



# The Wheel



Mandy McAlister  
1997 BMW R1200C Cruiser

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

**JULY 2010**

**ISSUE 102**

# Southern Tablelands Heritage Automotive Restorers Club

PO Box 1420, Queanbeyan NSW 2620

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<b>Vice President</b>	Hugh Spencer	6236 3336
<b>Secretary</b>	Steve Cole	6255 8601
<b>Membership Secretary</b>	Pam Corbett	6297 7285
<b>Public Officer</b>	Ian McLeish	6230 3344
<b>Treasurer</b>	Brian Thomas	6253 8261
<b>Events Director</b>	Ron Scattergood	6236 3219
<b>Events Committee</b>	Ian McLeish	6230 3344
	Jannie Brown	6238 1594
	Mandy McAlister	6297 4148
	Hugh Spencer	62363 336
<b>Registrar</b>	John Corbett	6297 7285
<b>Vehicle Inspector</b>	Albert Neuss	6297 6225
<b>Council Delegates</b>	Allan Boyd, John Corbett	
<b>Editor</b>	Maureen Scattergood	6236 3115
<b>Publishing Committee</b>	Krystyna McLeish, Geoff Rudd, Jane Nock, Jannie Brown, Paul Hogarth	
<b>Property Officers</b>	Ray, Barbara Malam	6230 3663
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**Club Website:** [www.stharc.org.au](http://www.stharc.org.au)

**Club Email:** [stharc@australiainmail.com](mailto:stharc@australiainmail.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 6th July** - 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 20th July 8pm**

### Next Events

July 11th, Sunday - Garage Crawl to Fernleigh and Burra  
August - Gymkhana and House Warming—McLeish's Gundaroo

### After Meeting Speaker July

Richard and Libby Myers have recently returned from a trip to France. Amongst the many attractions of Paris, a few hours were spent admiring the amazing variety of vehicles on display at the REIMS Museum. Most of the cars were not seen in Australia.

Also some photos of the extensive motor bike and pedal car collection for those interested in something a little bit different on wheels.

### August Meeting

Please note that the August Meeting is also the Annual General Meeting. It is always good to have new ideas and faces on the Committee, so please don't wait to be asked, consider offering yourself as one of the "new faces".

Also consider how else you could contribute to the club. The events Committee is always more than happy to hear about ideas for outings, and the editor is extremely happy to receive articles on anything of interest to other members.

## Minutes of Monthly Meeting

**Held 1 June 2010 at Guide Hall, Queanbeyan**

**Meeting Commenced:** 8.00 p.m.

**Members Present: 29 Apologies: 58**  
**Visitors: 2**

**Minutes of Previous Meeting:**

Accepted as issued in The Wheel, with amendment to correct date. Moved: Ron Scattergood, Seconded: Anne Scattergood. Carried.

**Correspondence In:**

CACMC The Colonial May 10  
 Classic lines newsletter May 10  
 Post card from the Boyds  
 Hoota Coota May 10

Invite to and brochures for the Coot-amundra Antique MC Father's Day swap meet on Sunday 5<sup>th</sup> September  
 Invitation to a list of events in Tenterfield Qld.

3 renewal applications  
 Introduction to "Diecast Wizard" for repairs and replacement of diecast parts

Broken Spoke May-June 10  
 Festival of Braidwood thank you letter  
 Service 1 statement April 10  
 Invite to Festival of Braidwood 1 May  
 Yass Antique Club – 'Celebration of Heritage Motoring' invitation for 6 Nov 10

Invitation to Snowy Mountains Touring Classic 20-21 November 10

**Correspondence Out:** Nil

**President's Report: Lawrie Nock**  
 welcomed members to the meeting. He

discussed the proposed amendments to the Club By-Laws as set out in "The Wheel". The proposals will permit the concessional registration for club members work properly and ensure that the statutory requirements are met.

Lawrie attended the Council of Heritage Motor Clubs Meeting in May. The CHMC will produce a document listing requirements for club Registrars. The CHMC also passed on information about a new mobile soda blasting service that probably fails to meet environmental standards, and that club members should exercise caution if using the service.

CHMC is still working on special interest registration for appropriate vehicles in the ACT. CHMC also cautioned members about log book keeping. Recently a historically registered vehicle was pulled over by the police and the only thing they asked for was the log book. Note that there is a \$1,000 fine if the log book is not completed or not present.

Experience with the Canberra pie cart vehicle re costs for a new battery highlight the challenges of running a Club owned vehicle.

A new type of battery is available which handles deep cycles with no problems – uses a glass mat construction.

New rules have been implemented re second hand vehicle imports, but pre-1989 is no problem, unless the vehicle is modified. Transport view is that any

modifications must be pre-1989, if after this the vehicle will be deemed to be the age of the modifications.

