



The Wheel



Malcolm Stewart's
1977 HX Statesman

Southern Tablelands
Heritage Automotive Restorers Club Inc.

OCTOBER 2010

ISSUE 105

Minutes of Monthly Meeting

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Held 7 September 2010 at the Guide Hall, Queanbeyan

Meeting Commenced: 8.03 pm

**Members Present: 23, Apologies: 7
Visitors: 0**

Minutes of Previous Meeting:

Accepted as issued in The Wheel.

Moved: Pam Corbett, Seconded: Ian McLeish.. Carried.

Correspondence In:

7 membership renewals
Drive Chatter Sep 10
Eurobodalla CVMC newsletter Aug 10
Get it together Aug 10
Bush Telegraph Sep 10
CACMC The Colonial Aug/Sep 10
Hoota Coota Sep 10
Service 1 statement Aug 10
Gundagai AMC The Crank Handle Aug
Cooma Monaro Historic Auto Club Aug
ACT MCC - Bike torque newsletter Aug
Rocky Road Aug 10
Letter from Angelo Faenza - he has moved to Queensland
The Broken Spoke VVMC Goulburn Sep
Classic Lines Newsletter - CMC Wagga Sep 10
Invitation - Shannons American Car Classic - Sun 3 Apr 2011 Queanbeyan
Invitation - Yass Celebration of heritage motoring Sat 6 Nov 2010
Invitation - Mudgee Motorfest 15-17 Oct
Invitation - Uniting Church Spring Fair 23 Oct 10

Invitation - Cootamundra Antique Motor Club 31st Birthday Sun 6 Feb 2011
RTS - Se Light membership cards
Insurance Renewal Notice-due 1 Oct 10

Correspondence Out: Nil

President's Report: **Lawrie Nock** was absent on holidays overseas, and Vice President, Allan Boyd stood in for the meeting. Allan welcomed members to the meeting. He asked members to consider nominating for two of the key positions that remain vacant from the AGM, namely Secretary and Events Director. Allan also indicated that there are two unclaimed trophies for Ian Pyett and Simon and Jannie Brown.

Treasurer's Report: **Brian Thomas** reported that the bank account balance is approximately \$11,209 including the investment account, together with an additional \$3-400 in feed paid tonight.

Brian indicated there are a few bills to pay including the club insurance (\$561.50), reimbursement for key cutting (approximately \$25, and \$30 for the Queanbeyan Swap Meet site. Moved for payment by Pam Corbett, seconded Ron Scattergood, carried.

Registrar's Report: John reported that there were 9 member registration renewals and that Alfred Sturm now has a club stamp for registration inspections.

Public Officer's Report: Ian McLeish indicated that the Club Treasurer's Report has been lodged and fee

payment submitted. All is now in order.

Property Officers' Report:

Ray Mallam reported that the usual items are for sale and they are keen to sell the last of the upper cylinder lube.

CAMC delegate Report: Allan Boyd reported that the Marques in the Park event is back on and will now be held at the old Belconnen site (John Knight Park) on 21 November 2010. CACCC is the coordinator for Wheels 2011 to be held on 27 March 2011.

The ACT Government Special Interest Vehicle Scheme is being considered in talks with the ACT Government, with an offer of 1/3 registration fees. Council is seeking ¼ fees for these vehicles. Sue Walker attended the Council of Heritage Motoring in Perth but has not reported back as yet. A trial of a central ripple strip is underway near Peak Hill. The strip creates noise when a car moves over the central line, in an area where overtaking is not allowed. Some concerns are being expressed about the effects on motorcycle traction when cornering if the rider strays over the strip. Details of the 2011 Easter Rally are on the Council website.

Editor's Report: Malcolm Stewart

thanked Maureen for her help in setting up to produce the newsletter and in providing training in the editor's role. Malcolm's first newsletter has been produced and he thanked Raelene for her assistance with the computer, and the editorial team for their work. Thanks also to Paul for printing the newsletter. Malcolm needs car stories desperately for the newsletter. Malcolm also reminded the events committee that they must nominate someone to

write up the event on completion for the newsletter and pass it to him for inclusion.

Events Directors:

Chris Hogarth-Boyd indicated that the committee is a committee of 5 and that they will be managing the Club events. The Cootamundra run was cancelled because of the poor weather. Next run is a double header - the Thai Embassy run for their cultural day (not a car display event) and/or the German Autofest. Departing the clubhouse at 0945, so be there by 0930. Run down the Monaro Highway through Point Hutt and the Cotter Loop, returning to the Embassy or the Autofest. There is a lot to do at the Embassy with traditional foods prizes and giveaways.

There is a roster for the Queanbeyan Swap Meet site – please consider volunteering.

There is a Bathurst 1000 day planned for Sunday 10 October, and a ladies event that is yet to be finalised. All welcome to the Clubhouse that day.

Marques in the Park will replace the open garden scheme run on 21 November, and the Uniting Church Fete is on Sat 23 October, their 150th year!

