon.....

Members will be saddened to learn that Bob Cannon was admitted to Intensive Care on Thursday 16th September. and at the time of writing is very unwell. The whole Club wishes Bob a full recovery and our thoughts are with Brenda at this time.

Congratulations to James Corbett.

James was part of the winning football team to win
The Grand Final for 2004.

James has played with the team all the season and is 'Over the Moon' with the win. Good on you mate.

The talk given by Ian McLeish at last month's meeting went over well. His days as a machinery salesman were certainly never dull. Not sure one would want to go on holidays with Ian, if he ends up spending time in a Citroen paddy Wagon and has to get bailed out by the consulate. A little know fact about Ian is that he was part of the team that won the first ever Armstrong 500, the forerunner to the Bathurst 1000. As well as competing, he actually owned the car, a Vauxhall similar to Allan Boyd's car. Definitely grounds for another talk in future.

About the time we read this, several members will be absent on a rally in Victoria. The Corbett's, Hatch's and Ron Smith are touring the Gippsland as part of a run organised by Ken Herne of the CACMC. Members wish them an enjoyable and trouble free run and look forward to hearing some good stories when they return.

Ron Smith is probably hoping that he won't have to keep stopping and cleaning out rat fur out of fuel lines like he was obliged to on the previous run with the CACMC.

September Outing – Caloola Farm

Attended by a rather good selection of 12 Club vehicles and 3 moderns, this run was voted one of the best by those attending. Initially it was commented that the run looked to be all British, with Ray Turner's Austin A30, Winnett's Austin Cambridge, Maureen's Austin Maxi, and the McLeish's new Rover being the first of the club cars to arrive. However, a few other makes arrived to dilute the British influence a bit.

It was a day of many firsts for the club. The first outing for a number of vehicles and also the first outing to Tharwa that wasn't cancelled. The previous 3 attempts for a drive to that area suffering from bushfires (twice) and snow on the last attempt.

Our halfway stop at Les and Pam Warren's home in Bonython was an absolute eye opener. Les had a long association with Esso and from there as well as other sources, has accumulated a massive collection of garage related items.

Not to be out done by her husband, Pam is a collector in her own right – her forte being frogs and pencil cases. Pam's collection numbers about 2000 croakers. The family's Renaults were on display plus another Renault stored at the Warren's abode. A for sale sign was displayed on this car's windscreen, and I wouldn't be surprised if the little Renault finds a new home within our club. Serious negotiations were in progress when the call to move was sounded.

Les and Pam (who are associated with Caloola) led the charge to the camping area on the banks of the Naas River. In a better season this location would be an absolute stunning area. The hills (make that mountains) were all seriously burnt out in last year's fires and are still showing the effects of that disaster. It is going to take quite a few years for the bush to recover from January 18 fully.

After lunch cooked on the wood BBQ, we were given a short talk on the area and the farm by Graham Walker, the Caloola Manager. It was most informative, with a variety of local items of interest mentioned, including the accommodation facilities offered on farm if any one was interested in using them in future.

During the afternoon, the kids seemed to be offering some serious competition for the British Cricket team, but I haven't heard the final score. A visit to the Tharwa General store rounded out the day nicely on the way home. Amazing place – you can even buy rabbit and dingo traps as well as ladies buttons and antique furniture. And the meat pies aren't too bad either.

A special mention should be made of Les and Pam for looking after the basic organization of the day, and also for the excellent morning tea which was ready for us on arrival at their home. Also a thanks to Les for ensuring all arrangements at Caloola Farm ran smoothly.

Ron Scattergood
Events Director

John & Ronda Cornwell	FJ Holden
Les & Pam Warren	Holden Ute
Brian & Benita Thomas	EH Holden
Warren Cochrane & Jody Thomas	EH Holden
John & Rosemary Thomas	EH Holden
Maureen Scattergood	Austin Maxi
Ray & Warren Turner	Austin A30
John & Rhonda Winnett	Austin Cambridge
Ian & Krystyna McLeish	Rover Coupe
Hugh & Alexander Spencer	Mercedes 6.3
David & Mrs Blair Snr & Royce Howlett	Willys Jeep
Ron & Anne Scattergood	Studebaker
George & Pauline Cook	Modern
Pam, James & Grace Corbett	Modern
Andrew, Susan, Brent, Jethro & Ethan Chinnery	Modern

Some
of the
cars on
The
Caloola
Farm
Trip.



