



The Wheel



Ken and Judy Hearne's Teardrop Caravan

Southern Tablelands
Heritage Automotive Restorers Club Inc.

NOVEMBER 2008

ISSUE 84

Southern Tablelands Heritage Automotive Restorers Club

PO Box 1420, Queanbeyan NSW 2620

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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.

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 2nd December 2008 , 7.30 pm at the Girl Guide Hall, Erin St Queanbeyan. Note Early Start time
Please bring a contribution to supper



**New Meeting Start time December
—7.30pm (not 8pm)**



December Before Meeting Speaker

Bob Cannon has called in a few favours from his former work colleagues and has organized a speaker from the Queanbeyan Ambulance Service who is going to come fully equipped with one of the Ambulances for us to check out.



Please note Start time of the December meeting will be **7.30pm**, with the meeting to follow the speaker.

Next Events

6/7th December –Weekend — Young Cherry Time Festival

7th December—Sunday—Terribly British Day

14th December—Sunday—STHARC Christmas Party

11th January—Sunday—Twilight Run



The Christmas Party will be the place to be if you have always wanted to know what being in a hot air balloon is like. As long as it is not too hot or windy, there will be a hot air balloon for folks to go up and admire the view. It will be tethered to Lawrie's Front end loader and the bulldozer, so hopefully no-one should blow away. There is a problem with operating hot air balloons in the heat or if it is too windy, so an early start at the Nocks is advised

Magazine

Please note that the cut off date for the magazine will be the 15th each month. Please assist the Editor's helpers by lodging items early.
email maureen.scattergood@cpsau.com.au

Minutes of Monthly Meeting

Held 4 November 2008 at Guide Hall Queanbeyan
Meeting Preceded by Queanbeyan Fire Brigade Show and Tell at 7.30 p.m.

Meeting Commenced: 8.35 p.m

Members Present: 35 Apologies: 2 Visitors: 1

Minutes of Previous Meeting: Accepted as issued in The Wheel.

Moved Rhonda Winnett, Seconded Allan Boyd. Carried.

Correspondence In: Renewal of Rego for trailer from RTA, Service One Statement to 3/10/08, Certificate of Currency for Insurance from TCIS, Membership Application & \$50 cash from Jannie & Simon Brown, Returned Magazine due to incorrect address, New Book Releases for Buick – The Australian Story and Armstrong Siddeley 346 Sapphire, Thank you letter from Canberra Caravan Club addressed to Bob Cannon, Invitations to their annual Christmas Party from Yass (29/11) and Goulburn (6/12), Invitation to the Berrima Rally – 15/02/09.

Emails: Canberra Trophy Centre, Marques in the Park, Membership Inquiries from Anthony Lewis at Gunning and Jannie & Simon Brown at Bungendore, K & J Herne re their teardrop and M Scattergood in reply, General Council Meeting 16/10 and Shermatt USA re cheap Mustangs, etc.

Magazines: Wagga Classic Lines, The Colonial (2), Bike Torque, Rocky Road, Coota-Hoota

Correspondence Out: Sympathy Card to Geoff & Jeanette Rudd, Cheque to our Web Host

President's Report: Welcomed our visitor, Mark Butterfield. Congratulated our newest member Noel Templeman who won the Best Ford Trophy recently with his 1962 Ford Anglia as well as the Driving Test in spite of (or because of) being the eldest driver. Made apologies on behalf of Richard Marson, our Webmaster, who hopes to have the site operating properly by 1 December. Please submit photos of your vehicles for the Website.

New Members: Application & Payment for membership received from Jannie & Simon Brown – approved by Meeting.

Treasurer's Report: Opening Balance \$7053.23
Expenses: \$ 277.25
Income: \$ 504.40
Balance at 4/11 \$7280.38

Relevant Papers have been lodged with Dept of Fair Trading and Garry gave a breakdown of costs associated with Chinese Embassy Run. Moved Garry Hatch, Seconded Bob Cannon, Carried.

Registrar's Report: 7 Renewals are due this month. Congratulations to Jeff Gill who has registered his caravan on historic plates. Looking forward to seeing Noel & Colleen Templeman's Ford Anglia!

Property Officers' Report: Last listing of merchandise generated good sales. Please re-run this month.

Editor's Report: Editor thanked Maureen who has done a fantastic job on the Magazine's presentation. (Garry would like an orange stripe on the back so he can find his copy!). Costs for the cover page to be submitted to the next Committee Meeting. Thanked Joe Vavra for 3 articles submitted and would like more contributions by all members re their cars, trucks, motorbikes etc.