**Treasurer's Report: Brian Thomas** reported that the bank account balance is approximately \$4645 in working account, and a total of \$9705 including the investment account. The interest bearing account currently is taxed at 50% as the Club does not have a Tax File Number, but the Committee and members present agreed this would be unnecessarily complicated solution for minimal return to the Club. Brian was asked to review options for this and to discuss at the next meeting. **Action: Brian.**

Some bills require payment including \$260.70 for trophies and \$95.00 for stamps. The Club also needs to make a donation to the Girl Guides for use of the Hall. Last year the donation was \$540 including private donations, but it is normally \$250 per year. The Club discussed options and agreed that increasing this to \$300 this year would be a reasonable figure. Jane Nock moved that all of these be approved for payment, seconded Chris Hillbrick-Boyd, Carried.

Brian also indicated that there were still some outstanding costs from the cancelled annual dinner to be paid next month.

**Registrar's Report.** 5 renewals have been processed. John indicated that members need to get registration papers copies to him within a week of the renewal.

**Public Officer's Report.** Nil to report.

**Property Officers' Report:** Barb

Mallam reported they have ordered T shirts and jackets, which will hopefully be ready next week. She reported that the 2 in 1 jackets are not being made any more, but they will look for an alternative supplier. Orders currently seem to be taking 5-6 weeks.

**Editor's Report: Ron Scattergood** said that Maureen will be standing down as Editor this year. She would like to have a bunch of material ready for the next editor, so please pass items for cover stories and general articles to Maureen.

**Events Director's Report: Ron Scattergood** discussed the Nimmitabel run and thanked Janni Brown for her excellent work in organising the event. It turned out to be one of our best runs, but we only had 10 vehicles.

The Broken Hill run is the next run commencing 3 June with 10 starters. The run will include a side trip to White cliffs where we will meet up with the local car club for a tour of the town. The run will cover over 2000 km in 10 days.

Battle of Waterloo display is coming up. Allan Boyd is the contact person for the run.

Garage crawl on July 11. These are popular runs, and will focus on members in the Burra area, with lunch at the Burra hall grounds. Properties visited will include Chris Forsey's at Fernleigh and the Scattergood's farm both real highlights for the car and truck buffs. Lawrie discussed the option to make the garage crawl lunch our presentation event. This was widely supported by members, Seconded by Ray Mallam, Carried.

**General Business:**

Allan Boyd offered best wishes and enjoyment to the Broken Hill run participants, and we will all look forward to hearing of the trip on your return.

Club members sent their best wishes to Geoff Rudd who is recovering well.

**Special Occasions:**

Anne Scattergood birthday 11<sup>th</sup> June, Ray Mallam 2<sup>nd</sup> June, Krys McLeish 12<sup>th</sup> June, Boyd's anniversary 11<sup>th</sup> June.

**Raffle:** A personal shearing outfit, used only once – drawn by David Snape and won by Alfred Sturm.

**After dinner speaker.** **David Snape** gave a presentation on his experience working with the NRMA in various capacities since 1967. He discussed the comprehensive classic car insurance available through the NRMA, and the separate traveller breakdown insurance. NRMA will cover cars, cycles, tractors hot rods etc, as well as vehicles unregistered, in storage and under restoration. The Club received a free 6 month subscription to Classic Car magazine. Many thanks David.

**Meeting Closed:** 9:15 p.m.

**NEXT MEETING :** 6<sup>th</sup> July at the Guide Hall.



## Coming Events

### **GARAGE CRAWL and PRESENTATION OF TROPHYS** **Sunday 11<sup>th</sup> July**

The Guide Hall will be open for a quick cuppa at 10 am. Leave Hall at 10.30 and travel to Chris Forsey's property at 327 Fernleigh Drive Fernleigh. Chris' collection changes often and as well as being a Rover farm, also contains Vanguards, a Jensen Interceptor and Alvis cars. Chris also has a surprise package to show us. He won't say what it is but is apparently one of only nine ever to come to Australia.

Next is the Burra Park for lunch where the club trailer will be waiting to cook your BYO meat.

Following lunch we travel about 4 more kms to "Burravale" the Scattergood property on the Warm Corner Road. Here about 75-80 vehicles can be seen, mainly vehicles brought in to save them from being scrapped. They are made available to the restoration movement. Vehicles have been sent all over Australia and several to New Zealand to get them into the restoration

movement. Also on display the club vehicles of Ron, Anne, and Maureen.

Last call of the day is a nearby property where the owner has his own “boy’s shed” in which he has built something he always wanted. This “shed” is going to be an eye opener and inspiration to some of our members and friends attending the day as to the other uses that sheds can be used for. Bring your appetite with you as afternoon tea is being provided by their son in law chef. Guaranteed to be great.

N.B. Children are welcome but must be supervised. All three are rural properties with the usual dangers. Dams, Barbwire fences, rocks to trip over etc.etc.

Suggest you dress down, not up with sensible footwear.

Remember its BYO meat etc for lunch.

A Note for everyone : Winter is upon us! Burra is at about 850m above sea level, and around 250m higher than Canberra. It might be a mild sunny day in Canberra but I can guarantee that it will be much colder at Burra – so bring extra layers of clothing!

## **AUGUST EVENT**

### **GYMKHANA and HOUSE WARMING**

The August event will be a dual event as a Car Gymkhana and House Warming.

This event will take place at Ian & Krystyna McLeish’s property, Gundaroo Road, Sutton.

The gymkhana will take place in the paddock near Ian’s new shed to where we can retreat if the weather is against us.