Paul Anderson discussed a possible track day at Marulan at the driver education centre, where the Club could hire the track for a day. Sessions include timed laps and instruction by qualified staff, and fast laps for those inclined. Instruction in defensive driving techniques including for younger people over 15 years of age can also be provided. Paul needs 30-35 people to attend, at a cost of around \$100 per

Southern Tablelands Heritage Automotive Restorers Club

PO Box 1420, Queanbeyan NSW 2620

President	Lawrie Nock	6230 3320
Vice President	Allan Boyd	62976014
Secretary	Steve Cole	6255 8601
Membership Secretary	Pam Corbett	6297 7285
Public Officer	Ian McLeish	6230 3344
Treasurer	Brian Thomas	6253 8261
Events Director	Vacant	
Events Committee	Ian McLeish	6230 3344
	Paul Anderson	0421 482503
	Geoff Rudd	
	Chris Hillbrick-Boyd	62976014
	Jane Nock	62303320
Registrar	John Corbett	6297 7285
Vehicle Inspector	Albert Neuss	6297 6225
	Alfred Sturm	
Council Delegates	Allan Boyd, John Corbett	
Editor	Malcolm Stewart	6299 5272
Publishing Committee	Krystyna McLeish, Geoff Rudd, Jane Nock, Jannie Brown	
Property Officers	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 15th 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.



Club Notices

Next Meeting

Tuesday 2nd October - 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 16 October 8pm

Next Events

October 10th — Bathurst 1000 Day/Ladies Run
October 23rd — Queanbeyan Uniting Church Fet
October 24th — Wee Jasper Run ñ Come
October 30th — Montessori School Fete, Holder

After Meeting Speaker October

The guest speaker for the October meeting is to be advised but is sure to be interesting!

person. Paul will write up an article for the newsletter and provide it to Malcolm. Paul will need firm numbers by the end of the year with deposits.

Ian McLeish discussed the Queanbeyan Swap meet and the need for photos and signs for the stall. The gazebo and BBQ trailer will be in place, and a car and bike have been organised.

Geoff Rudd discussed a visit to the Trucking Hall of Fame 2010 reunion. Every 5 years a large collection of vintage commercial vehicles, with up to 400 previously, but this year it was more like 500-1000. Some very rare and historic vehicles participate, with some as old as 1909. Next event will be in 2015.

Webmaster: Nil report.

General Business:

Rex Harrison is the new contact person for guide hall bookings. We need to book ahead for events, and an email has been sent about the Bathurst Day and the ½ yearly bush council meeting next year. We have asked them for a wish list for maintenance. A new set of Hall keys have been cut for the Club.

Pam Corbett asked if there were any members that don't have name badges. If so, please contact Pam directly.

Allan Boyd has the Best Attendance Plaque and will return it the Rhonda Whinnett next meeting.

Steve Cole presented the report by the Committee into the club concessional registration practises which was read out to the meeting. The report is to be published in the newsletter in its entirety.

Special Occasions: Birthdays. James Corbett is 16 on 10 September. Allan Boyd is a little older on 19 September. Maureen Scattergood on 26 September, Rod Lawson on 2 September, and Richard Meyers on 8 September. Congratulations to all.

Raffle: A few prizes were on offer this month.

1st prize Logoed car cushion – won by Malcolm Stewart.

2nd 3rd and 4th prizes (classic car calendars) won by Kym Davis, Pam Corbett and Alfred Sturm.

After dinner speaker: Richard Meyers spoke on a recent visit to a car museum in France that contains an eclectic collection of very rare and vintage French cars.

Meeting Closed: 9:15p.m.

NEXT MEETING : 5 October at the Guide Hall.

Concessional Registration

Investigation report STHARC concessional registration

Background

A number of issues have arisen that have implications for the Club as a result of a concessional registration application and recent Wheel article relating to a car belonging to a Club associate member.

The Club executive committee discussed these issues at length at the August committee meeting and determined that an investigation should be conducted. It was further determined that after providing evidence to the Committee, the President, the Vice President, and the Club Registrar, all involved in the application process, would stand down from the investigation.

The remaining committee members would review the evidence provided by the member via an article in the Wheel, and statements from the abovementioned committee members, and present their findings to the Club at the September meeting. The findings would then be published in the next edition of the Wheel, and a separate letter would be sent to the member informing him of the committee's decision.

Committee guidance

The Investigative Committee was asked to review the information and to provide answers on four matters, namely:

1. Is the STHARC approach to concessional registration consistent with the NSW RTA guidelines?
2. Was the management of this issue within the Club by the President and Registrar reasonable and defensible?
3. Does Club management of concessional registration need to be changed?
4. What action, if any, should be taken with regard to the particular vehicle concerned?

The Committee completed the investigation as directed.