Events Director's Report: Allan noted that it has been a busy month: Bathurst 100 was a very successful day as was Capital Powder Coating. Thanks to Lawrie & Jane Nock for co-ordinating the Peek Behind the Bamboo Curtain and all the members who contributed to such a successful day. Our Chinese friends enjoyed their day very much. The static display at the Canberra Caravan Club was very much appreciated as was the display at the Uniting Church Fete. Graham Bates went to the Crookwell Swap Meet and a lot of our members went to the display of the National Veteran Rally, pre 1918, at the National Museum, which featured some amazing vehicles to ooh and ah over. Ken Herne conducted the Murray Valley Tour with 7 vehicles of which a 1989 Mercedes was the only 1 to break down. All up they travelled 2325 kms over some very interesting and diverse country. Most recent event was the Melbourne Cup Lunch with 18 or 20 members entering into the spirit of things.

Future Events: 15 Nov - Girl Guides Fete at Questacon – expecting about 6 cars/ Queanbeyan Show – expecting about 11 cars. 23 Nov – Marques in the Park – expecting about 10 cars. Assemble at 8 for 8.15 departure/ Braidwood Quilt Show. 29/11 – Yass Christmas Party. 6/12 – Cherry Festival at Young – details of cars and public liability policy to be provided. Looking forward to catching up with our members Les & Pam Warren/ Goulburn Christmas Party. 7/12 – Terribly British Day. 14/12 Annual Christmas Party – please contact Lawrie or Jane if you can help. January – Summernats – require numbers and rego numbers beforehand.

24/25 January – Catering for Motorcycle Club at Lunchtime – please contact Jane if you can help.

Saturday, 16 May – Annual Dinner Dance at Jerrabomberra Community Centre. The Committee is mindful of the fact that the July Dinner Dance often clashed with School Holidays and that it was usually cold and miserable to go out in the evening. They would also like to offer members value for money. Instead of a band they will be looking at a DJ – any suggestions?, a catered meal and a facility where you can BYO. Please put this date in your diary and join us for a fantastic evening!

Coming Events

COMING EVENTS IN DECEMBER 2008

YOUNG CHERRY FESTIVAL RUN 6 & 7 December 2008



Meet at the Guides Hall at 8.15am for an 8.30am start. Travel via Sutton/Murrumbateman/Yass to Binalong for a BYO morning tea in the park. Approx 115km.

Continue on to Harden/Murrumburra and Kingsvale to Young aiming to be there around lunchtime.

Book into your respective accommodation. **Note:** If you have not already booked your accommodation it may now be too late, unless you can pick up a cancellation. However, club members are welcome to camp/caravan/motorhome in Les and Pam Warren's large backyard with toilet facilities in Les' shed.

STHARC members with heritage vehicles are already entered in the Young Cherry Festival Street Parade that will be on the Saturday afternoon. Rather than try to explain events and times, all those members going will be issued with an official Festival Program which includes all events/times/venues and a street map of Young.

We propose to have a BBQ dinner at the Warren's place on the Saturday evening on a buy and split the cost basis, as we have done on previous occasions.

Any further enquires please contact the event co-ordinator Chris Hillbrick-Boyd on 6297 6014.

TERRIBLY BRITISH DAY Sunday 7 December **Old Parliament House Lawns**

For those not going to the 'Young Cherry Festival' and have a British vehicle may attend the static display on the Lawns of Old Parliament House. There will be music, trade stalls and refreshments available. Meet at the Guides Hall at 9.15am for a 9.30am start. STHARC co-ordinator is Max de Oliver, phone 6297 7763.

Terribly British Day is searching for 1948 vehicles.

The year 1948 was a vintage year in the history of British motoring. It was the year the motor show returned to Earl's Court in London after the lean motoring years of World War II.

The show introduced to the motoring public a raft of new models including the stylist Jaguar XK120, the Morris Minor, destined to become Britain's best loved car, the Land Rover and the Hillman Minx, Vauxhall Wyvern and Velox, Morris Oxford/Wolseley, Austin A70 Hampshire, Singer SM1500, Standard Vanguard, Jowett Javelin, Bristol 401 sports and Austin A90 Atlantic plus a number of vehicles which had been produced exclusively for the British Export Market.

This year celebrates the golden jubilee – 60 years since these classic cars were launched on to the market.

Canberra's Terribly British Day committee is appealing for examples of these 1948 vehicles to make a spotlight display at Terribly British Day on Sunday 7 December. Terribly British Day Chairman, Tony Redman said, "Terribly British Day brings together the very best of British marques in a picnic atmosphere on the lawns near Old Parliament House. Anyone with British made vehicles is encouraged to bring it along and display it".

If you have, or know someone who has a 1948 British vehicle(s) please contact:

Graham Gittins on 0419 249 109.

STHARC CHRISTMAS PARTY Sunday 14th December

To be held at Lawrie and Jane Nock's home—Vaughan Rd Sutton
Meet at Guide hall at 9.30 for 9.45 start

STHARC CHRISTMAS PARTY – 14 December “Black Magic” **Sutton**

The Christmas party is being held this year at Lawrie and Jane's Nock's property located at 84 Darmody Place, Sutton. Telephone contact number is 6230 3320.