Some fun events for drivers and their cars to participate in are being organised. If you have always wanted to spear an apple or spud with a stick whilst hanging out the window of your favourite car, then this is definitely your great opportunity.

Ian & Krys have only recently moved into their new house and this day will also give us a chance to “warm it” for them.

More details next month.

## Why Restore?

Peter H. Edwards

There is something sad in observing the ravages of time, in both machines and humans. All things tend to a chaotic state, it's the law of entropy. We can't do much about biological disintegration except reproduce ourselves (or at least our species, pre-cloning) but we can rejuvenate old machines, and the unwritten motto of every restorer is "fight entropy". It's an illusion, but an enjoyable hobby.

Restorers can visualise the potential of what others see as junk. They have greater difficulty in picturing how much time, money and effort it will take. They also have short memories and are likely to start a second or third project once their knuckles have healed. Apart from these general characteristics, restorers tend to differ in philosophy.

I have heard purists describe those who are prepared (if reluctantly) to use non-kosher parts, such as bolts and screws of the wrong pitch, diameter or era as "idiots". Though one of the recalcitrants myself, I hesitate to return the compliment, but cannot help feeling that someone who spends years completely dismantling, re-bushing, re-chroming, re-everything all engine, gearbox, differential and ancillary parts to come up with a concours winner that has to be trucked to the venue is somewhat obsessive.

What I'd prefer to do is emphasise that there are many reasons for doing restorations, and many types of restoration, each legitimate in its own way. It is snobbish to look down on those who are happy with less-than-perfect vehicles, or who have compromised with materials, or even modified extensively and substituted engines, etc. They have saved a car from oblivion.

It would be reasonable to criticise someone who has destroyed the integrity of a rare vehicle, just as one could not condone painting over an Old Master, but in most cases there is room for everyone to do their own thing.

Purists and "precision botchers" can agree on one thing. There is no forgiving the person who refuses to sell an old vehicle while leaving it to rot in the weather for years. They are like dogs guarding a bone which they won't eat themselves, but will not give up.

Sadly there are many restorers who, with the best will, cannot complete their work due to illness, storage, cash, or work problems. Sometimes they cannot locate parts, lack expertise or special tools. There must be occasions when they have learnt the truth that dismantling is easier than mantling. The workshop manuals which say assembly is the "reverse pro-

cedure” don’t allow for the amateur’s ability to forget how it was done, to lose parts, or break vital bits. Then there is the problem of re-assembled mechanisms that have a few pieces left over.

But let us assume the restoration is completed. What it looks like depends on why it was done. Most people can’t see the point of a vehicle which is ‘better’ than the original factory product but really there are times when for safety, if nothing else, up-grading is needed. If the restoration is for using, not looking, then a pristine high-cost finish may detract from relaxed enjoyment (can you hear that tarry gravel?) Some restorers are not interested in using the vehicles in club activities. Restoration, not socialising, is their hobby.

If the vehicle was tackled to give experience in motor trades (from a desire to see whether you can spray paint, for example) then the doing of it is going to be the reason, and the finish of it may not be the best. The feeling of accomplishment will be tempered by disappointment at less than expert results. Nevertheless, the completed job gives a satisfaction which sending it away to be done would not—that defeats the purpose. You can always say, “It’s not perfect, but you should have seen it before I started.” A photographic record will reinforce this message.

There are often monetary considerations preventing immaculate restorations. If most or all work has to be done by the owner for this reason, then they had better start with a vehicle that needs little done, unless they can substitute time for money. If they are ‘mechanically challenged’ they should keep away from major work like engine repair. Disassembling, fixing and cleaning starter motors, carburettors, fuel pumps etc. is good fun and possible without a trade certificate, but the general rule for amateurs should always be “If it ain’t broke don’t fix it”.

Before buying a restorable vehicle try to find the last owner to see why it was abandoned, and whether it was running. If so, it may start up again without having to re-do the motor. This happened with a Rover P3 engine which had not run for 15 years. All the peripherals were repaired and it ran nicely as soon as a mud wasp’s nest was removed from the tailpipe.

Finally, what do people see when they look at your restoration? It is a strange human quirk that their eyes will immediately be drawn to what you didn’t achieve: the wrinkle in the headlining, or the dimple in the mudguard. They will never see or comprehend the time and effort that you put into it. But be assured, you will know a lot more about the deficiencies of the restoration than the most observant onlooker.



## **STHARC CLUB MEMBERSHIP**

### **SUBSCRIPTIONS**

It is that time of the year again when the membership subscriptions to STHARC are due.

The membership fee remains the same at

\$45 for continuing members

\$50 for new members

Please pay your subs to our Treasurer Brian Thomas at the June meeting or post in to our mailbox

PO Box 1420, Queanbeyan NSW 2610

Please note that if you have a concessionally registered vehicle, the cart is unregistered (and uninsured) unless you are a financial member of the club.

