



Paul Anderson E49 replica Charger

# Southern Tablelands Heritage Automotive Restorers Club Inc.

**MAY 2010** 

**ISSUE 100** 

# Southern Tablelands Heritage Automotive Restorers Club

## PO Box 1420, Queanbeyan NSW 2620

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Membership Secretary	Pam Corbett	6297 7285
Public Officer	Ian McLeish	6230 3344
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<b>Property Officers</b>	Ray, Barbara Malam	6230 3663
Webmaster	Richard Marson	6230 3463

Club Website: www.stharc.org.au Club Email: stharc@australiamail.com

Club Meetings are held at 8pm on the first Tuesday of each month (except January) at the Girl Guide Hall, Erin Street, Queanbeyan.

Contributions should be submitted **by the 15**<sup>th</sup> **of the month** for the following month's issue. Articles covering events, members' experiences, automotive/mechanical items or photographs welcomed. Photos will be

returned. The editor reserves the right to accept, 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..

# Club Notices

## **Next Meeting**

Tuesday 4th May - Starting at 8pm Girl Guide Hall Erin St Queanbeyan

Please bring a plate for supper to share. All welcome a little bit earlier for a cuppa and a catchup

Committee Meeting—Tuesday 18th May 8pm

#### **Next Events**

1st May - Braidwood Heritage Festival

15th May - Annual Presentation Dinner

22nd May - Nimmitabel Run

3rd June - Broken Hill run

# **After Meeting Speaker May**

Ron and Anne Scattergood are delving back into their boxes of historic slides and will be putting a show together that will be of interest to all. Some vehicles you haven't seen for a long time or haven't seen at all, some historic places or events. Come along and see what treasures will be up on the silver screen



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# Minutes of Monthly Meeting

Held 6 April 2010 at Guide Hall, Queanbeyan

**Meeting Commenced:** 8.10 p.m. **Members Present:** 26 **Apologies:** 

5 **Visitors**: 5

Minutes of Previous Meeting:

Accepted as issued in The Wheel. Moved: Ian McLeish, Seconded: Geoff Rudd. Carried.

Correspondence In:

'Rollonin' Brochure, Food Safety Booklet, 8 magazines Service One statement CHMC fees receipt Invitation to Bungendore Show

President's Report: Membership application from Anthony Newell, Charles Adams and David Buckley. Lawrie moved the applications be accepted. Carried. RTA's Certificate of Operation is to be carried in the car at all times. The wording on the certificate needs clarification.

**Treasurer's Report**: As at today \$4,431.00 in General Account, \$5,069.00 in Investment Account Moved: Geoff Rudd, Seconded: Ron Scattergood

Property Officers' Report: Winter jackets (double) are ready for purchase at a cost of \$75.00, Wynns cylinder lube still available for \$2, T Shirts \$35, Polar Fleece \$42, Vest

\$32.

Registrar's Report: 5 Renewals, 2 New cars, 1 club registraion, 1 tractor. Members please note: If the club registrar does not have a copy of your registration, your vehicle is technically 'not registered'.

Also, your motor vehicle registration expires if you are not a financial member. Therefore if you happen to have an accident in your vehicle, you will not be covered by insurance.

## **Events Director's Report:**

Broken Hill Run – 12 starters. Anyone else considering joining in will be most welcome. Potential starters are meeting at the McLeish residence Saturday afternoon to run through the itinerary. Arrive 3:30pm onwards for a BBQ tea. There are two alternatives for the run. One is Bitumen all the way scheduled to leave 3/6/2010

Sutton Road Driver Training Venue outing - Pie Cart will come if we shell out \$40.00

Nimmitabel Run – Scheduled for Saturday after Annual Dinner. Annual Dinner – Tickets available tonight. Hoping to get 100 people attending. Collector Pumpkinfest – Ron will chase up invitation.

**Editor's Report:** Need to increase photocopy run to 100. Any stories and photos for our cover stories are most welcome.

#### **General Business:**

Allan Boyd reported on the CHMC AGM. As of 15 March 2011 Child Restraints will be compulsory for children 7 years and under in all cars.

Don Turvey advised that several clubs are wrongly interpreting various RTA rules for club use. There is only one one RTA Historic Vehicle Policy and that is the April 2002 version. CRS registered vehicles towing a fully registered trailer – The trailer is still covered by the tow ve-

hicle's comprehensive insurance. However, larger trailers such as car trailers or historic caravans should be separately insured.

STHARC will be hosting next year's ½ yearly meeting, to date will be 22/10/2011

Allan Boyd has fitted the rollers to the BBQ trailer.