Findings of the investigative committee:

1. Is the STHARC approach to concessional registration consistent with the NSW RTA guidelines?

Yes. The vehicle was presented for concessional registration inspection in a form that substantially differs from original and stock condition, and that these alterations have been made primarily for appearance purposes and not safety. The Investigative Committee determined that the vehicle has been “altered” and according to the Committee’s interpretation of the NSW regulations is not entitled to be concessionally registered.

2. Was the management of this issue within the Club by the President and Registrar reasonable and defensible?

Yes. The Registrar inspected the vehicle, conducted a thorough research of literature on the vehicle, identified some anomalies, and reported these to the owner. When no action was taken by the owner, the Registrar reported the anomalies to the Club President. The President unsuccessfully attempted to adjudicate on the matter. When this failed, the President referred the matter to the Full Executive Committee for consideration. This management process is considered to be reasonable and defensible.

3. Does Club management of concessional registration need to be changed?

The Investigative Committee has determined that action needs to be taken to address some outstanding issues.

The Investigative Committee has determined that all vehicles intended to be concessionally registered with STHARC as the nominated club are to be inspected by the Registrar prior to registration. Concessional registration with STHARC as nominated club is conditional on the Registrar’s endorsement that the vehicle meets NSW RTA concessional registration guidelines.

The Investigative Committee has further determined that an anomaly exists whereby associate members can share membership while living in separate residences. The Investigative Committee has determined Club associate membership is intended to support close relatives joining the Club as a group when the relatives share a common abode. If the associate members have vehicles registered at different addresses, then there is potential for anomalies between recorded addresses between the RTA and STHARC. This anomaly is to be addressed in the next financial year and members will be advised of this decision in due course through the Wheel.

4. What action should be taken with regard to the particular vehicle concerned?

The Investigative Committee has determined that the Secretary will write to the associate member and request him to remove reference to STHARC from the concessional registration records at the RTA, unless the vehicle is presented to the Registrar in its original unmodified form, or the registration is changed to full NSW registration.

Conclusion

The NSW RTA concessional registration scheme is self-regulating and therefore open to the interpretation of each club. The STHARC committee has determined that this will be managed by the Club through a process whereby the Registrar must inspect the vehicle and endorse it as meeting NSW RTA standards. It is acknowledged that in some exceptional circumstances such as registrar absence or a remotely located vehicle this may be difficult, and in these cases alternative arrangements must be to the satisfaction of the Registrar. Where the Registrar finds anomalies, and these matters are unable to be resolved with the owner, then the matter must be referred to the Club Committee for final adjudication.

It is unfortunate that this matter required significant time and effort by the Club committee in order to be resolved, for a matter involving relatively minor pecuniary value for the member concerned. The Committee reminds club members that the elected official are volunteers donating their time for the advancement of the club and heritage motoring more generally.

Finally, the Investigative Committee has determined that no further correspondence on this matter will be entered in to.



The Monte Carlo—Monaco Grand Prix Racetrack

Brian Thomas

This is an interlude from Benita and Brian Thomas' travels last year.

We visited the Principality of Monaco while holidaying in Europe. We had a short but fascinating visit.

Monaco is ruled by the Grimaldi family, thus the Principality status. It is a very small fairytale country with its own Prince and Princesses built amongst the steep cliffs and rocks bordering southern France. The whole country has only 30,000 residents and is less than two square kilometres in size. Residents generally pay no income tax and have many social benefits in this small, wealthy country. There are always more than 30,000 people in Monaco: there are workers who commute daily from France and, of course tourists like us.

We did the usual tourist things. We saw Prince Albert coming out of the Assembly Chambers; we walked the gardens. We also had lunch in Café du Paris anear the outside forecourt of the Casino Royale; here we contemplated the James Bond movie of that name filmed on the location.



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



What to call it

Lawrie Nock

About 50 years ago my family owned a motor business. Every year we would do a stock take of the spare parts on hand. This was an after hours job which usually involved someone (occasionally me) going through the spare parts bins and counting how many things were in each one. The recording of the numbers was someone else's job.

At the time we were among other things, Volkswagen dealers. I was quite impressed by the numbering system used by the Germans to identify parts. If a part was a universal part such as many engine and transmission parts, wheels, steering wheels, hub caps etc were, it was prefixed by, I think 111. If it was particular to a Beetle or a commercial or a specific body type on a commercial vehicle it carried a different 3rd digit. The next set of digits referred to the part of the vehicle where the part belonged. And it went on. It may surprise some members but I don't remember exactly how it all worked but it was pretty tricky. The chaps in spare parts could identify what it fitted and where it went with just the numbers. After we left Parkes, I was not tempted to offer my expertise at counting what was in the box on cold winter nights, so I have actually forgotten many of the details.