Meet at the club house at 9.30am for the run to Sutton.

What to bring: This is a family event and all club members and their families are welcome. In addition to their family members, participants are requested to bring chairs, drinks, crockery and cutlery, bread, a salad and /or dessert to share. The club will provide BBQ and cold meats, cordial and tea or coffee.

Santa is expected to arrive during the day for children under 12. Families bringing children to see Santa should also bring a small gift addressed to their child with sufficient details to ensure that Santa can find the right child. It is requested that the value of gifts be kept to \$10 or less. Save the more expensive stuff for Christmas day. There will be a couple of raffles held during the day.

What to watch out for: This is a rural property and there are many potential dangers which may be new to urban dwellers and in particular their children.

Landscaping around the house includes a couple of retaining walls with drops to lower levels. We have not lost anyone over the edge in more than 20 years here but visitors should please make their own assessment of the risks. This warning applies especially for young children who may behave differently from what we are used to.

The dams on our property are 100 metres or more from the house and at the time of writing most are virtually empty. Nevertheless dams do pose a danger to inexperienced children who may wander and parents are asked to take care.

We have two dogs. They are pretty well socialised to people but not to visiting dogs or other animals. It will not be safe to allow visiting dogs to run free on our property. Our dogs are good at educating people who are frightened of dogs, that dogs and even large dogs, can be friendly animals. They will seek refuge from visitors when they have had enough and usually do not like being chased.

SNAKES At this time of the year snakes are active. Most snakes have the good sense to move away from people when given the opportunity. Children who are not familiar with the problem need to be briefed on

what to do if they surprise a snake. In addition to snakes and kangaroos, many other things on the property and even stationary farm machinery can cause injury. Fences, steel, dead timber, rocks and rabbit diggings, easily camouflage themselves in long grass.

Going home in the afternoon there is a chance that some of the local kangaroo population may take up positions on or by the roads. They seem to be quite oblivious to the danger of contact sports involving motor cars, so be wary.

Parking: On arrival, visitors may find it convenient to drop off passengers, chairs etc at the front of the house before parking. There is a limited number of car parking spaces close to the house. Drivers are requested to leave these vacant for members and other visitors who have some mobility impairment. Other parking for vehicles will be provided in the front paddock next to the house. Please use it unless you need to park close to the house.

Directions to STHARC Christmas party at Sutton

For those who cannot travel with the main club convoy, the property is located approximately 25 km from Queanbeyan and 7 km from Sutton village. If you travel more than 8 km past Sutton village you are probably lost. A map has been prepared, however, for those who prefer the written word the following is provided.

From north of Sutton, the access is via Sutton Road and right into Vaughan Drive (the third road to the right off Sutton Road after the Murrumbateman Road intersection).

From Queanbeyan via Sutton Road, cross over the Federal Highway and continue along Sutton Road towards the Village of Sutton.

From the ACT, take the Federal Highway towards Goulburn. Go past the Eaglehawk Rydges resort to the next exit ramp which is about 8km from the ACT/NSW border. Turn left at the top of the exit ramp towards Sutton, Gundaroo and Gunning.

Proceed through Sutton Village across the low level crossing and towards Gundaroo and Gunning. At about 2 km from the low level crossing at Sutton village the next road to the left will be Vaughan Drive (watch for signs)

Turn left into Vaughan Drive for approx. 1 km to a T intersection. Turn right into Darmody Place and proceed to the end of the cul de sac (approx 400 metres). 84 is the entrance slightly to the right. Drive over the stock grid and along to the second house along the drive (about 300 metres)



Building Our 1940's Style Teardrop Caravan

The inspiration to build my teardrop came from two sources, firstly the thought of towing something unique and from the period of my 1937 Chevrolet Master Deluxe and secondly that Judy and I have always liked camping and as we have become older we have looked for a bit of extra comfort. Therefore, the teardrop that we produced looks period at first glance but actually hides some modern conveniences such as a microwave, inner spring queen mattress and modern refrigerator. These three items actually dictated the dimensions of the teardrop – the width and length of the mattress gave us the bedroom size, the height of the fridge gave us the bench top height and the microwave governed the size of the cupboards.

I always liked the teardrop designs with rounded ends such as the Cub/ Moderne/Modernistic from the mid 40's, it was just a matter of working out how to build ensuring that I ended up with the appealing shape. These trailers were made in the late 1940's by Prefabricated Trailer Mfg. Modernistic Trailer Mfg. both of Los Angeles, California. They were distributed by National Trailer Stores also based in Los Angeles. They were sold in kit form preassembled and there is evidence of a prototype produced in either 1939 or 1940 prior to the United States entry into World War II.

To start with I had found an original Cub advertisement and photos of original vans on the net. The original Cub was sold as a kit in USA and supposedly could be assembled in 2 days but we started with no plans to work with, just the photos and the idea. Wood was chosen rather than metal for construction. It was at this time I was chatting to Stephan Vanderplat (who owns a couple of Armstrong Siddeleys) who has excellent woodworking skills and heap of the required tools and he volunteered to help me build – not sure if he now regrets that offer.