Our Club Registrar is required to keep a copy of all registration papers for our Club's concessionally registered vehicles, so please give John Corbett a copy of your rego papers as soon as you renew the registration



## STHARC Items Available

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 T-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



Notice is hereby given that  
the Annual General Meeting of the

**Southern Tablelands Heritage Automotive  
Restorers Club**

will be held at the clubrooms –  
Girl Guides Hall, Erin Street Queanbeyan  
on Tuesday 3<sup>rd</sup> August 2010.

A.G.M. will commence immediately following the reg-  
ular monthly meeting  
which will commence at 8 pm.

Nominations are called for the following positions

President	Events Director
Vice President	Events Committee x 4
Secretary	Vehicle Register
Treasurer	Vehicle Inspector
Editor	Public Officer
Publishing Committee x 3	
Membership Secretary	

Members please note.

Under our constitution written nominations take pre-  
cedence over nominations from the floor.

Written nominations should reach the Secretary prior  
to the commencement of the AGM.

Nominations from the floor will only be called for if  
no written nominations is received for a  
particular position.

On a recent weekend Paul Anderson braved the worst storms in Bega in 12 years, to pick up his new acquisition, a Chrysler Hunter Royal 660. Brown mountain was closed, so he detoured through Bombala and down the Cathcart road.

What should have been a 2 1/2 hour trip turned into a 3 1/2 hours ordeal, weaving in and out of fallen trees which made the trip just that little more "interesting"? Paul and Co eventually made it to Bega and loaded up the Hunter and a boot full of spares.

Just as they turned out of the farm, another obstacle laid in the way. Two trees had fallen across the road. Luckily the guy they had bought the car from and a few other locals came down and cleared the trees with the assistance of their trusty chainsaws. The weather did not let up for the four hour return trip. The weather made for a long and most memorable day.

The Hunter is now tucked up next to the Charger and hopefully will soon be ready for club rego, and join the STHARC family of vehicles. Paul would like to thank Lawrie and Jane who were kind enough to loan their trailer to pick up the car. The trailer towed really well behind his father's 4WD. Paul's parents also rather enjoyed the Nock's hospitality when they returned the trailer.



	<b>STHARC EVENTS</b>		
<b>All STHARC runs start from the Qbn Girl Guides Hall Erin St Qbn unless otherwise indicated.</b>			
	<b>2010</b>	<b>CONTACT</b>	<b>BBQ Trailer</b>
July 11	<b>Garage Crawl—Fernleigh Burra area</b>	Ron Scattergood 62363219 04580 45589	Yes
August	<b>Gymkhana and House Warming Ian and Krytyna McLeish's property Gundaroo</b>		Yes
Jan 30 2011	<b>Bungendore Show</b>	Event Committee Show Secretary 62381687	

<b>Date</b>	<b>OTHER EVENTS 2009 – 2010</b>	<b>CONTACT</b>	<b>IN-VIT E</b>
August 7-8	<b>Newcastle Swap Meet Cessnock Showground</b>	Ray Redrup 49903160	
August 7-8	Golden Oldies Truck Show— Dubbo		
August 15-21	<b>Northern Rivers V&amp;VCar Club 50th Anniversary 5 Day rally</b>	Robert & Meryl Lov- ell 66219682	
<b>August 28-29</b>	<b>South Coast Nationals Moruya High School</b>	4474 3761 0419 845 890	Ye s
<b>Sept 19</b>	<b>German Auto Day</b>		
<b>Oct 10</b>	<b>Concours D'Elegance Manly Beach</b>	1300 229 961	Ye s
<b>Nov 6</b>	<b>Celebration of Heritage Motor- ing Yass Antique Motor Club</b>		Ye s
<b>Nov 6 /7</b>	<b>Shoalhave Club 40th Birthday Rally</b>	Carl Geewohn 0427213960	
<b>Nov 20 -21</b>	<b>Snowy Mountains Touring Classic</b>	Chris Reeks 0407+ 299 008	Ye s
<b>Nov 21</b>	<b>Marques in the Park</b>		

## 1997 BMW R1200C

Mandy McAlister

'Bad Max' from the movie Stone  
Airbrushed by Dave Hart

In 1998, the cult biker movie Stone turned 25 years old.

The Stone 25th Anniversary Run & Rage was held to mark the occasion and six BMW R1200C cruisers were airbrushed in the Grave Diggers colours and each one of these bikes were ridden by the original Grave Diggers cast members on the ride from Gosford to Sydney.



This ride was a re-enactment of the famous funeral scene in the movie, down the F3 freeway. The bikes were then returned to the original bike dealers and sold.

My bike is 'Bad Max' and the paint on the bike is of a war plane.

(The Grave Diggers were all ex Vietnam Vets)

The other cruisers were the Undertaker, Zonk, Dr Death, Toad and Captain Midnight.

I first bought the cruiser in 2000 from Procycles in Hornsby, where it had been used as a courtesy bike.



I had the bike for 3 years before being forced to sell it (we were expecting our first baby at the time). It was a decision that I had regretted every day since and it really did put me off bikes for many years.

But in December 2009, by some pure miracle, the bike became available for sale again, and without hesitation, we were on the phone and organising for the bike to be freighted back home.

I think the cruiser is even more special to me second time round, I have a deeper appreciation for it and it's reason for being and although not quite a classic yet, it certainly has that 'special' factor. Plus it's a real buzz to ride!