Special Occasions: Birthdays – John Winnett, John Cornwell. Wedding Anniversaries – John & Pam Corbett, Colleen & Noel Templeman Raffle: Won by Jane Nock and Ann Scattergood.

Guest Speaker: Richard Hobb – Talk on Bristol Motor Cars.

Meeting Closed: 10:00p.m.

## **Braidwood Heritage Festival**

The Club has received a short notice invitation to participate in the Braidwood Heritage Festival parade on Saturday 1st May. Start times etc are still being confirmed with the organizers and will be advised to everyone on the club email list prior to the event. If you are not on email, please call Ron for details on 62363219.

Braidwood Festival is usually a good day out with lots of activities to keep everyone interested





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#### ANNUAL DINNER PRESENTATION

### Saturday 15th May

Tickets are now available from committee members and will be on hand at the May meeting. We have budgeted on 80 starters so please make up a party and enjoy a rather pleasant night out.

where - Jerrabomberra Community Centre.

When- 15<sup>th</sup> May 6.30 for 7pm meal.

BYO - liquid refreshments . Ice provided

\$30 per head buys you a good night out.

Catering is provided by Coast to Coast Golden Roast who a number of members can highly recommend from previous events. Live entertainment.

There is a separate room where the kids enjoyed playing in last year. Please organise a group of your friends and family to come along and enjoy the evening.

### NIMMITABEL RUN

### SATURDAY 22<sup>ND</sup> MAY.

Day run to Nimmitabel, looking at local sights including ones not normally open to public and then lunch at the Bowling Club (TBC)

Bitumen all the way. From Queanbeyan its about 145 km each way, nice day run.

We have one of the local historians organised to give us a talk about the history of the town. There will also be a look through the Geldmacher Museum, the old flour mill built by Geldmacher. Incidentally member Janni Brown's father and two other Dutchmen re-roofed the old flour mill in

1960, with Jannie's father also building the stone walls and lookout there.

There will also be a tour of the Police Museum during the day. It is possible that there will also be a tour of the old rabbit processing works, however, this is still tentative at this stage, with the road still to be looked at if suitable for old cars to traverse.

Lunch will be at the Nimmitabel Bowling Club. However, if you don't wish to have lunch at the club, experienced travellers to the coast know about the Nimmitabel bakery's reputation for pie making or BYO BBQ in the park if desired

#### **BROKEN HILL**

# 3rd June - Approx 15TH JUNE

Details of the run to Broken Hill were worked out at a very social meeting hosted by Krys & Ian Mc Leish earlier this month.

We leave on Thursday 3<sup>rd</sup> June and will travel via Wagga, Lockart, Echuca, Swan Hill, Mildura to Broken Hill taking four days to get theretime out for a couple of paddle steamer rides. Three days in and around Broken Hill including making contact with the local car club.

Then on to Wilcannia and White Cliffs where the local car club (Yes, White Cliffs, population of 200 has a vintage car club) has promised us a night BBQ and a conducted tour of the town.

From there its on to Cobar, West Wyalong and home. In all should be away about 12 days.

If you like the sound of the trip, its not too late to join in. Cars old and new welcome. All accommodation needs can be met.

Contact Ron Scattergood 62363219

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#### SUTTON DRIVER TRAINING SCHOOL

18<sup>th</sup> April saw the club give sound support to the Canberra City Lions Club fundraiser held at the Sutton Road Drivers Training Facolity. The idea of the day was to be an outlet for the club's commercial vehicles as well as other vehicles helping to make a display. In this regard the day was good.

The participation list shows more cars and trucks than members. How did we manage that? And well you may ask. Ron and Ann Scattergood spent a lot of time ferrying trucks between Burra and Queanbeyan. Tony Stuart Smith managed to get his 1949 Bedford table top to its maiden appearance with the club on the back of Lawrie and Jane Nock's 1977 Mercedes Truck. Consolation prize for Tony was he got to drive the Nock's Rolls to the event.

Other Trucks attending from our club included Geoff Rudd showing his recently rebuilt Dodge AT4 760 prime mover, this truck was Geoff's first prime mover, when he moved into articulated vehicles in 1969.

Norm Betts brought his recently acquired Dodge AT4 575AHout for a run. This truck is in original condition and has been a local truck all its life, the most recent owner being a Burra grazier.

Lawrie Nock's Mercedes Banana Back was in the lineup. This monster is still a working truck, earning its keep on Lawries farm.

The truck lineup was completed by the Scattergoods Albion and the 1926 International. "Noddy" & "Polly" are both well known as regular display vehicles.