I strongly recommend this website <http://www.angib.pwp.blueyonder.co.uk/teardrop/tear00.htm> as it provides many different designs to choose from as well as hints on how to draw ellipses which is what both ends are, they are not circles. That said, we did



not work to any plan but rather did a lot of thinking and measuring at each stage. Construction took about 14 months as family and other commitments allowed.

The chassis was built first using 50 X 50 X 4 millimetre square steel tubing for the main rails and 50 X 25 X 2mm for cross rails. Steel angle was used along the sides to give a firm attachment point for the body. The sides were cut from 10 mm plywood; two sheets were joined to obtain the required body length of 3400 mm and were stood on the chassis. The floor is 6mm plywood pop riveted to the chassis – no strength required as the mattress spreads the load.

Meranti cut to 25 X 25mm was used extensively to frame the cupboards and give the ply something to screw to with heavier framing fitted around the door openings. The ply sides straightened out and gained strength as the kitchen and front wardrobe were built and screwed to them. Originally I did not intend to fit brakes but they are cheap enough to buy now and offer a little bit of help in the braking department when towed behind the Chev. Period light switches and cupboard hinges and catches were found to be available new and were installed to keep with the period look which is only spoilt by the fridge which I could not hide. As a bit of a joke I purchased one of those cheap coolers from Repco and pulled it apart to obtain the workings, these were built into an insulated cabinet for the storage of my bourbon and Coke; now that is a unique feature.

Mistakes were made and corrected along the way but I am very happy with the final result – it certainly gets some looks on the road. Stopping for petrol can be a mistake as you inevitably end up sidelined into a conversation about the teardrop.

Our first camp out proved the design to be comfortable and practical however an annex would be useful. Waterproofing was great with no leaks into the bedroom at all and only a small dribble into the kitchen during a major storm.

Specifications

Weight	480kg
Cabin Length	3400 11 Feet
Cabin Height	1200 4 Feet
Cabin Width	1580 5 Feet 2 inches
Over Width	1604 5 Feet 3 inches
Total length	4100 13 Feet 5 Inches
Chassis length (excl drawbar)	2620 8 Feet 6 inches

Total Height	1660 5 Feet 4 inch
Top of mattress to roof	960 3 feet 2 inches

12 Volt battery 120AH Deep Cycle (Cetec Charger)

Also charges from the tow car

240volt supply with earth leakage safety switch for battery charging, microwave and fridge

12 Volt lighting

12 Volt sound system with CD and USB

50litre 3 way fridge

60 litre water tank

Smoked Glass sunroof

Mudguards - new from a boat trailer

Wiring hidden inside chassis rails

Disc brakes (override)

Registration

Your new teardrop will be treated as a new vehicle when you go to register it. A call to your local Motor Registry BEFORE you start building can save you a lot of headaches. You will need to prove ownership so take lots of photos and keep all your receipts. You will also need a VIN (Vehicle Identification Number), a tyre placard and probably a roadworthy inspection. The teardrop will need to comply with current Australian Design Rules. I recommend reading of the document 'Building Small Trailers' that can be found on the Internet. Oh! And you need a bottle of Bourbon or your favourite drop to help you through the thinking phases.

We have picked up a couple of awards for the van and find that it generates a lot of interest from the public. Stopping for petrol can be an exercise particularly if I am towing with the 37 Chev. as someone inevitably wants to chat but I am ready for most of the standard questions now. E.g. How old is it??

Answer: Oh 2007
that leaves them
Confused :)



Ken Hearne

STHARC Items Available

The following items are available for sale at our monthly meetings. Please let our property officers **Ronda & John Cornwell** at a meeting or on phone **6297 3174** if you would like to buy or try on any items. Summer is fast approaching, so you will need to get your summer STHARC clothing ordered now. 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



Coming Events

Club meetings are held monthly on the first Tuesday at 8pm at the Guide Hall, Erin Street, Queanbeyan



	STHARC EVENTS to MARCH 2009	CONTACT	BBQ Trailer
All STHARC runs start from the Qbn Girl Guides Hall Erin St Qbn unless otherwise indicated.			
	DECEMBER 2008		
6 – 7 Dec/ Sat – Sun	Young Cherry Festival overnight run More details available. 8.15am for 8.30am start.	Chris Hillbrick-Boyd Ph 6297 6014	No
14 Dec Sunday	STHARC Christmas Party Lawrie & Jane Nock, Vaughan Rd, Sutton. 9.30am for 9.45am start	Lawrie & Jane Nock 6230 3320	Yes
	JANUARY 2009		
11 January Sunday	President's Twilight Run & STHARC Meeting & BBQ/ Games eg cricket– Run to finish up with dinner in the shade of the McLeish's new Shed 4.15 for 4.30pm start	Ian McLeish 6230 3344	Yes
18 Jan/ Sun	Windellama Run – Visit Windellama Markets – BYO or buy at the markets. 8.45 for 9.00am start	Allan Boyd 62976014	No
24-25 Janu- ary Sat - Sun	STHARC fundraiser – Catering for VVCMCC lunches at the Camp Shed, Canberra Carotel, ACT	STHARC Special Committee	Yes
	FEBRUARY 2009		
1 Feb Sun- day	Hall markets – run and static display, Hall ACT	Lawrie Nock 6230 3320	No
15 Feb Sun	Guide Hall Working Bee/BBQ (we missed 2008) details	Events Committee	Yes