Anyway, when I acquired the Silver Shadow I was reminded of the system when the operation and importance of the body/engine number identification system used by Rolls Royce was pointed out to me. From about 1965 the company used a three letter prefix. The first letter identified the body type. S was for Saloon, C was for Coupe, D was for drophead – not dropdead you peasant - it is English for convertible and no, it doesn't suggest that the things fall down and I think they had an L for long wheel base. In the second position, was R was used to identify Rolls Royce models or B for Bentleys and the third letter was H for cars made for home delivery but also included right hand drive cars destined for Australia and probably other RHD destinations and X was for rejects. The company actually suggests the X or cross identified export models. I believe they have rejected the assertion that it is used where they had got mixed up and put the steering wheel on the wrong side of the car.

With the introduction of the Silver Spirit Rolls Royce they introduced a new identification system. I don't have any of these type of cars so I don't need to know how it works, which is just as well cause I don't.

Now that you understand all of these things you are equipped to understand my dilemma. I called in to see a friend and make sure that he knew that I was still alive. He wasn't there but his son was. I said I would try to call back later but before I left the son had something he wanted me to see. Into the shed and there under a pile of other stuff was a dusty body. Not really your classic shed find but nevertheless a very interesting vehicle. Not really a drophead because it didn't have the top bit but certainly not a coupe because it didn't have that type of top bit either.

The very next day I took Jane to see this amazing thing. We decided that we would like to own this one. It is a compact – sort of. It has seats only in the front. The back is sort of a ute but not quite. It doesn't have the maker's ID plate I would expect to find on this model which is good because it means I can make up one for myself if I want to. It is probably not actually unique but it is quite unusual. When it is cleaned up we are going to have to establish just what it is. Not sure yet whether we will try to put it on historic plates or just drive it around unregistered but that will come after we get it home.

I think that despite the unusual body work it will be recognized as a Rolls. Therefore, in accordance with the only RR nomenclature with which I have any basic comprehension, we will use Rolls Royce ID as the basis for the identifying code for it. Looking at the configuration we have concluded that its ID should start with a D for drophead or perhaps a C for compact. Both are appropriate so perhaps D/C. It is clearly a Rolls so it needs an R for the second ID letter. And it is left hand drive so it is an X for letter three. I don't quite know how the Rolls purists are going to cope with an ID starting out with D/CRX followed by a string of numbers but I guess they will get used to it.

No pictures yet but when we get back we might be able to provide a bit more details.

Date/ Day	STHARC EVENTS To December 2010	CONTACT	BBQ Trail- er
All STHARC runs start from the Qbn Girl Guides Hall Erin St Qbn unless otherwise indicated. For all runs: BYO chairs, tables, picnicware, drinks and food unless otherwise advised.			
OCTOBER 2010			
10 Sun-day	Bathurst 1000 Day/Ladies Run (?museum/art gallery/Kingston Markets ?) Hall 10am start. BBQ lunch – BYO food, drink, salads. Ladies leave 10.30	Allan Boyd 0427 97 6014 Chris Hillbrick-Boyd	Yes
23 Satur-day	Queanbeyan Uniting Church Fete - static display 9am–1pm	Meet at the Church	No
24 Sun-day	Wee Jasper Run – come enjoy this wonderful part of our region during Spring. BYO picnic. Time TBA	Ian McLeish	Yes
30 Satur-day	Montessori School Fete, Holder - static display 8am. Meet @ Guides Hall 7.30am, leave at 7.40am	Chris Hillbrick-Boyd 0419 013 263	No
NOVEMBER 2010			
2 Tues-day	Melbourne Cup Lunch – best dressed hat Please phone acceptances by Fri 29 Oct – bring some food/drink to share. Cup draws 50c, \$1, \$2	Allan & Chris Boyd 62976014/ 0427 976 014	No
6 Saturday	Celebration of Heritage Motor-ing Yass Antique Motor Club De-tails TBA	Events Commit-tee Or g.snape@harbou rsat.com.au	No
21 Sun-day	Marques in the Park , John Knight Memorial Park, Belconnen	Events Committee	No
DECEMBER 2010			
2— Tues	Melbourne Cup Lunch Details/Venue TBA	Allan & Chris Boyd 0427 976 014/0419 013 263	No

6— Sat	Celebration of Heritage Mo- toring Yass Antique Motor Club Details TBA	Events Commit- tee or g.snape@harbour sat.com.au	No
TBA	Open Garden Scheme De- tails TBA	Events Commit- tee	
DECEMBER 2010			
5— Sun	Terribly British Day Short run & display Patrick White Lawns, meet 9.15 for 9.30am start	Events Commit- tee	No
12— Sun	STHARC Christmas Party 9.30 for 9.45am start Details/ Venue TBA	Events Commit- tee	Yes
Date	OTHER EVENTS 2010— 2011	CONTACT	IN- VITE
9 Oct Sat	CHMC Bush Council Half Yearly Meeting, Yass Delegates John Corbett and Allan Boyd	Bush Council	Yes
9 Oct Sat	Kite Festival Harden Picnic Racecourse 11am-5pm Entry by donation. Food & Market stalls	Robyn Carroll 6386 2341 robyncar- roll@hotmail.com	Yes
6-7 Nov	Shoalhaven Club 40th birthday Rally	Carl Geewohn 0427213960	Yes
12-14 Nov Fri - sun	Bombala Historic Engine & Ma- chinery Socy bi-annual rally. Overnight run. Details TBA	Allan Boyd 0427976014	Yes
20-21 Nov Sat- Sun	Snowy Mountains Touring Classic Open to registered vehicles of 30+ years	Chris Reeks 0407 299 008	Yes
Janu- ary 2011	?Summernats - Canberra EPIC Static Display	Events Committee	
30 Jan 2011	Bungendore Show/static dis- play	TBA	Yes
April 2011	Rolls Royce National Rally, Canberra	Lawrie & Jane Nock	Yes
April 2011	Bush Council Easter Rally, Fos- ter Tuncurry, NSW	www.bushcouncil.c om.au	Yes