The story of taking one 4CV to the Renault 4CV Muster at Glen Innes, Easter 1995 or To Glen Innes with "Susie"

Our friends have always considered us to be slightly on the crazy side. After all, no one in their right mind would drive a slow small car for a couple of days just for the sheer joy of it. When George began to talk about driving a well behaved red lady to Glen Innes they were convinced. *"No, she'll be right"* said George *"We'll take three days and do it in easy stages"*. Now most of you know that if you drive a *sensible* car, you can get to Glen Innes in around 9 hours from Canberra. It was beyond comprehension that you would want to take three days.

A pretty little mid blue 750 named *"Susie"* (a name given to her by her original owner) joined the red lady just before Christmas 1994. George spent three months making her drivable so that we could take both 750's to Glen Innes. The front suspension was totally shot and she handled terribly, but that was fixed by Easter 1995 and she was all set to go.

All set, that is, except for tyres and tubes. After several phone calls I was told that there were none the right size (135x15) in the country and there wouldn't be until the end of May. What to do? Only solution, take the new tyres off the Dauphine Gordini and put them on the 750. That was fine until it came to tubes: the Dauphine didn't require them, so I couldn't use hers and as we couldn't get any new ones we had to be content with what we had (5.20x15). Things became worrying when the tyre shop blew up the spare wheel with our one new tube, I mean literally blew it up. That meant we had to be content with an ancient cross-ply spare.

Murphy was already laughing.

Now I'm a person who doesn't like driving, I'm much happier being driven. I had never driven more than 6 hours in one stretch before and here I was tackling a 1400 mile drive in a car I had only driven once, and then not very far. The Cooks had really flipped.

Wednesday the 12 April was a clear crisp morning and we were on the road by 7am. The brute power was something to be experienced. First stop Yass, accomplished in an hour. It was here that George found that he had left his wallet at home. Not silly is he? Pam and Les Warren were with us, with their two 750s on truck and trailer and we headed on down the Hume Highway. At this stage I had noticed that *"Susie"* kept falling in a hole so to speak. No acceleration, no anything, but she always came good before she stopped.

Coffee at Cowra and then on to Wellington. We were making very good time and at one stage on the flat I fairly flew along the road at 90k's. It was just before Wellington that I started to get the feeling that the car was trying to tell me something. She was shaking me to pieces. Pulled up, one flat tyre (driver front). As the only spare we had for her was the old cross ply, George drove her to Wellington.

Time for a late lunch, while a rather grumpy gentleman fixed the tyre. Then we had a really good run. I was out in front followed by Les and the truck, with George bringing up the rear. We had up a really good head of steam and were fairly flying. It was at this stage that I noticed George out on the wrong side of the road flashing those brilliant bright 6V lights for which a 750 is renowned. I pulled up thinking at long last *his car* was giving *him* trouble, but no, Les had blown a tyre on the trailer and hadn't noticed. There was shredded rubber everywhere.

Coolah was reached by 5pm and it was time to call it quits. Obviously "Susie" had had enough too, because she stopped at the front of the motel and refused to go. Turned out to be a loose connection in the ignition. This had been 'the falling in a hole' feeling I'd been getting all day. Once it was tightened the problem was gone. I had also spent the afternoon tacking into the wind so to speak, one of the things on the 'what you may call it' had loosened, allowing the steering alignment to shift. We tightened it, but as it wasn't too bad decided to do no more.

Up bright and early, and on the road by 8.30am, but not for long. I got that old shaking feeling again. Same tyre, flat again. Once again George drove "Susie" into town, this time Gunnedah. Very helpful people, they had no new tubes, but they had a 'spare used one', which they fitted in no time and even found out where we could get some new tyres for 750's.

Drove on through the back roads to Bingara and it was here that 'tacking into the wind' got the better of me. George spent some time on the ground making adjustments to fix the problem, while the rest of us had lunch. The back road between Gunnedah and Inverell is great, no trucks and very little traffic.