In January this year I was lucky enough to met Sandy Harbutt in Canberra, the director of Stone (who also played the Undertaker), who happily signed the bike, absolutely blown away to see it again after 13 years. We talked about the other cruisers and how the movie has reached a real cult status amongst the motorcycle community. It seems the movie is still as popular today as it was back in 1973.



It is an absolute pleasure to once again own a little piece of history, little by little I am getting more Stone memorabilia to display with the bike and it's great meeting people along the way who are into Stone as much as I am.

I am also trying to track down what happened to the other cruisers. So far I have tracked down two others, Zonk kept his bike (airbrushed as the Phantom) and the Dr Death cruiser was written off in an accident some years ago in Canberra.

So if you see "Bad Max" cruise by, give me a wave while I continue to 'Take the Trip'!



For the technically minded : The cruiser is a four stroke flat twin with air/oil cooling and electronic injection.

Suspension is telelever front end with monoshock at the rear

## **BROKEN HILL JUNE 3RD – JUNE 13TH.**

This was the club's first long distance run and judging by comments from the participants was extremely successful. Suggestions have already been made that another run of similar lengths should be organized, possibly aiming at these runs becoming an annual event.

Originally, a dozen starters had advised of interest in coming, but come starting time this had shrunk to 6 club and 2 modern vehicles. On these very long runs there is always the probability of problems and this run had its share.

Bob Cannon in his 1947 Dodge was the first victim. Fuel problems which were incurable made for a stop-start run to Gundagai, where Bob organized for a tilt tray to take the car home. He hitched a ride with anyone who had a spare seat and quite enjoyed being chauffeured around the countryside.

Our first night was spent in Jerilderie, can recommend the van park and the Bowling Club Resturant which is fortunately located next door. Before leaving town we inspected their odd ball windmill. One of only 6 ever built, its price would have been beyond the means of all but the richest cocky. 2nd day saw us head for Echuca on our way to Swan Hill. At Echuca , Lawrie Nock's Bentley decided enough was enough and resulted in the Nocks returning home.

At Swan Hill the evening meal was taken at the Murray Downs Resort. This famous ex Sid Kidman property has been made into a golf and recreation resort and is certainly popular, there were several hundred diners there. A great meal and with a courtesy bus as transport a good time was had by all.

Mildura was our next port of call where a relaxing afternoon was spent cruising the Murray on the old paddlesteamer PV Rothbury. Quite interesting going through the lock.

Fourth day saw us head to Broken Hill via Wentworth. An uneventful run had us at the Lakeside Van Park in good time. However the night was spoilt by Noel Templeman being taken to hospital. With Noel out of action, Colleen became a resident of Broken Hill for a week.

Our first day at the Hill saw us head out to the Day Dream Mine, about 40 km out of town including 23 km through the bush. Those interested took a conducted tour of the mine. Its a glorified rabbit burrow but very interesting. Everyone decided that they would not be taking up mining for a living. After leaving the mine we headed for Silverton where the famous pub was

inspected (and their products sampled). The Mad Max car is a draw card parked outside for all to inspect. While in this area we drove out to the Mungi Mungi lookout. The view is a stunner, with the views so extensive that the curve of the earth can be seen.

Next day we spent in Broken Hill. The Flying Doctor Base is a good look and their finances are in much better shape because of our visit. I estimate our crew of 9 persons left close to \$2000 behind.

Through the good offices of the Broken Hill V & V Club and Albert Neuss, we were able to inspect an amazing array of vehicles owned by Bruce Lord. Bruce's father was Broken Hill's original Chrysler dealer, so the family has had a long association with the motor trade. Bruce has two sheds – one holds 32 cars dating from 1912 all in either good original condition or they have been restored. The other shed is his workshop and has about 14 vehicles inside. And then there is the yard..... What a collection!!

The day was filled in at the Railway Museum (its a beauty), the Geo-science Centre which houses the Silver Tree and Whytes Mineral and Mining Gallery.

Next day we were off to White Cliffs via Wilcannia. This road is now bitumen all the way and the 300 km trip was covered without incident. Most were amazed at the distances between the next paddock.

White Cliffs V & V Car Club boss Rod Cook was on hand to meet us outside the pub. Just so we didn't miss him, he had brought his 1928 Chev roadster down to the pub. A nice original car that anyone would be very proud to own.

Our arrival in White Cliffs coincided with the fortnightly market. An entrepreneur drives from Mildura via Broken Hill fortnightly with a load of fresh fruit and veg, bread, pasties, home made jams etc and the whole town turns out to support him. Prices weren't too bad, so our crew added to the days turnover.

Rod had organized a BBQ for us that night. This was most enjoyable, meeting the local old car fraternity and a smattering of the local residents.

Rod was also our guide for a tour of the town the next day. He took us all around the diggings, the cemetery and a high life was a visit to a dugout owned by car club member Bert & Liz Gale, this dugout is a mansion underground and was certainly an eye opener for those that

are used to “above ground” accommodation. It even had a separate granny flat for visitor.

Bert is the owner of a 1930 Chevrolet Sedan, a nice original vehicle. He also owns a swag of old Land Rovers.