Peeping behind the bamboo curtain again – 26 October 2008

Sunday was not too far away. In fact as the weekend approached it looked far too close for the number of things which had to be done to make the event happen. But by Friday evening the meat had been ordered and management had everything in hand as far as the catering was concerned. Meat and other necessities were collected on Saturday morning and Jane and Ronda Cornwell spent a good part of Saturday cleaning and preparing the hall for the event.

Our friends at the Chinese Embassy had indicated that they expected to have 75 to 80 of their people participating. Together with those of our members who had indicated that they were coming, this gave us a catering number of about 140 for lunch. Our guests for lunch had indicated that in addition to morning tea and drinks for the event they would also like to provide some of the type of food they typically prepare for such outings. We didn't understand their idea of "some" until lunch time.

The event started early for those of us who were bringing trucks, tractors, stationary engines and motor bikes. Ron Scattergood made two return trips to Burra to get Noddy and Polly to the club house and of course this meant that there were two more at the end of the day to get them home.

Ron Scattergood, Ian McLeish, Allan Boyd and Rod Lawson volunteered to stay behind to prepare the site and mind the stationary displays while the rest of us were out enjoying ourselves. These martyrs and many others including many of our guests worked throughout the day to ensure that everything was in place and everyone was well fed. By Sunday night there were several members who were much more aware of the significance of the message on the back window of Allan Boyd's BMW – "the car is retired and so are the owners"

About 22 cars compared to the thirty expected, assembled at the club house just before 9.00 am as planned. We proceeded to the Embassy arriving there almost 15 minutes ahead of schedule. Toets and the Packard met us as arranged at the entrance to the Embassy.

With our surprise assault we even beat some of our hosts to the destination. As our hosts arrived at the Embassy there was a keen interest taken in the cars with many photographs and test sits occurring. Club participants attacked the Embassy in retaliation, taking pictures and enjoying a guided tour of the building with explanations of the numer-

ous displays. The excellent morning tea was interrupted briefly for a welcome speech followed by a short film about China, then it was back into the sightseeing. Souvenir key rings and the year of the rat equivalent of St Christopher medallions were also eagerly snapped up by club members and their families.

It was very pleasing to have present many of the staff from the Embassy who had not been able to participate in the Spring Festival Run in February as well as a some of new arrivals who have joined the Embassy staff since February. Despite having fewer cars than originally expected, we were able to provide transport for almost all of our hosts for the return trip to the club house. They brought their mini van ostensibly to provide additional transport. When they unloaded their very cleverly designed BBQ and the 400 lamb kebabs they had prepared as “some” food, we realized why they need a mid size bus as a support vehicle.

We had several of our new and prospective new members join us for the event as well as a number of cars which have not been to previous club events. Unfortunately the specific details available from the events book are not complete but maiden runs where known are identified in the list of participants by an (m). Apologies for errors or omissions.

Queanbeyan City Council had cut the grass in the area on Thursday or Friday as part of routine maintenance. Although the area looked OK earlier in the week when I inspected it, the freshly cut grounds enhanced the impression made on everyone. We are fortunate to have an administration which does such things before degradation is apparent. Being able to show visitors around the town with a degree of pride is a precious part of quality of life.

Digital cameras seem to have transformed the way we record our memories. The novelty of our cars and other machinery was demonstrated by the number of pictures taken by our guests of the cars and equipment with visitors in various states of in, on or around the machinery. Ron was impressed by the agility of our younger guests during their mass inspection of “Polly”. We received many thanks throughout the afternoon for such a pleasant outing. Our guests would like to be involved in similar events with us in the future.

The event was really nothing more than a gathering of friends for a social outing. The credit for the success must go to all of the club members and guests who participated with such good will and especially to those members and guests who put in the hard yards on and before the day to prepare for it.