From there to Glen Innes was all plain sailing. It was great. All those lovely big hills. Haring down one side and crawling up the other. By this time, although very tired, I was enjoying myself. Glen Innes accomplished in two (long) days.

Around 10 pm I awoke George and told him I thought I heard someone close the 750 door. He said "*I don't care*" and went back to sleep. I followed suit. (we later found out that several of the Sydney crowd had seen the cars while walking past the motel. They didn't know which room we were in, so thought they would blow the horn. That didn't wake us, but it was the closing of the door that I had heard).

Awoke Friday morning to rain and another flat tyre. Same tyre. George removed it and took it to the garage next door for repair. Looked around Glen Innes and tried hard to stay out of the rain.

In mid afternoon, everybody started to arrive, so it became time to catch up on adventures on the way and developments over the past two years. The socialising continued with a BBQ at the motel (luckily the rain stopped), followed by about 40 people packing into a motel room to talk and look at photos.

Saturday morning and yet another flat tyre, this time at the rear. Another

member tested it in the swimming pool, found three holes, and fixed it. Then we lined all the cars up for the first time for the weekend. There were thirteen 4CVs, a Dauphine Gordini, and a R4. It really looked impressive. That afternoon we all drove in convoy to a little town called Em-maville and the rain returned.

It was still raining that evening when we went to the showgrounds to have our official dinner and meeting (there was a big gem festival, and the local high school was arranging bulk catering at the showgrounds). We didn't need a flat in the rain at night, so we went in George's red car. When we were almost there, everything went very dark. The main fuse which works everything but the engine had blown. We finished our drive sandwiched between two other 4CVs. That was the only problem the red car had, and 'Susie' came to the rescue with an old fuse from her tool kit.

Sunday was fine and clear. Back to the showground to put the cars on display for an hour, before heading for the Glen Innes "Standing Stones." We were guests of honour of the Standing Stone Committee and were presented with several mementos of the visit. The cars were placed among the Standing Stones and a professional photographer took photos. We spent the afternoon talking, taking photos and playing petanque. An evening meal and fireworks at the showground finished a lovely day.

Monday was clear and fine and also time to say goodbye. Fond farewells were said and we were on our way back to Inverell. Things were going fine until just south of Inverell when, on a particularly long climb, "Susie" spat the dummy. Water everywhere. No doubt about the fact that she was boiling. From then on it was a long haul. She had to be nursed up every hill, sometimes as slowly as 20 miles an hour. It was hard work. George had planned to get as far as Wellington on our way home but by Gulgong I was exhausted. The need to be constantly watching the back of the car (no temp gauge) plus the worry of flat tyres was too much. Wellington was 70k's too far.

Next morning she refused to keep running. Somewhere between Glen Innes and Gulgong this cute little car called 'Susie' had become the 'blue devil' I knew it was going to be a long day. After lots of tweaking she consented to run, and to run well, but she would have the last say. As we headed out of Gulgong, she dropped the quarter vent window glass on to my foot.

At Wellington we said goodbye to Les and Pam who had stuck with us the day before. They were heading for Young and we knew we were on the last leg. We lunched in Cowra and things were going well. You should never think that. Once again the games started, first a flat tyre, this time a driver's side back. Thanks to a friend, who had lent me his spare wheel, we had a good tyre to put on the car. Then it was back to the boiling routine. I must hand it to the people on country roads, they were very tolerant of our slow progress. At last the Hume, only a hundred K's to home.

Would you believe it, another flat tyre. By this stage it was back to the old cross ply. George drove her home from Yass and what a beautiful sight the tower on Black Mountain made.

The well behaved Red Lady was placed in the garage first and the Blue Devil behind her. We just closed the door. She had the last say though. When we went out to unpack them the next morning, you guessed it, another flat tyre.