Some of our members also visited another dugout which was just as magnificent as the Gales residence. It had the advantage of an underground workshop. The day finished with indoor carpet bowls at the hall, topped off with a supper that can only be found when country ladies do the catering.

Day 9 saw us leave White Cliffs (somewhat reluctantly) and head for Cobar. Cobar is a progressive western town that relies on copper mining and has a large mining museum which was hurriedly inspected by our members. This day was also Anne Scattergoods birthday (70 I’m told) and this was celebrated that night at the Cobar Golf Club.

Day 10 saw us head from Cobar to West Wyalong via Lake Cargellico. The lake was full following recent rains, this is a really pretty little town when the water is up. Also birthday for another of our travellers, Krystyna Mc Leish notched up another year, this event was celebrated after a fine meal at the West Wyalong Soldiers Club.

After West Wyalong, it was home via Temora and Harden. A great trip. According to the speedo we travelled 1865 miles (near enough to 3000 km) A great way to fill in a couple of weeks. The losers – those who didn’t come. The winners will remember this trip for a long time.

#### Travellers were

Ron & Anne Scattergood	1968 Humber Super Snipe
Garry Ross Hatch	Ford Prefect
Albert Neuss	1936 Plymouth
Graham Bates	1956 Ford Mainline Ute

Bob Cannon	1947 Dodge (retired Gundagai)
Lawrie & Jane Nock	Bently (Retired Echuca)

Ian & Krystyna Mc Leish	Motor Home
Noel & Colleen Templeman	Falcon Ute & Van (retired Broken Hill)

## Report on Echuca run

Lawrie Nock

For the last year there has been talk of a longer run for club members. Ron Scattergood as Events Director took on board organization of such a run which he loosely described as being to Broken Hill. By the time departure day arrived the numbers had dwindled from enthusiastic club support to 8 cars with 13 members involved.

The intention was to travel via Jerilderie to the Murray River then along from Echuca to Swan Hill, Mildura and from there up to Broken Hill. Using a vivid imagination he then planned to "return" home via White Cliffs and Cobar. I would have been tempted to describe the route as proceed to White Cliffs and Cobar but Proceed is one of those words I tend to use carefully.

For the first couple of hundred kilometres Bob Cannon battled with the fuel supply in the Dodge until he finally surrendered and decided to travel with Albert in the Plymouth while he sent the Dodge back home on a truck.

We checked into the caravan park/motel at Jerilderie late afternoon. The reports on the cleanliness of the ablutions block were so good I decided I had to visit even though we were in a unit and didn't intend to use them. They were brilliant. We had a great meal at the sports club at Jerilderie. I tried unsuccessfully to recruit the Chinese chef for our team, enjoyed a good night's rest and woke up Friday to another magnificent day.

This is the town which Ned Kelly took over for a couple of days while he robbed the bank. An interesting story with some twists that I found interesting. Jane and I checked out the local walking trail along the billabong after breakfast. Along the way, I found a stick off a tree and contemplated going into the bakery, which was the only business open at that hour, to announce a stick up, but I guessed it had probably been done before. When we did move 'em out it is not as if we moved very far. First stop was the special windmill beside the town lake then off to Deniliquin via Conargo.

Morning tea at Deniliquin was then supposed to be followed by a run on to Echuca. Well it was sort of. The seven vehicles went off in six different directions. The consolation was that we all knew that Echuca was the destination and we all did manage to get there. Noel and Coleen Templeman damaged a trailer electrical coupling so we lost them somewhere in Echuca or next door Moama, while Noel looked for a replacement. I needed to refuel but my preferred supplier was closed while a tanker manoeuvred around the site, so we cooled our heels for a while, Ron and Ann Scattergood found the old port and jetty site as did others but not the same part of the port.

We returned to the visitor information centre to get maps and wait while a lunch venue was determined. By the time it was decided that lunch would be at the jetty, Garry and Ros Hatch had arrived and the Templemans had also found us at the information centre.

IT IS NOT TRUE THAT IT WOULD NOT PROCEED. I just couldn't start it by myself. With the bonnet open to help it cool before the RACV road service vehicle arrived, I managed to get most of the passing parade to believe I was simply checking the oils

as part of the attention to detail that Bentley and Rolls owners have as a part of their nature. Jane had the task of moving them on before they worked out that there was a problem with the car.

I was able to roll it backwards and with some help after the RACV road service chap arrived we rolled it right across to the other side of the parking area. He eventually surrendered to the marvels of Rolls Royce engineering and jump started the car across the starter motor. Once it was started it moved very well and for long time. I took it for a run around the parking area and discovered that I had all forward gears. I really mean ALL forward gears. No neutral, no reverse – all forward. The car DID NOT FAIL TO PROCEED. In fact it proceeded very well with no retreat nor any opportunity to retreat.

With a car which could only be started by crawling underneath and no reverse gear I felt that the rest of the run was going to be more than a bit of a challenge. We decided to make our event a run to Echuca and headed off for home with a full load of fuel and a hope that we didn't need to stop or get stopped along the way.