Another interesting vehicle on display was Wilkies Pie Cart, piloted by Graham Bigg. This old pre war Chev was restored by volunteers and a splash of Government money. When the Scattergood's bought Burravale in 1987, they almost inherited the derelict pie cart. It had been used as a paddock basher by the previous owners of Burravale and was left on a creek bank where it expired. It was in sad shape.

In addition to the members officially logged in for the event, a number of other club members attended. Jimmy Kampouris and his son cleaned up on prizes for their tractor and stationery motors and Peter Jessup also called in during the afternoon after his visit to the Italian Auto show in Canberra

The event organizers were a little disappointed at both the public response to the event and the failure of many of the commercial and other operators to turn up after they had agreed to attend, but nothing seemed to actually go wrong and the people who did attend seemed to have enjoyed themselves, so it should be judged a success. The organizers are planning to try again next year but planning will start soon so that serious participants can have the best possible planing timeframe.

STHARC had agreed to look after the track laps activity and this turned

out to be a much easier task than originally envisaged because there was no demand from the limited public presence. The skid pan activities on the other hand were running almost continuously throughout the day. The Corniche did a few laps with volunteers but otherwise sat idle for the day. A bit of a surprise because we thought that this activity might have generated a



reasonable contribution towards the Lions Club coffers.

The Snowy Southcare Helicopter dropped in, its visit cut short by an emergency call to head for Bega. The Cobb & Co coach was kept busy with family groups being taken around by four heavy duty horsepower Clydesdales.

List of attendees.
Albert Neuss
John Ronda Cornwell
Norm Betts
Ray & Barbara Malam
Graham Bates
Jane Nock
Tim Cooper (Visitor)
Tony Stewart Smith
Lawrie Nock
Lawrie Nock

Geoff & Jeanette Rudd

Ron Scattergood Ron Scattergood Anne Scattergood Jim Kampouris Jim Kampouris

1942 Chrysler 1974 Merc edes 1969 At4575H Dodge 1976 Jaguar RJ6 1957 Ford Mainline 1972 RR Shadow 1966 Bently 1972 Cornich **Bedford** Mercedes 1969 Dodge At4760 1926 International 1953 Albion 1968 Humber Super Snipe Inter Tractor 2 Stationery Engines



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# "Elm Grove" ACT Heritage Council open day

Just when you think the weather is perfect and couldn't get any better, it stays fantastic. The weather forecasts and actual weather leading up to Saturday were all brilliant and Saturday morning did not disappoint.

Original plans went out the window early in the piece and most members met up at the Embassy along with Graham Bigg and his Ford Mustang from Canberra Antique and Classic. Our guests treated those who had not previously been through the Embassy to a quick tour. Our little convoy ended up being 8 old cars including 7 of our club cars plus another 4 cars from the Embassy. Two of our participating drivers were unable to stay at ElmGrove for the other activities but their participation was very much appreciated.

In addition to our cars there were a few MGs, a couple of Austins, an XJS 12 cylinder Jaguar, a Rover 3500, a couple of Chevs and a Ford Galaxie 500.

Getting to Elm Grove was an adventure in itself. We managed to lose as many as we could keep. After a few phone calls and a bit of back tracking we ended up at the planned destination, with everyone we started with. I was ever so pleased that I hadn't washed any of our cars – the dirt road and general dust at the venue was sufficient to justify a wash back at home after the event and a wash beforehand would have been a total waste of time.

The original numbers for the Chinese participants were significantly trimmed by work obligations. I expect that the earth quake in the Tibet region had some impact on workloads for staff at the Embassy. On the day we had between 25 and 30 guests from the Embassy. Most of them managed to get into one of our old cars but a few who had additional activities planned for the day took their own cars anyway.

The formal unveiling of the notice about the heritage listed Elm Grove property took place soon after 10.00am. Our guests joined in the folk dancing and the other attractions of the property. Inday Rehak prepared a feast for the masses and Jane had Nocked up some ANZAC biscuits. The food seemed to go down pretty well.

ACT Heritage Council's organizer Linda Roberts and our host for the day, Paul Carmody very courteously made arrangements for special shearing demonstration for our Chinese guests. Tianshu Ma from the Embassy was offered the opportunity to shear a sheep but he declined. We will need to watch this Paul Carmody bloke trying to get cheap foreign labour to work his flock.

ACT Bushfire fighting vehicles were on site to assist in extinguishing fires which they themselves had lit. Been there and done that but my gear isn't as smart as theirs so it wasn't as much fun. Mark Carmody conducted a garden tour. A screening of a video about ACT cultural heritage was available for viewing

Cont ......Page 12

## STHARC Items Available

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The following items are available for sale at our monthly meetings.