Participants and equipment were as follows:

1934 Vauxhall Coupe (m)	Simon and Jannie Brown
1938 Packard Limousine	Peter and Ann Toet
1947 DE 27 Daimler	Lawrie Nock
1948 Ford Pilot	John Corbett
1955 Holden FJ	John and Ronda Cornwell
1957 Rolls Royce Silver Cloud	Chris and Narelle O'Rourke
1960 S2 Bentley	Jane Nock
1962 Vauxhall Velox	Chris Boyd
1963 Holden EH	John Thomas
1966 MPW Bentley T	Allan and Toni Crossing
1967 Ford Anglia Wagon	Pam and Gracie Corbett
	Rhonda & John Winnett and
1968 Austin Cambridge	granddaughter Madelaine
1971 Volkswagen Beetle	Tarun Sharma & Nanette Hillbrick
	Michael & Ammais Hillbrick
1971 Jaguar XJ6 Series 1	Ray and Barbara Malam
1972 Rolls Royce Silver Shadow	Bill Coburn
1972 VH Valiant Charger(m)	Steven & Fran Cole and 2 children
1973 Rolls Royce Corniche	Ashleigh Nock
1974 VK Valiant Charger	Rod & Heidi Saarinen and 2 children
1975 Rolls Royce Silver Shadow	Hugh and Caroline Spencer
1976 Mercedes 450 SL	Ian McLeish
1976 Mercedes 450 SLC	Krys McLeish
1977 BMW 633 CSI Coupe	John & Belinda Hogarth Boyd

Moderns and other equipment

1987 Mercedes Benz 420SEL	Roy and Inday Rehak
1982 Rolls Royce Silver Spur	Peter Chan
1917 Stover Cooper 3hp engine	Ian McLeish
1935 Lister 5 hp engine	Ian McLeish
1941 International Farmall A Cub	Ian McLeish
1957 Fergusson FE 35 tractor	Ian McLeish
1926 International truck "Polly"	Anne Scattergood

1953 Albion Ant truck "Noddy"	Ron Scattergood
1951 Ariel KH500 motor cycle	Allan Boyd
1971 BMW R60/5 motor cycle	Allan Boyd
1977 Mercedes 1418 truck	Lawrie Nock
pedestrian	Rod Lawson
pedestrian	Anthony Lewis

MELBOURNE CUP LUNCHEON Tuesday 4 November 2008

Now that we are retired and every day is a Saturday, we thought there may be other similar people about, plus those who traditionally take the afternoon off for the occasion. As it turned out, the ACT had a public holiday. We were quite impressed to have 17 people respond.

The traditional cold chicken and champagne luncheon was prepared earlier in the day and our friends brought along more tempting salads, delicious sweets and drinks; we had more than ample food and drinks. We all enjoyed a great lunch.

Our big TV was set up in the lounge room and a small one in the family room. Our numbers were enough to run a 'sweep' which was done from pullouts in the local paper. Most who came prepared and wore a hat for the fancy hat competition, which was won by our neighbor Ellie Polsen who had decorated her hat with the help of her granddaughter with toy horses. Ellie received a prize of a box of chocolates.

The Big Race started just after 3pm and we all gathered around the TVs and cheered our respective horse along. The sweep winners were: 1st John Winnett #10 Viewed, 2nd Krys McLeish #12 Bauer, and 3rd Ronda Cornwell #4 C'est La Geurre. Lucky last was Ellie Polsen #3 Honolulu.

Overall an enjoyable day was had by all. Maybe worth doing again next year! Allan and Chris Boyd.

Roll Call

Chris & Allan Boyd, Qbn	Barbara & Ray Malam, Sutton
Ronda & John Cornwell, Qbn	Ellie Polsen, Qbn
Kit & Don Friend, Breadalbane	Anne & Ian Reid, Kambah
Krys & Ian McLeish, Sutton	John Winnett, Qbn
Lynne & Kerry McPherson, Googong	
Jacques, Qbn	





A limited number of club vehicles were on display at the Uniting Church fete in November—including the Winnett's Austin Cambridge and Boyd's Vauxhall

There were approximately 80 pre 1918 vehicles on display during the National Veteran Vehicle Rally when cars came from all over Australia and participated in short runs around the district during the week. A feature of the display was the number of owners dressed in period costume to compliment their vehicles.



The Bamboo Curtain outing brought out a great crowd, both club members & from the Chinese Embassy. I must say that when Chinese man or woman is enjoying themselves the smiles are good and wide. This was the case & all seemed to be enjoying mixing outside their usual circuit of acquaintances.

New books for your Library.

The club has received flyers on three new car books that have recently come on the market. All three are limited editions and are not cheap. But as reference books, they look good.