Malcolm's HX Statesman

Malcolm Stewart

The Statesman was an important vehicle for Holden. Since the mid-sixties Ford had dominated the larger saloon market with the Fairlane. Holden fought back with a crudely designed Brougham based on the premier but the car lacked the long wheel base of the Ford. Ford's advantage was that Falcon and Fairlane were based on existing American platforms. I have thrown in a photo of my yet to be restored Brougham.

With the development of the HQ Holden meant a long wheel base wagon and a platform for the new Statesman. This series left the sixties behind and ushered in one the strongest periods in Holden's history.

The Statesman was not badged or marketed as Holden. I struggle to find any reference to Holden on my car. This was an attempt to create exclusivity similar to Lexus but nobody was fooled in part because they were only sold at Holden dealerships and because they looked suspiciously like any other Holden!

Nonetheless they met their task of providing real competition for the Fairlane and I think, sadly for Australia, have now outlived the Fairlane. A good part of the reason for Statesman's survival has been the achievement of export volumes to the middle east, China and now the USA with the release of the car as a "Police Special". The US police car market is nearly as big as our whole market. US cops want rear wheel drive and a cabin that can take a divider between front and back. The statesman is the only realistic car in the GM stable that meets this specification.



My Statesman is an HX which is the third incarnation of the series. The series was HQ 1972, HJ 1974, HX 1976, HZ 1977 and finally WB from 1980 which ran to 1984. Holden stretched this platform for an incredible 15 years and my WB is pretty well identical in spec to the HQ with the majority of important parts interchangeable.



The HQ Statesman offered the 202 six, the 308 V8 and the 350 V8. The smaller 253 V8 was never offered but typical of Holden a few do exist. The Chev 350 was dropped in the HJ leaving the 308 with the six version also abandoned as the oil crisis was forgotten.

By the time my HZ was made the issue of emissions has raised its head and my car's 308 V8 puts out 216 BHP down from the 240 of all previous 308s including my Brougham. By the time the "black" series of this engine was produced power was down to under 145 BHP but with fuel injection and computer management Holden got it back to about 240 BHP when it was re-incarnated in the VN.

My Statesman is a local car and I bought it off the original owner, the Cadona family who own Fyshwick Building Supplies. The car is very original right down the hubcaps. John Cadona lives next door and he knew I had an interest in that generation of Holdens. He told me he had his Dad's old Statesman and would I like it. The price seemed reasonable for a car of this age and I thought I could make it another hobby. So expecting a well worn 30 year old I went to see the car I had already committed to buy. I was amazed to find a car that could have come off the showroom floor yesterday. It has less than 150,000 kms and the paint and trim are perfect. About the only problem I could foresee was that there nothing to do on the car!

The statesman falls into that category of historic vehicles where people are surprised to see it carrying historic plates. "Is it really that old?" they ask. The truth is yes but the reality is so are we.



Travels through Saudi Arabia

Malcolm Stewart

I have always enjoyed the travelogues published in the wheel and I thought that I might share a few experiences of my own, I have been lucky to have done some great road trips in Asia, Europe, North and South America, The middle east, Africa and Australia.

The trip I want to share with you is an epic drive from Jeddah in Saudia Arabia to Scotland and back. My brother and I had joined my parents in Saudi and during our year there we decided to travel to Europe. Mum and Dad wanted to join us and so did two of my sisters in Australia who flew out for a few months.

The first decision was to choose a car. Saudi is an interesting place when it comes to cars. Stories abound of rich Saudis dumping Rolls Royces when they filled the ashtrays. Well it wasn't quite that bad however maintenance was a nightmare and many exotic and expensive cars ended up at the roadside often after just a few miles and there they stayed windows down full of desert sand waiting for a mechanic that didn't exist. As the cars were owned no one would touch them. During prayers the money exchangers in the open air markets would cover millions of dollars in cash with a blanket safe in the knowledge that their money would be there when they got back. This level of personal safety and security in a country which spawned the 9/11 bombers and of course Osama Bin Laden who happened to live next door to us.