Please let our property officers Ray and Barbara Mallam at a meeting or on phone 6230 3663 if you would like to buy or try on any items.

There are items for both Summer and Winter, so have a look at what is available.

All clothing is embroidered with the STHARC logo.



Polo I-shirts	\$35
Good sun protection Broad brimmed Hat	\$18
Peaked Cap	\$18
For your car a Must should be a Metal Badge	\$27
Plastic Car Badge	\$8
STHARC keyring	\$11
Club name bars to suit the new CRS number plates - pair for cars	\$18
Club name bars to suit the new CRS number plates – single for bikes	\$9
Polar fleece pullover – adult	\$42
Polar fleece vest – adult	\$32
Polar fleece pullover – children	\$32
Two-in-one jacket (new to our range)	\$75

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throughout the day. Displays of machinery and equipment were discussed but I didn't get to see them. I may need to go back on another occasion when there are not so many other things happening.

I hope everyone else enjoyed the day as much as we did. On behalf of our guests from the Embassy a big thanks to all club members who participated, to our hosts, the Carmody family, Cec Burgess for his shearing demonstration and particularly Linda Roberts for her arrangements. Our guests were made to feel very welcome and special.

Club participants

Norm and Diane Betts 1929 Chevrolet

Jane Nock 1972 Rolls Royce Silver Shadow Lawrie Nock 1973 Rolls Royce Corniche Roy and Inday Rehak 1987 Mercedes Benz 420SEL

Rob and Heidi Smith Saarinen

and children HZ Holden Monaro
Brian and Benita Thomas Rover 3 litre

Peter Toet Rover 3 little Peter Toet 1954 Packard

Visitors

Tim Cooper 1966 Bentley T Coupe Graham Biggs Ford Mustang

Guests from the Chinese Embassy

DI Huishen and his family Chen suhong Zheng Zhenhua and his family Zeng Jiangli and his family Feng Xuan and his wife Wei Jing and his wife Li Fang Lu Chaoyang's family members Wu xianfeng and his family Chen Xuliang and his family Ma Tianshu and his family Feng Dazhuang's family members



# ANNUAL PRESENTATION DINNER

Saturday 15th May, 2010

Jerrabomberra Community Hall

Live Entertainment

Children welcome
Please bring your friends and family

Tickets \$30, kids \$15

Tickets at the May Meeting or any Committee Member

Join us and have a great night out

**BYO Liquid Refreshments** 

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# STHARC EVENTS

# All STHARC runs start from the Qbn Girl Guides Hall Erin St Qbn unless otherwise indicated.

	2010	CONTACT	BB Q Trai ler
May 1st Satur- day	Braidwood Heritage Festival	Ron Scatter- good 04580 45589	
May 15	Annual Presentation Dinner Jerrabomberra Community Hall	Ron Scatter- good 62363219	No
May 22	Nimmitabel Run	Jannie Brown 62381594	No
June 3 –15	Broken Hill Run Travel via Wagga to the Murray River, Swan Hill, Broken Hill, Whitecliffs	Ron Scatter- good 62363219 04580 45589	No
June 20	Battle of Waterloo - all French and British vehicles on display—Patrick White Lawns 9am - 3pm	Barry McAdie 62584837	No
Jan 30 2011	Bungendore Show	Event Commit- tee Show Secre- tary 62381687	

Date	OTHER EVENTS 2009 – 2010	CONTACT	IN- VITE
May 1/2	Drive Back in time Bee- chworth Vic	03 5728 2286	
May 2	Collector Pumpkin Festival		No
June 13	Blast From the Past Motoring Expo Aust Motorlife Museum Darkes Rd Kembla Grange		
August 7-8	Newcastle Swap Meet Cessnock Showground	Ray Redrup 49903160	
August 15-21	Northern Rivers V&VCar Club 50th Anniversary 5 Day rally	Robert & Meryl Lovell 66219682	
Sept 19	German Auto Day		
Nov 6 /7	Shoalhave Club 40th Birthday Rally	Carl Geewohn 0427213960	
Nov 21	Marques in the Park		

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# The Charger Chronicles.(Part 1)

Paul Anderson

There have been two Chargers in my life. The first Charger I owned when I was 18 and the 2nd the Charger I currently own, and have so since 1994. My affection for the Chrysler muscle car started when I was 15, when a mate and I raced a "bomber" at the Gold Coast raceway.



The Charger was the ideal slider with its short wheel base and 3 speed box, it had enough torque to slide all day in 2nd gear. Parts were cheap and easy to come by, and I shiver every time I think about how many Chargers we wrecked to keep that one on the track.