The Armstrong Siddeley 346 Sapphire “a car not unlike the Vavra’s Austins, is covered in a book by Robert Penn Bradly. 350 pages in either soft cover at \$89 + \$15 postage or a cloth bound version, signed and numbered by the author comes in @ \$115 + \$15 postage. A CD containing a data base and photos comes with each purchase. Available from Eric North P.O. Box 7099 Leura NSW 278

Buick – the Australian Story has been published in conjunction with the Buick Car Club of Australia Inc”. It covers the marque from the early 1900s to the present day. Buick was General Motors cash cow in Australia up till the mid 1920s when the Chev became the main seller. Cost is \$65 plus \$15 postage and can be obtained from co-author Eric North of Leura (ph 47842091) or from the Buick club – mail@buickclub.org.au

Leyland P76 – “Anything But Average” is the title of motoring historian Gavin Farmer’s latest book. It comprises 224 pages of text & photographs covering the development & building of this car. Also covered is the Force 7, the P76 Wagon & the P82. Leather bound, signed copies (100 only produced) are priced at \$225 + \$15 postage. The standard edition comes in at \$85 + \$15. Contact Gavin Farmer P.O.Box 323 Bridgewater SA 5155. Email roadkillgavin@sa.chared.net.au

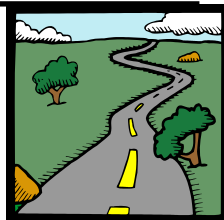


50 years of Massy Ferguson. The Massy Ferguson name came about in 1958. Prior to then there had been many name changes, usually associated with a merger or acquisition. The origins go back to 1847 when Daniel Massey of Newcastle, Ontario commenced building farm implements. In 1857, also in Ontario, Alanson Harris established a foundry to make parts for the farm implements. The rival firms merged in 1891 to form

Massy Harris. In Australia, Hugh Mc Kay was well established by 1884, manufacturing implements, many being his own design. By the 1920’s, the HV Mc Kay Co had a factory covering about 70 acres at Sunshine in Victoria. 1930 saw McKays become the exclusive Australian distributor for Massy Harris, the company being renamed HV Mc Kay Massey Harris Pty.Ltd.

The parent company Massey Harris Canada merged with Harry Ferguson’s group in 1953 and in 1958, the whole conglomerate became Massey Ferguson. 1958 also saw the introduction of the first mass produced diesel tractor from Massey Ferguson. A 4 cyl Perkins engine was fitted to the MF65 model. Perkins itself became part of Massey Ferguson in 1959. Massey Ferguson itself was taken over by the U.S. company Agco Corp. In 1995 and remains in their hands to this day. If you would like a 50 year dose of nostalgia,

Out and About



Thanks to Bob Cannon's organisation & co-operation from the Queanbeyan Fire Brigade, a great event preceded our November meeting. The Fireys gave us a great rundown on their work and a good look at the equipment carried on their appliance. Bob is organising a similar event with the Ambulance Service. They will be bringing one of their units to our December meeting. Once again, please be at the clubhouse by 7.30 pm.

Get well wishes are extended to Bob Canon who has been visiting a few Doctors lately. True to his usual form, Bob assured us that it took 3 x-rays or scans of his head, but it's alright, they did eventually find a brain.

The event with our friends from the Chinese Embassy went off pretty well and it has already been suggested from the other side that we should try to ensure that we have such an event at least once per year. At the lunch with the Chinese it seemed that the boys from the Embassy were in competition with our lot on the BBQs. As a consumer Lawrie Nock rather thought this was great. Members might like to consider whether we establish a formal competition or just enjoy friendly rivalry and hope that it occurs next time.

One rather affable gent confided to Ron that "this hobby of yours could never be in China. Where would we keep the vehicles" A great point.

Another Embassy gent (EG) stood looking over our shoulders as we cooked the bangers & steaks. As we put some white meat on the question came – Embassy Gent "Is that chicken?" Chef – "Nah its Emu" EG "Ah Emu – EMU???" Chef "Nah, you were right first up, it is chook" EG "Chook, please what is chook?" Chef "Chook is big chicken" EG "When does chicken become chook?" Chef Thinking to himself – Woops, don't start something like that again "We can call this chicken"

Also impressed with the Embassy gent who sported a brand new Akubra – that's what I call dressing for the occasion

One unfortunate happening at the bamboo curtain outing was the injuries sustained by "Bertie", the Mc Leish's (Chihuahua) A dog about ten times "Bertie's" size took to him, doing quite a bit of surface damage. Bertie is recovering, but wouldn't have taken much more for him to be history.

No-one would have seen the Corniche piddling its brake fluid out in front of the rear wheel – it was quite undignified. The broken fluid line to the rear end left the car with only the same 4 brake callipers that normal cars have. Lawrie has handed the car over to have the remainder of the braking system repairs completed. At the same time the saggy bum problem will be resolved because the self levelling suspension will once again work.

The other member of the red Crewe has had its knock on wire wheels removed. The wire wheels require the fitting of tubes. Although advised that there are special products available to seal the rim and avoid this requirement The Nock's don't want this problem. The problem with tubes is that tubeless tyres are made to work without tubes. This means that the manufacturers pay little attention to the smoothness of the internal finish of tubeless tyres. Consequently, after some but too short a time the tubes begin to develop pin holes. After repairing two such punctures and finding the third it was decided that the appeal of the wire wheels was more than offset by the inconvenience of punctures. The opportunity to fit the original, now powder coated rims and the refurbished by our friend at Capital Powder Coating original wheel trims has been taken. The car still looks OK but lacks the Boadicea appeal.