Eventually the local authorities would get sick of all the dumped cars and they would be rounded up and used as landfill. I once watched a number of Rolls Royces, Ferraris , Jags and an assortment of other expensive cars being dumped into a new sea wall off the coast at Jeddah.

So while you saw plenty of exotics parked, the bulk of cars actually being driven were big Americans and small Japanese. The Japanese were as usual there on purpose with specially prepared cars with low compression non-fuel injected engines with big cooling systems and they had some level of support in the market.

The Americans were successful because their cars didn't need to be dumbed down as they started that way and were therefore perfect for local conditions. Besides they were huge and this helped with the give way rule being that the biggest machine travelling the fastest had right of way.

This made our decision easy. Insurance is banned by the Koran and there is limited emergency services (unless you are Swiss in which case their Government sends out a fully decked out hospital Jumbo jet with

surgeons) so my brother and I bought a Chevrolet Caprice which had a simple 400 ci V8 which meant plenty of spare cylinders and a lot of sheet metal between us and who or whatever crossed our paths. This decision would come in handy later in our trip when our goliath took on a VW beetle.

One of my many sisters lived in Scotland. So that was where we were headed. Our Journey would take us through Saudi, Jordan, Syria, Turkey, Bulgaria, Yugoslavia, Austria, Germany, France, and Britain. Our return took us down through Northern Italy and the Dalmatian coast into Greece then back to Saudi.

As we were not the first to undertake this journey our navigation at least until we reached Europe was by way of a Triptick. This is a "verbal map" with precise instructions written down. These sorts of guides are common in places where navigation is difficult with both language barriers and limited reliable maps. Basically they count the miles between significant points such as at 121 miles after leaving Jeddah it may say: at the Medina turn off turn right immediately after the mobile service station then in 12 miles turn left at a T intersection marked by a small oasis and few food vendors. This is the Northern highway....and so on for two thousand miles or so, plus forty pages!!! Do not try and do this on your own! Better to have a car full of family members shouting different instructions to the driver.

Undertaking the journey were my brother and I, our parents, and two other sisters who flew over from Australia for the trip. Our first problem was luggage. I couldn't believe how much gear my sisters hauled out. Of course it was never going to fit even in the mighty caprice and we discovered one bag full of shoes! After tearfully jettisoning most of the girls stuff we headed off.

The main (and only) North South highway in Saudi is a pretty good road. There are no speed limits as such in fact there are no real road rules, theoretically you drive on the right and that is about it. Oh and never have an accident with a Saudi. Even if you are parked you are automatically at fault and will often be hauled off to jail.

Other things to look out for are camels and goats. Never park under a tree if you ever find one because the local goats will be on your roof in an instant to get to the higher branches.

Once out on the highway there is generally light traffic so around 90-100 mph is the norm. However we faced two



big hurdles. Firstly we left at the start of Ramadan, the holy month when millions of pilgrims descend on Mecca. This meant a constant stream of cars coming towards us and usually in both lanes. The only relief was during prayers when they all pulled over however we did need keep a look out for the odd group who thought the middle of the road was good spot to lay out the prayer mat. I guess being in a totally devout Muslim country they would never expect a car load of Aussie infidels to be hurtling towards them during prayers.

The second problem was that Saudi authorities in an effort to slow people down thought speed humps were the go and they were put at most intersections where you might expect them. However they also put them at random on major roads, unpainted, unmarked and lurking just waiting for their next victim. And they were vicious. There were many wrecks around these spots and if you were a hubcap collector this was your nirvana. The carnage they caused was a positive for us because it gave us warning of the impending danger.

Saudia Arabia is a beautiful country. The colours are striking with rich reds, blues and purples. Often the sand sweeps down to the red sea and it is amazing to step into the water where thousands of colours in the reef that runs the entire edge of the gulf contrast so dramatically with the mono-tones above. The red sea is a famous diving location and I have been lucky to have dived both the Saudi side and the African side in Egypt. The main thing to watch for is sharks which are large and plentiful.

Our first point of call after leaving Saudi was Aqaba in Jordan. Aqaba is a tiny strip of land just a few kilometres across and it was given to Jordan when the Europeans cut up the middle east in order to provide them with sea access in a country that was previously land locked. It has turned into a holiday resort and the contrast with Saudia Arabia is dramatic. Jordan is one of the more "tolerant" middle eastern countries and the feeling, particularly in Amman is almost European. You can even buy a beer there or as we experienced a gin and tonic on the front veranda of the Philadelphia hotel overlooking an ancient roman amphitheatre.

As you head North the landscape gradually changes from arid desert to scrub and finally grassy plains and forests. Most of this change occurs in Syria where you drive through hundreds of miles of rich farmland with cops of wheat, maize, grapes and sunflowers. Towards the North you enter more mountainous conditions with the start of Pine forests and even more amazing it gets cold here! Damascus is a big busy city and it hosts one of the best Bazaars in the Middle East. All of the Middle-East's major cities boast a souk or bazaar with the most famous in Bagdad, Cairo, Istanbul, and Damascus. As a teenager I loved getting "lost" in the covered market in Istanbul. Towards the entrances the shops are plush

and air conditioned but the deeper in you go the more mysterious and dark it becomes. You really do feel that you have stepped back in time.