Fast forward four years and I acquired a drivers licence on my 17th birthday. While my first car was an EK Holden, that I had a lot of fun in, I still wanted a road going Charger. Eventually one came up that I could afford. In 1985 I purchased my first Charger, a 1972, 245, 3 speed, vintage red Charger, for the princely sum of \$800. I sold the EK for \$300, and borrowed the rest off my parents.

The paint was in poor condition, but the car was very straight and had no rust. With the assistance of a friend of the family we set about respraying the car. I thought at the time that it wouldn't take long, and she'd be all shinny and new in no time. After six months of sanding, rubbing, panel work and more rubbing, we finally applied the paint. The family friend who helped out, was an old school panel beater, and didn't believe in "bog", so any minor dints were lead wiped. On top of this he didn't believe in clear topcoat, and therefore wanted to apply multiple (12 I think) coasts of paint, he would make me wet sand back the car between every 2nd coat. Another 3 months later, and the car was sprayed and back in one piece. The paint work was immaculate, but I'd run out of enthusiasm, and money, to complete the rest of the car, so it stayed in standard trim, until I eventually sold the car to buy an Nissan EXA turbo. (We all learn from our mistakes)

Time passed and over the years I owned a number of different and interesting cars from the EXA Turbo, Rx4, HZ Holden's and even a stint owning VW's. I worked for Optus in their early days and while working at the exchange out at Mitchell, I came in contact with a new employee who drove a Charger in from Yass every day. His Charger was painted in the muscle car war paint, and had been mocked up to replicate the classic E49 Charger. We started chatting about the Charger and the history of the car. During our conversations he would often remark how expensive the Charger was to run as a daily driver. This opened the door for me to ask if he was interested in selling the car, so that

he could buy a cheaper car to drive. He declined my offer, saying that he intended on "doing her up" one day. In the following two years I pestered him most days to sell me the car. One day he mentioned that the car was running out of rego, and he didn't want to pay for the renewal. I made him and offer of \$2000 for the car, but he was adamant that he wanted \$3000. Our haggling went on for another two months, when he finally broke and said he'd sell the car for \$2k, on two conditions. Firstly the car was unregistered, and secondly he wanted to sell the carburettors separately (which were original factory tamped Webbers). He would put a 350 Holley on so I could drive the car. He ended up selling the Webbers for \$1000, and that was back in 1994.I hesitantly agreed (as I wanted the Webbers), and was now the owner of an E49 replica Charger. I drove the car as a daily driver for three years. With a light foot the Charger would get 20 mpg around town and 25mpg on the open road.

In 1997 I moved jobs within Optus, and managed to get a company car with the deal. The Charger was then relegated to the garage, which gave me time to change carburettors, to see if I could squeeze out some of the HP I knew the engine was capable of delivering. I tried different combinations, starting with triple SU carburettors, then a short runner four barrel manifold, with a Carter 600, then I tried a Pacer 4 barrel longer runner manifold. All of which never really satisfied my hunger for more HP. Sure the car went well, but not enough for me to "Believe".

During the late 90's early 00's I worked overseas and in Sydney. By 2003 my family had had enough of the travel, and so I started looking for work in Canberra. In 2004 I secured a job with DMO, here in Canberra. The Charger sat in the garage for another year, due to the fact that I had taken a large pay cut to join the public service.

With our finances looking healthier I looked in to possibility of installing Electronic Fuel Injection onto the Charger. It took me a year to research and build the EFI system to suit the 265 engine. The EFI system on my Charger is made up of a Kalmaker ECU, triple SU manifold which is modified to take triple VL throttle bodies. Fuel rail and linkages are custom made. A low pressure pump moves fuel from the main tank and into a surge tank. A VL Turbo Bosch pump is used for the high pressure system with a rising rate



Malpassi regulator to set the fuel pressure. The wiring harness came from a Camira, and most of the sensors and ignition module are from Camira's and VN Commodores. I needed to upgrade the charging system to support the high current used by the injectors. An 80 amp alternator from a series one EA

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falcon, bolted straight up to the 265. Triggering for the ignition module comes from the standard ELB Valiant distributor.

Just as I had the EFI working well, and the car performing, as it should, disaster struck, and the car stopped on me one day, luckily just

meters from home. I pushed the car into the garage, and it hasn't run since. After much frustration and time wasting, I finally worked out that the car had stopped because the harmonic balancer had stripped the keyway from the end of the crank shaft.

It was now 2007 and we decided to build a new house, so the Charger was put up on blocks, until we moved into the new house.

The next 18 months was spent building a house as an owner builder. We designed the house, so obviously the first thing I designed was a 6.5m x 6.5m workshop for the Charger, with the intention to do a full restoration of the Charger once the house was finished. The workshop design was based around the need to spin the Charger 360 degrees while still being able to have storage and bench space. I can report that this has been tested and the workshop is a great space for working on the Charger.