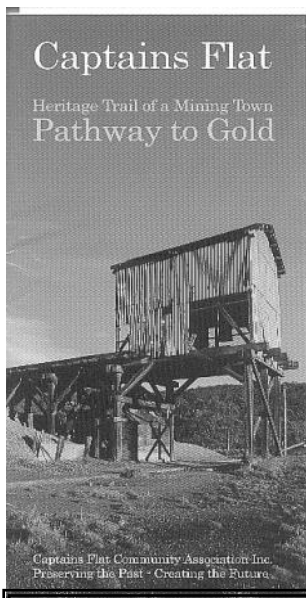
And we do this for fun?

Statistics: 1400 miles, seven flat tyres, one dodgy water pump and a leaking radiator, one dismantled front window, a few loose nuts and bolts, 6 Lt oil, petrol 48 miles a gallon, average speed (when travelling) of 45 miles (70ks) an hour. But she made it home on her own.

It's worth remembering that this is a car that had spent at least the previous 10 years on blocks and almost certainly had never been on such a long run before.

Under the circumstances I guess she and I didn't do too badly, did we?

Pauline Cook



Saturday 9th October!!

**Drive with us to Captains Flat
to follow the**

“Pathway to Gold”,

Meet at

Woolworth’s Car Park

At 9.45 for a 10AM start.

OBSERVATION RUN

ON THE WAY!!!!!!

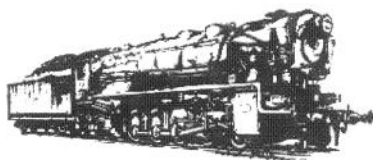
Let’s Explore Captains Flat

Together.

A Big Thank You to Contributors this month,

Maureen & Ron Scattergood, John Cornwell, Maree Bourke, Pam Corbett, Paul & Belinda Hogarth-Boyd, Pauline & George Cook

Come with us on 16-17 October, A great 2 day outing to Picton & Thirlmere.
Book your accommodation at the Picton Village Motel. Ph.46772121



**Thirlmere Rail
Heritage Centre
Barbour Road Thirlmere
NSW 2572**

Invitation

**To The Southern Tablelands
Heritage Automotive Restorers Club**

**To join us for a
Heritage Train Ride & Museum visit
Combined Group booking for 2004**

Combined Tickets

Adults & Concession at a Special price...

\$8.00 per Adult & \$6.50 per Senior Citizen

Plus:

- Free Parking on Museum grounds top gates Barbour Road
- Free tour Guide, Museum only
- Free morning or afternoon tea
- Free 1 post card for each person/or couple in your group.
- Free 1 group photo with parked vehicles on Museum grounds

Date to be determined; this invitation is valid for 1 group visit and to be used within the period of October 2003 and up to December 2004.

Children Fares are at normal prices.

Please book 14 days in advance prior to the selected date.

Verified 14th October 2003

A handwritten signature in black ink, appearing to read 'A. Lydon', is written over the printed text 'Verified 14th October 2003'.

For Sale

1938 Fordson. Fully restored, needs painting.
\$3,500.00. phone: Jim Kampouris 6299 3046.



1969 Mercedes Benz 230-6 Drives Well. Minor Work to Register. \$950.00 Phone: Ron Scattergood 02 6236 3219.

Chrysler Royal AP2 Sedan, complete but needs TLC. 318 V8 push button Automatic. \$1,100.00 ONO Ron Scattergood 02 6236 3219

Wanted- Dead or Alive !

Steering wheel for 1955 De Soto Truck. Dodge/Fargo and International of that period are interchangeable. Must be in good order. Ron Scattergood 02 6236 3219.

To suit 1946-47 Commer Superpoise Ute

- 1 wheel 16" 5 stud
 - 4 hubcaps to suit
 - suitable tail light
- Anne Scattergood (02) 6236 3219



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Members are reminded that the use of a log book is a requirement of registration under the STHARC by-laws. Ensure that you give Our Registrar, John Corbett, a copy of your Registration when renewing. Membership is now over due if you haven't renewed your membership with STHARC or another Club, you must not drive your Conditionally Registered Vehicle on the roads!

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.



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via Braidwood NSW 2621

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Ph. (02) 4842 7139

Email: betts@braidwood.net.au

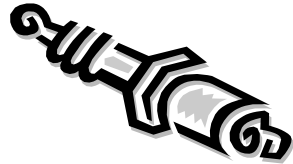


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