Maureen Vavra has had some words to say regarding tyres. Their Austin Limousine's do quite a bit of wedding work, so to eliminate problems, bought new tyres & tubes for one of the cars. Eliminate trouble?- it caused it. One tyre started going flat whilst a bridal party was on board. If we need after meeting entertainment, get Maureen or Joe to tell us how the bridal party got everywhere on time and how many times they visited the servo for air. Cause of the problem turned out to be the maker's label was on the inside of the tyre and it chapped the tube causing a slow leak for starters, then a fast one. That's when they discovered the spare was home in the shed. If you want a laugh, next time you see Maureen or Joe, ask for a run down

The EPIC story report was cut short in the last edition by a picture. The editor would not have been as aware as those of us who attended that the 1976 450 SL Mercedes and Krys and Ian McLeish also participated in this event. It looks like the picture deleted the record of their attendance – sorry about that folks. (Ed—the McLeish's were indeed found hiding behind the picture in the October edition. Sorry—It's been a while since I used Publisher!!)

Members are asked, that when on club outings, can they please bring their own cups, plates & cutlery. Using club supplies on a regular basis adds to the club's running costs. The committee asks members to co-operate & thus keep the backup supplies carried on the trailer for genuine needs only.

The Wheel's producer, Maureen, is not enamoured by certain types of darkish skin colour who inhabit South Queanbeyan at the moment. Recently travelling home via Southbar Road, she stopped to let a group cross this main road. Instead of crossing, one woman kicked in a front door while a "brudder" whacked into a rear panel. About \$2000 damage to the Subaru. The Police reaction was to say they would add the complaint to the other number of similar offences already on the books from that area of town and advised her to take a different road home

Great to have Gordon & Win Reid back with us. For a bit, it looked like Gordon's driving days were over. However, laser treatment on his eyes have given him

the best sight he's had for years. Doesn't even need glasses to read the paper. Great result . Look forward to seeing the A40 out again soon.

New members Noel & Coleen Templeman are off to a flying start. They took their Ford Anglia to the A.C.T.Small Ford Owners Club muster held in early November and came home sporting a major trophy. Good work folks.

The world is a small place and getting smaller. Allan Crossing & wife Toni were piloting one of the Nock's Bentleys in the bamboo curtain run. They have been residents of Burra for about 15 years , your scribe has been a resident for 30 years, but our paths had never crossed. Well so we thought. Allan reminded me that in the early 1980's he had sold a car to Maureen for her to use driving back and forward to Uni. The car a Leyland Marina 2 door coupe was Maureen's transport for years. It was a special model fitted with a 262c/i 6 cyl motor and being a very light car could leave a GT Falcon sitting at the lights. It was only good in a straight line, hopeless on corners unless a couple of bags of cement were in the boot. Wish we still had it, we recently found out that only 28 of this potent model were built.(Maureen - the Marina was good for most driving conditions however, I could manage to do never do U-turns in it like a certain editor managed :))

Welcome home to Tony & Chris Stone who have been on a European tour for several months. Tony tells me that the trip became expensive as it went on – the reason being the Australian Dollar going down the gurgler. They were in Germany when the dollar hit rock bottom. They know all about the currency meltdown. All well, you win some, you lose some

It's hard to find people friendly to the NSW RTA and Rhonda Winnett doesn't count herself amongst them after a recent effort. Apparently for a \$30 fee you can learn the earlier history of your vehicle. Rhonda paid up and then found out records only go back to 1982. Not a lot of use for club cars.

Hear a rumour that Chris Hillbrick-Boyd is thinking of coming out of retirement. A postie bike is now gracing the Boyd garage. Does this mean Chris will soon be delivering the post or possibly our favourite junk mail???

The Spencers entered into the spirit of the Queanbeyan show, entering items in various sections. Alex came in first against all comers with a chocolate mud cake, Caroline scored in the art sections, both open and restricted sections. (Mother Bev was seen handing over cash to buy a petrol voucher off her) To round things off, Hugh raided the front garden, showed some roses and scored 2 firsts and a second. Congrats all round.



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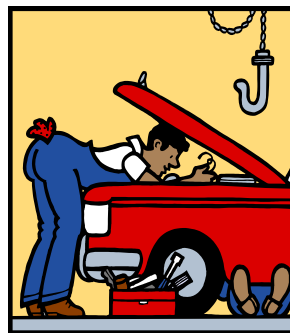
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THANK YOU



Thank you this month from the editor to Ken Herne, Lawrie and Jane Nock, Allan and Chris Boyd, Bill Coburn, Ronda and John Cornwell, Rod Lawson, Bob Canon for their contributions to another issue, and to our printing and collating team –John and Rhonda Winnett, Geoff Rudd, Kristyna McLeish, Jane Nock and Paul Hogarth for his exceptional expertise at the photocopier.

Kept on the move
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