In 2008 we moved into the house, and the Charger restoration started taking shape. I soon discovered that restoring a Charger is not an inexpensive exercise. Being a planner, I costed the entire restoration out at \$18k, if I do most of the work myself and more like \$28 if I send the car off. I approached the minister of home affairs about the reality of restoring the Charger, and still being able to support the family. The minister agreed that this was something I've always wanted to do, and if we didn't take the opportunity to restore the car now, then it will be an opportunity lost. There was one catch. The family wanted a pool. The house was sited on the block to allow for a pool to be built. We bit the bullet and extended the home loan to incorporate the cost of the pool and the cost to restore the Charger. (You only live once, and you can't take it with you)

In 2009, with the assistance of mates, like Steve Cole and other Charger enthusiasts, we stripped the Charger to its bare shell. Just before Xmas 2009 the Charger shell was sandblasted and undercoated. Steve, I and some other mates decided to do a TIG/MIG welding course at

CIT. We recently completed the course, and all of us feel more confident to

take on use of the MIG or TIG to repair our own vehicles. My reason for doing the course was due to the panel beaters I approached being hesitant to take on the job of removing the rust from the Charger. I did not want to let someone who didn't have the same passion as me, do work on my car. Just as I did when building the house, I decided to do the work myself. Sure it's going to be a slow process, but the satisfaction I'll get from doing the work myself, will outweigh the time spent.

My goal is to have the Charger on the road for its 40th birthday in July 2011. In fact the VIN shows it as being the 10th Charger ever made, and from those with the "lists", I've found out that my Charger was delivered to a Townsville dealer as Mustard coloured 265 3 speed XL model, with tan trim. There are enough R/T parts on my car to indicate that it was used as a base for a wrecked R/T. The front end is all VJ V8, which I can tell from the larger torsion bars and sway bar mounting points that were on the car.

Once the paint is on, I'll probably be calling on the assistance of the Charger alliance, to help me put the car back together. In the mean time I'll be busy trying to get all the rust cut out and the body prepared for painting for the summer of 2010/11. The car will be painted Vitamin C, with the E49 stripe kit.

The engine is ready to be rebuilt, and when running should develop about 350 HP (265kw) at the flywheel. This is about the maximum HP you can get from a street engine, before going to a full race prepped engine (and big \$'s) To get the flow and compression required I decided to use the CHI alloy head. The alloy head runs 11:1 compression ratio, and was bench flowed at 362 HP with the manifold. Obviously I'll reinstall the EFI, except this time with higher flowing injectors, to cope with the extra HP. The CAM is a custom ground Wade CAM, which will allow 0.60" of lift. The engine block has been cleaned, sonic tested and re-sleeved to take the 60" oversize pistons. The pistons are SPR forged pistons, designed to cope with the 11:1 compression ratio.

The crank has been balanced and the flywheel lightened. The clutch is a custom made 10" clutch with pressure plate. The harmonic balancer is a ROMAC balancer, with securing bolt to stop any keyway issues, and the timing chain is Roll Master double row unit, to reduce timing chain slack.

All rods have been honed and balanced, and full floating pins will be installed.



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Solid lifters will be used with adjustable yella terra roller rockers. I've also purchased a high energy sump with windage trays and crank scrapers, which holds 7 litres of oil. The oil pump has been rebuilt and pinned. The CAM float issue has been resolved by the use of an adjustment bolt which is located in the timing chain cover. New water pump, thermostat and cover are also been installed.

I've taken what the Chrysler racing teams learnt about the 265 problems and hopefully improved on them. I'll retain the standard Borg Warner 4 speed, and the diff was rebuilt as a 3.5 sure grip LSD, not that long ago. The rear brakes are 10" finned brakes from a CL valiant wagon, and the front disks will be slotted VJ disks.

The dash is to be customised, with period gauges, but the rest of the interior will be as per standard R/T Charger trim. (black). The wheels will be standard W35's, so from the outside the car will look as stock as possible. From this point on the restoration should start taking shape. Stay tuned for part 2 of my Charger restoration.





# The Kings Highway AKA the road to the coast continued....Punts, Bridges etc

Ron Scattergood

Following the recent article on the coast road, a couple of people have asked re the Nelligan Punt. They didn't know that one ever existed, thinking that the bridge had always been there.

The punt and later 2 punts operated from in front of the old Steampacket Hotel. As there were often long delays getting across, the close proximity of the pub was appreciated.