Before moving on from Jordan we had an experience that typifies the nature of most Arabs. They are courteous, respectful and generous people especially if you are their guest. Leaving Amman our navigation failed and I pulled up next to a taxi. We hand gestured and indicated that we were looking for the highway to Syria ie. North. Well, the driver who had a passenger told us to follow him and off we headed down narrow lanes and back roads. Imagining that he was leading us to our deaths we prepared ourselves for a getaway but just then we came out of a side street onto a major highway bristling with traffic. Pointing North the exited driver and passenger wished us well and since the trip had taken at least half an hour we offered the taxi driver a fistful of Jordanian Pounds but no amount of coaxing would bring him to accept our money. He was happy just to have helped us.

Crossing from Syria into Southern Turkey takes you into Anatolia with mountains reaching 4200 metres. They are snow capped and heavily forested. The views are spectacular with massive drop offs on roads that have no barriers. Every few miles you see little shrines to those who went over the edge.

Turkey is a busy industrialised country. Ankara, the capital, has little to commend it however Istanbul is a real Gem. Sitting on the Bosphorous it is an interesting feeling crossing the massive bridge that divides Europe from Asia. The Greeks still call it Constantinople and the head of the Greek Orthodox church is based there. In fact Greek maps still include Istanbul as part of Greece! It was high summer and the holiday camps were full of suburban Northern Europeans who head south in their millions during summer solely to get warm. Or at least that is how it seems because all they seem to do is sunbake all day and drink all night.

The Caprice was humming away beautifully but crossing from Asia to Europe brought one big shock. Petrol prices seemed to double every thousand miles or so. In Saudi they don't even use metres on the pumps, you just hand over a couple of dollars (ryals) for the young boy to wash your windscreen. In a car that loves fuel we set a stagey which basically was to slow down. At around 75mph we did okay but on European roads that is like standing still.

As I said at the start, the trip was quite epic and as I feel that I am only part way through writing War and Peace I will break the tale at the European crossing and continue it in later editions of The Wheel. There is only one way to get me off these pages and that is to submit some editorial content yourself!

STARC Driver Training and Track Day

Paul Anderson

Sunday 15 May 2011 - 9am to 5pm

STHARC is organising an inaugural track day at the Marulan Driver Education Centre (www.mdtc.com.au). We are seeking expression of interest from members, family and friends. To make the day viable we need at least **30 people** to attend.

The cost of the event will be **\$110 per person** including lunch. A deposit of \$50 is due by 7 December 2010. The day will include some driver education, BBQ lunch, as well as track time. Track Day insurance is also covered as part of the cost.

Track sessions will be broken into three different types, Fast, Intermediate and Casual. If you intend on testing your classic or modern car to it's extreme, then you'll also need to bring a helmet and wear full length non-flammable clothing (ie: cotton).

The day will not be about speed, but control and education. Prizes will be given to drivers who can drive the track closest to their nominated time. To keep everyone safe, there are only six cars on the track at any one time.

Another bonus is that anyone from 15 years old and above can drive on the track. What a great opportunity to give some of our kids/grandkids a chance to drive our classic cars in a safe environment. The track is designed for the safety of the drivers and their cars. All run off areas are uphill, with no crash barriers to worry about.

If you are interested in attending the track day or have any general queries, please email Paul Anderson at anderson06@optusnet.com.au or phone 0421 482 503.



Marulan Driver Training Centre

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From Canberra

Follow Hume Highway towards Sydney
(~90km)

Stay on Hume Highway past Goulburn
(~20km)

Turn Right onto Marulan South Road
(signposted for South Marulan/Bungonia)
(~20m)

Turn Right onto Jerrara Road
(~3km)

Turn Left onto Prairie Oak Road
(~50m)

Enter No. 8 - Marulan Driver Training Centre - follow driveway to carpark
(~1km)



From Sydney

Follow Hume Highway towards Canberra
(~130km)

Stay on Hume Highway past Marulan Heavy Vehicle Inspection Station
(~3km)

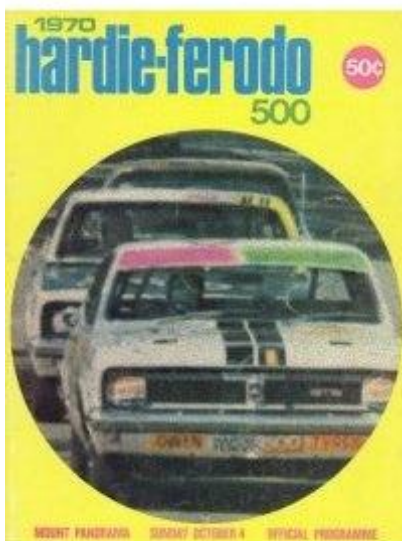
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(signposted for South Marulan/Bungonia)
(~20m)

Turn Right onto Jerrara Road
(~3km)

Turn Left onto Prairie Oak Road
(~50m)

Enter No. 8 - Marulan Driver Training Centre - follow driveway to carpark
(~1km)

garry@mdtc.com.au
02 4841 1422
0408 804 411



Talking about track days, the photo at left the cover of the 1970 Hardie-Ferodo 500 program.