I am not accustomed to travelling along highways at 80 kph but that is what we did to extend our range in the hope that we would have enough fuel to get home.. Stopping for fuel meant switching off the engine and then another NRMA assisted start and we wanted to avoid that if possible.

It takes about 7 and a half hours to drive from Echuca to Sutton at 80 kph. We made it home by about 9.30 pm. It was a blessing to find that nearly every significant urban area between Echuca and Sutton has been by-passed. Over the pit on arrival home, shut down and good night. A few telephone calls to people who know more about Rolls and Bentley than I do and I had a day full of exploration ahead of me for Saturday to find out what had caused the problem and how serious it was.

After cleaning the underside of the car I looked at the transmission and it looked very nice. I even worked out what I thought must have been some of the things I had been told about. I pushed a few things which looked like levers in the hope that by some miracle that might just loosen whatever had caused the problem – it didn't.

Electrics are cleaner than the mechanicals so I decided to start with them. Rolls Royce, in order to produce the world's best car needed to make a few changes to the way automatic transmissions work. In ordinary cars you move a lever and it makes things in the gear box move. But a Rolls has an electric drive to do this very complicated job. That way if it doesn't work no-one in the world except a person who knows about Rolls Royce motor cars will have a clue about how to fix it.

I am now going to spill the beans. I was told about this little reset button in the fuse box under the steering wheel. I put the lever into neutral, switched on the ignition and pushed in the red button. Step two, try to start the engine and guess what - it worked. Now that I know all about how to fix Rolls Royce motor cars I am going to start on Mercedes Benz. I have one of those which won't start. I haven't found the little red button yet but it must be there somewhere.

## **Jane's Bentley's back – no it isn't – yes it is**

Queen's birthday Monday we went down towards Cooma to baby sit the grandchildren for a few hours. I thought that I might as well get some fuel while I was out.

When the fuel station didn't appear where I thought it should be I kept looking until I was nearly in Waniassa. I thought I might as well call in to see how fellow club member Bill was getting on with Jane's Bentley. Surprise, surprise he was polishing it up ready for return to its other custodian. I left the other car with Bill and returned to surprise Jane and pick her up in the Bentley. By the time I got back, we had to rush off to get back home for a commitment Jane had with the next door neighbour, so she dropped me off to pick up the other car and headed for home along Tuggeranong Parkway.

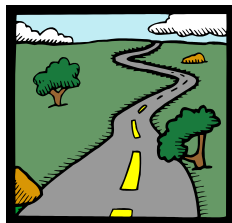
Jane should just about have had time to get used to the idea of driving her car again when its age shook her out of any complacency and confidence she might have slipped into. She says she thought she had killed it. With a resounding explosion it gently ceased proceeding as she pulled it over to the side of the road. The noise came from the back of the car so she went to investigate and found what she described as a big hole where something was missing. First step a quick emergency call to Bill and then a one person emu parade back along the Parkway for the missing bits. She found nothing.

As I followed the same path home I noticed a Bentley pulled in off the side of the road. After a while I realized which Bentley it was and decided that it would be prudent to return to the site. It required no more mechanical knowledge than I have to determine that the tail shaft had dropped off at the diff end and the flailing shaft had sorted out any part of the exhaust system within its reach. NRMA arranged to tilt tray the car home and we unloaded it directly over the pit.

I am forever grateful to my father for his willingness to acquire things including nuts and bolts for which he had no identifiable need. I have followed the fine example he set. I managed to find 4 new 7/16 UNF high tensile bolts and had the shaft back in place early the next day. They probably came from the stockholding I acquired when he died back in 1972. The exhaust system was a different matter.

After a few hours of grinding and welding I now have the exhaust pipe back in place. I plan to cover the welds with muffler tape. The excuse is just in case there is a pin hole somewhere in one of the welds. The truth is that a bandage can perhaps cover a whole lot of things which are best not displayed. I think the welds will hold. We may need to install an airbag support on the left hand side of the vehicle to offset the additional weight of the welding rods used for the job but no-one is going to notice unless they get under the car.

# Out and About



## Special Notes

Members are reminded that annual fees are due and payable by June 30<sup>th</sup>. Please bring your money to the June meeting or post to the Club at PO Box 1420 Queanbeyan 2620.

Annual fees are \$45.

Please note that if you aren't financial by June 30<sup>th</sup>, your concessional registration is automatically voided.

Your co-operation is requested.

A downside of the Broken Hill run was Noel Templeman's admission to the Broken Hill Base Hospital. Noel took crook shortly after arrival, was examined by our own ex-paramedic Bob Cannon who promptly ordered an ambulance. Noel stayed in hospital for about a week, his problem was a severe dose of Pulmonary Odema. To us non medical types that's excessive fluid around the heart. Son Michael flew up to the Hill and drove his parents home, the trip was uneventful, Noel has quickly recovered and is looking forward to bringing the Anglia out on the garage crawl on July 11<sup>th</sup>.

Couple of cars got lost on the first day. They didn't see the Lockhart sign at Collingullie and drove almost to Narrandera before they found a road to Jerilderie. No names, no pack drill

While we were at the Day Dream Mine, Krys had need to use the W.C.

Said W.C. is located in the horse paddock next door to the mine hut.