The first punt I remember was a small one that carried either 4 cars or 1 truck. It was powered by a small stationary motor of the type collected these days by enthusiasts. The service operated 24 hours a day. At night, the puntman slept on board. If the punt was moored on your side of the river, a short toot on the horn usually done the trick.

If the punt was on the far bank, the horn was near useless. The way you aroused the puntman was a walk down the bank and jump up and down on the cable. The puntman's bunk was on top of the cable and the cable whipping on the metal case had him out of bed fast. After midnight the punt usually only crossed the river a couple of times.

The motor was usually reliable but I can remember two occasions helping to hand wind the punt across the river. You needed to visit the Steampacket after you had done that.

When petrol rationing finished in the late 40's holiday traffic increased dramatically on this road and of course, the punt became a great bottleneck. At Xmas, a queue of vehicles a couple of miles long often formed resulting in several hours delay.

It was common for the wife to be left to move the car up, hubby walked down to the pub and was half stoned by the time his car turned up. Pressure from travellers eventually forced the DMR to put on a second punt. This was located beside the old original and this helped considerably at busy times.

River flooding was another major problem. Not with traffic, creek crossings and landslides on the Clyde kept traffic under control. The river used to rise to the level of the bar in the Steampacket. When a flood was coming, the punt was lashed to the giant tree near the pub, cable was let go and everyone hoped for the best.

Usually no trouble, but on one occasion when the two punts were

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operating, one broke loose and was never seen again. Could have sunk in the river, or maybe washed out to sea.

As regular users, we got to know the puntmen, helping occasionally when needed. Like once when a truck jammed the works at low tide, we hooked our fully loaded truck onto him, pulled him backwards and cleared the road. We then waited about 3 hours for the tide to rise high enough for us to get on.

All of the foregoing occurred during 10 oclock closing, but I don't think the word had ever got down the river to Nelligan. They'd have been lynched if they had closed while the crowd was waiting to cross.

I remember one night pulling in with a load of bees, about 2 am. The puntman wasn't on board but there was a good racket coming from the bar.

My offsider and I went into the bar to find about 20 locals imbibing . Just as well the punt operated on cables, I don't think the puntman could have driven a straight course otherwise.

Romanticising is ok. That bridge was a really good idea.









#### Who Owns What?

Car names are changing owners by the day. It would be nearly a full time job to keep track of who owns what. However, I think the following are correct at time of writing!

Fiat owns Alfa Romeo, Chrysler, Dodge, Ferrari, Jeep, Maserati Volkswagon Audi, Bently, Lamborghini, Skoda, Seat, Bugatti, Porche'

BMW owns Mini, Rolls Royce.

Hyundai owns Kia

Tata ownes Jaguar, Range Rover, and Land Rover.

.Proton own Lotus.

Renault owns Nissan.

Daimler owns Mercedes, Maybach & Smart.

Ford still owns Volvo cars, only because it hasn't been able to offload it. Ford previously owned Aston Martin, Land Rover, & Jaguar & controlled Mazda.

GM likewise has been selling or dropping brands.

Hummer is now Chinese owned, Saab is up for grabs but a large share has just been sold to Spyker. Pontiac is being dropped, Oldsmobile has already closed.

Vauxall & Opel were to be sold but this now appears to be on the backburner.

Just think, at one time they all did their own thing!

Many makes have been taken over during previous decades and some enthusiasts don't like it.

Our Humber is one that some purists turn their nose up at, it was, you see put together under the ownership of Chrysler and has a small badge on one mudguard which confirms this fact. Some purists actually remove this badge which is referred to as the "puckered bum badge.

Vauxhall enthusiasts hated the takeover of Vauxhall Motors by General Motors, I think this took place about 1927. True Vauxhalls were made prior to take over, post take over vehicles were referred to as "unsewered toilets." Page 24 The Wheel

# **Out and About**

Pam Corbett isn't the happiest lately. Her Mother Dot, well known to our longer term members, is in hospital in Canberra. She is a resident of Goodwin Village Homes and is in her 90's. The last thing you need is to be given the wrong medication. Dot is on the mend and expects to be home soon.

A new grand daughter, exciting news for Benita and Brian Thomas. Son Justin and his wife welcomed the new addition to this world earlier this month. All are well (including the grand parents)

Not such good news for Ronda & John Cornwell. Their eldest grandson was recently involved in a motor accident, and suffered quite serious injuries. He is recovering quite well but certainly won't be back at work for quite a while.

Best wishes for the recovery to continue as speedily as possible.

Also our venerable secretary Steve Cole has a broken collar bone. Landed in a heap off his 2 wheeled steed. One day Steve will no doubt learn that you need a wheel on each corner. Wishing you a quick recovery mate.