On 10 October STHARC will be hold its regular Bathurst 1000 Day including a Ladies Run to either the Museum, Art Gallery or Kingston Markets departing at 10.30am, while race fans can stay back at the Guides Hall to watch the big race.

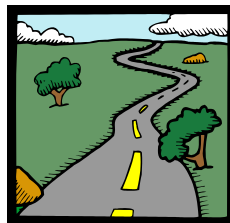
There will be a BBQ lunch – BYO food, drink, salads.

Contact: **Allan Boyd** 0427 97 6014

Out and About

Centre Kingdom Driving

Lawrie Nock



We have just had another fabulous visit to see friends in China. It actually happened a bit by accident. We were thinking about participating in a 30 day car rally in China which was to take in western parts of the country. The extremely wet conditions generated landslides etc which resulted in cancellation of the event. We ended up accidental tourists and enjoyed every minute of it – well almost every minute.

We last travelled on their roads in 2006. Things have improved greatly since then. The drivers no longer seem to regard stopping at red lights as optional. We are still trying to work out the arrangements for turning vehicles, motor scooters, bikes and the like.

The arrangements for overtaking on minor roads remain interesting. It could be that the fitment of the steering wheel to the wrong side of the dash board has created some confusion, or it could be that being the centre kingdom has flowed into road usage concepts. On major routes the dual lane multiple, sometimes 4 lanes on each side, roadways make it easy. On minor roads there are different rules – I think there might be rules. We were a bit early for the rice harvest so we did not encounter use of the road for drying the harvest. Bikes, pedal carts tuc tucs, cars, buses, small and large trucks all compete for the available road space.

Overtaking is often interesting. Sounding of the horn is the first step followed by rapid acceleration towards any available space between the vehicles in front. Oncoming traffic also exercises extensive use of the horn. The sound waves created by these acts create a barrier which prevents or at least minimizes injury in the event of a head on collision. The oncoming vehicle is expected to and does, move over a bit, as does the vehicle being overtaken to allow three lanes of traffic on a two lane road. This used to happen in Victoria many years ago but I haven't seen it here for a long time.

I was reassured to observe a display of road rage in China. I don't know what the driver of the car did or said but as we approached the pedestrian picked up a large rock with a view to assisting the driver on his way.

Fortunately for the other driver we came along and got between them and fortunately for us the pedestrian was calm enough to refrain from despatch of the rock. I reckon by the time we get there next time they might have degenerated to our level of social performance.

The next opportunity may be sooner than I would have planned. The rally which was cancelled this year is being sort of rescheduled but next year they seem to be more focused on the more developed part of China. I am told that the route will take in over a couple of weeks, Shanghai, Suzhou, Hangzhou and Nanjing returning to Shanghai.

I'm not sure how I would manage my car in their traffic even with escorts but it is going to be very tempting to join in.



Pictured is China's State Limo the Hong Qi. Lawrie tracked a few retired cars down but it is interesting to note that the makers have announced a civilian version of car. It costs a whopping \$1.7 million dollars twice an equivalent Rolls! Lawrie will tell us more about this fascinating car and China's automotive heritage at later club meetings.

Queanbeyan Swap Meet

STHARC once again manned a very successful stand at this year's Queanbeyan swap meet. There was a lot of interest in our Club and the day was made more fun by virtue of great weather (remember last year?) and by the event being by far the biggest that most can remember.



Ian and Katryna McGleish brought their Mercedes and the club trailer while Allan Boyd displayed his BMW bike. We had a lot of offers on the bike!

We had a good showing of volunteers to man the stand and we could all enjoy the meet and car displays, buy stuff we didn't need and relax.



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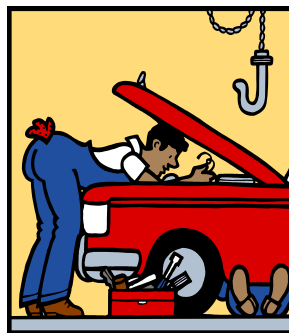
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THANK YOU



Thank you this month from the editor to Ron Scattergood, Lawrie Nock and Brian Thomas 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.

Kept on the move

by



James Gildea

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KENWORTH

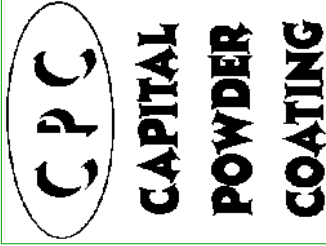
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