One horse was overly friendly and wouldn't let Krys out of the toot. She couldn't open the door, half a ton of horse takes a bit of moving from the door. Lucky we had a head count before leaving the mine or Krys could have still been trying to move the horse..

The Bruce Lord collection in Broken Hill is an eye opener. Bruce bought his first car at 12 years of age and has never stopped since. The majority of vehicles are from the Chrysler stable, not surprising when Bruce's father was the original Chrysler dealer in Broken Hill.

Some other makes have crept in. For example he owns the first new car sold in the Hill, a 1912 Overland. This car is in very good order and roadworthy. Another foreigner is a 1929 Chev Van in Cadbury livery, fully restored. A little Austin is dwarfed by several nearby Chryslers.

In the workshop shed, Bruce's current project is a giant La Salle roadster. A second identical car sits nearby. He was able to borrow this one so that he can check he gets all the detail on his car exact.

Another interesting vehicle is a 1948 Dodge hearse sold new by his father to the local Broken Hill undertakers.

Displayed under glass, Bruce also has a large collection of badges and emblems collected over his lifetime.

It was worth the drive to Broken Hill just to meet Bruce and view his collection.

Wilcannia takes the prize for being the dearest place we found on the trip. Petrol comes at \$1.61 per litre at the main street garage and a plain hamburger sets you back \$7.50

The country out west looked great following recent rains, many paddocks still had water laying in them. Apart from goats there wasn't heaps of wildlife although we did have to brake heavily going into White Cliffs to avoid a kamikaze emu.

Most travellers are aware that every comfort stop on the road has a magpie or two who bludge morsels from those who pull in. Out west magpies weren't seen, the franchise for bludging off tourists is held by Choughs (pronounced chuffs). These cheeky, likeable birds look after the tourist spots very well.

The night spent with the White Cliffs Car Club was most enjoyable. One member flew his plane in to join us, stayed overnight in town and flew back to his property the next morning, his spread is about 100 k from town.

He was telling me he has recently recovered the old family A model Ford and is shortly shipping it off to Sydney where it will be professionally restored. A friend in the trade has offered to do the job on one condition – the owner doesn't worry him for two years.

One member of the White Cliffs club absent when we were there was John Ahearn. John is well known in Canberra with his veteran Model T. He has mining leases at White Cliffs and spends the Canberra winter up there. Lives in his own house, not underground. John was in Adelaide visiting relies while we were there.

Lunch at Lake Cargellico was different to most meals. While we were at the Cobar Golf Club, Bob Cannon bought tickets in the ubiquitous meat trays, and won a tray of yabbies, ready cooked. These were tried and disposed of whilst lunching overlooking the Lake the next day. An acquired taste but a couple of the crew were very pleased with the winnings.

With two birthday girls on board, celebrations were in order. At Wilcannia Kryns provided a cake of sorts for Anne's day. This was a pyramid of lamington fingers heaped up holding a large household candle in place. Different. An official cake was found at a baker shop in Cobar and cel-

ebreated that night at Happy hour in the Hatch cabin.

Krys' birthday the next day was similarly celebrated in West Wyalong. Her celebration was in the railway carriage which was home for the night to Albert, Graham, and Bob Cannon. Same candle, jammed into an I.G.A. shop sponge.

I'm sure the ladies will remember these birthdays longer than the more salubrious functions back home.

9<sup>th</sup> April next year sees a major Rolls Royce rally come to Canberra. Our President is associated with this event and is putting the word out looking for "Babysitters" for some of these cars. This involves looking after the open cars whilst their owners leave their cars for short periods. Lawrie will doubtless give details to interested members.

You run into them everywhere. Whilst travelling between Cobar & Lake Cargellico we pulled into the Gillgunia Comfort Stop. (about 150 km south of Cobar) Several caravans were there and the occupants of one immediately came over to us.

They are members of the Wagga Wagga Classic Car Club and are on their way to Darwin on a 3 month trip. Didn't catch their names but remember their club car is a 1940 Ford. Hope their holiday is enjoyable, Darwin sounds good as we look out on frosty grass.

A recent conversation with a member of an out of town club shows we are not alone in scratching our heads trying to get members to outings. He was telling me their club is looking to longer runs in an attempt to find somewhere new to go and hopefully get cars on the road. All local destinations have been done to death.

We are in a similar situation. There isn't too much locally that hasn't been visited but a recent attempt at a longer run didn't set the world on fire. The Nimitabel run only drew 10 cars.

If anyone has any bright ideas, pass them onto the next events committee, I'm sure they would be receptive.

Albert Neuss was mumbling something about the amount and quality of food on the Broken Hill run. After the lovely meals provided by the Wilcannia locals, Albert was heard comment that he'd had to move the driver's seat back a bit. That left only about another inch adjustment in the seat

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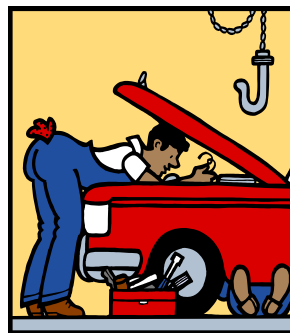
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## THANK YOU



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