All members please note – the Collector Pumpkin Festival in NOT a club run this year. Invitations have only been issued to three specific car club's we aren't one of them. Don't know if this is because of space limitations or someone has been out in the sun too long. Either way, take your modern if you wish to attend.

Ron has just sold an old Morris 1500 ute that is going to be turned into a more "original "sort of home improvement idea at it's new home. It is going to be a garden ornament. Its way past it as a restoration proposition – cancer in large quantities. The use it will be put to amuses me. It is to be placed at the conjunction of a circular drive. A sensor is to be mounted in the bonnet with LED lights put back into the headlight shells, so that whenever the sensor beam is interrupted, the oncoming visitor will trip the headlights to come on .

Should scare the you know what out of any first time visitor. The wife is to use the back for gardening purposes with a shrub or two growing

in the cab. Definitely a talking point with visitors. Could scare a few kangaroos out of eating the petunias occasionally too.

There is a new motoring magazine out called Canberra Torque, nice glossy print and the price – at least on the first edition – was right – gratis. Our very own vehicle inspector Albert Seiffert, along with the crew at Seiffert Auto Repairs feature in the mag. Albert's son Andrew Seiffert also gets a Guernsey.

One of these days, the magazine might come back and interview Albert & Andrew Neuss. Perhaps there is a job going as proof reader.

It was April 1<sup>st</sup> that I first heard of this hare brained idea, so maybe someone was having a lend of me, but you never know. This "idea" was that all cars registered in the ACT must be fitted with seat belts. Some back room type apparently spawned this idea which for the sake of discussion III treat seriously.

Many on concessional rego already have seat belts. The greatest number of vehicles seen around seem to be 1966 or later and this group will be seeing the greatest increase in numbers, so they will have seat belts fitted as a matter of course.

As for the next older group (1940-66) many would be suitable to have seat belts fitted but the modifications needed and the cost of engineers certificates would be enough to give the owners heart palpitations.

What would be worth seeing is fitting them to the old wooden framed bodies. Perhaps one end could go down through the removable wooden floor and anchor on the chassis. Nor sure what you do with the other end.

With concessionally registered vehicles making up a minuscule amount of total registrations, I feel that the boffin who dreamt up this bright idea could find something more useful to do. But I repeat, it was April 1<sup>st</sup> that I was told about this.

A milestone of note for the Club - this edition of "The Wheel" is **Edition Number 100**. Congratulations to the Original Members and the "founding fathers" for their forethought and efforts to get such a great social club established. And to all members for their contributions to both the club and "The Wheel"

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#### FOR SALE

**1988 BMW 735 iL** Auto Genuine Mink Brown 142845km \$7,900 ono Roy Rehak 02 62303214 044781 5143

**Wanted** - both front mudguards for 1946-48 Triumph 1800 Roadster. These mudguards are huge, running most of the length of the vehicle. Prefer in good restorable condition Maureen Scattergood 62363115

**Humber Super Snipes x 3**. 2 restorable, 1 parts. These are Series 111 cars. As we have bought a Series 5A the above cars are surplus to requirements. \$1200 the lot or will separate. Ron Scattergood 62363219.



Steve Cole is hoping someone can recognise this badge, it was removed from an early beetle and is not a VW badge. Whoever put it on there went to a lot of work and Steve is wondering if it is

some form of event badge, or commemorative in some form? I have tried a number of forums but no luck so far. Contact Steve Cole 6255 8601

### 1980 Toyota Corolla

automatic, good original condition, maroon in colour. NSW rego until June 2010, country car. Almost HCRS eligible. \$600 **Alan Stanley 02 48471102** 

**Wanted**—the Club photo albums with the photos of the early days of the club has been misplaced. If you could help out with their location, could you please advise any committee member. Thanks



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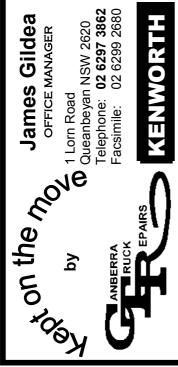


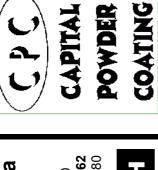
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## THANK YOU



Thank you this month from the editor to Paul Anderson, Chris Forsey, Ian McLeish, Joe Vavra, Barbara Malam, Stephen Cole, Lawrie and Jane Nock, Rod Lawson, Ron Scattergood, Allan Boyd, Chris Hillbrick Boyd for their contributions to another issue, and to our printing and collating team –John and Ronda Cornwell, Geoff Rudd, Krystyna McLeish, Jane Nock, Jannie Brown and Paul Hogarth .





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