



STHARC

The Wheel



Richard Marson's Vincent Black Shadow

Southern Tablelands
Heritage Automotive Restorers Club Inc.

APRIL 2009

ISSUE 88

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 5th April 2009 , 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

Next Events

4th April-Saturday– Captains Flat Markets

26th April-Sunday-ANZAC Memorial Run

2nd May-Sunday-Braidwood Festival

16th May-Saturday-STHARC Dinner Presentation Evening

April After Meeting Speaker

Wayne Evans, publicity and media man with **South Care** will talk on the work done by this organisation. It is hoped to set a date for a visit to **South Care** base while Wayne is with us.



Comments Made in the Year 1955 (that's only 53 years ago)

Have you seen the new cars coming out next year? It wont be long before \$2,000 will only buy a used one

If cigarettes keep going up in price, I'm going to quit. 25 cents a packet is ridiculous

When I first Started driving, who would have thought gas would someday cost 29 cents a gallon. Guess we'd be better off leaving the car in the garage

If they think I will pay 50 cents for a hair cut, forget it!!!

Minutes of Monthly Meeting

Held 3 March 2009 at Guide Hall, Queanbeyan

Meeting Commenced: 8.10 p.m.

Members Present 29 Apologies 6 Visitors: 4

Minutes of Previous Meeting: Accepted as issued in The Wheel. Moved Pam Corbett, Seconded Pauline Cook. Carried.

Correspondence In: Service 1 Statement to 03/02/09 Notice of AGM of CHMC 10/4 at Dubbo and note address: PO Box 290 GOULBURN, Shannons Melbourne Auction 9/3/09, Tourist Information Shire of Cabonne, Account for Renewal of P O Box - \$75 if paid by 31/03/09, Change of Postal Address for Hans Hofmann to 14 Elliot St, Campbell ACT 2612, Raffle money \$53 & \$20 for Hats from John Cornwell, Membership Applications & Payments from Stewart and Yvonne Barrett, Ian Pyett and Paul Anderson.

Invitations: Bay to Bermagui Rally 18 & 19 July 09.

Emails: Shermatt USA re cheap Mustangs, etc., Pam Corbett, Paul Burke and Paul Anderson.

Magazines: Wagga Classic Lines, The Colonial, Coota-Hoota, Crank Handle, Eurobodalla, Bike Torque, Rocky Road

Correspondence Out: Email to Paul Anderson, Membership Form & Magazine to Paul Anderson.

President's Report: Welcomed our visitors including our Speaker, John Ives. It was exciting to see the Club growing and good attendances at meetings and functions.

New Members: The Committee recommended that Yvonne & Stewart Barrett, Ian Pyett and Paul Anderson be accepted as members. Carried.

Treasurer's Report: Balance at 3/03/09 \$8753.02. Moved Krys McLeish, Seconded Allan Boyd. Carried. Committee recommended to the Club that about \$4000 be invested in an interest bearing account. The Committee was applying to host the half yearly Bush Council Meeting in 2011.

Registrar's Report: 9 Renewals and 1 Motorbike registration due this month. Please forward copies of your registration papers to John Corbett. This is part of RTA Requirements for club registered cars. Copies of the RTA rules are available from Jane Nock or John Corbett. Our Club requires pink slips. Remember to log car movements other than organised STHARC club events with John beforehand.

Property Officers' Report: Ronda is recovering at home and hopes to be fit for a knee reconstruction soon! New T shirts and broad brimmed hats are for sale. Please place any orders with John. Prices are advertised in the Wheel.

Editor's Report: As Maureen will be out of town for a good part of April, Ron would appreciate early lodgement of articles, etc. Jane requested another 5

copies of the Wheel be printed.

Events Director's Report: What a Busy February! - Hall Markets/ Gnool Blas – no doubt Tony Stone will report on this event/ The Working Bee – most appreciated by the Guides/ Visiting Friends at Breadalbane with 15 cars or so attending. Thanks to Ian McLeish for towing the BBQ Trailer/ the Bushfire Charity Cruise with 9 of our cars in a total of 130 cars and 10 motorbikes.

Coming Events: Contact John Corbett about the Crookwell Country Festival Run on 7 March. We have been invited to the Braidwood Show on 14 March. Aim for an 8.30 departure and 9.30 arrival. Pam Corbett will co-ordinate the run to Tarago Show on 15 March. Any makes welcome at the Morris Muster on 29 March at the War Memorial Café at 9 a.m. Allan still has entry forms for the Dubbo Rally of the Bush Council. Wheels is on 22 March and we would like a large display to promote the diversity of the Club. The BBQ Trailer will only be in attendance in a promotional capacity. Members may like to support the different food stalls or bring their own. Details in the Magazine. Captains Flat Markets are on 4 April and should be a great day.

Council News: Classic Caravans are encouraged to attend this year's Wheels in March. All funds raised will go to the Prostate Cancer Council. The speculation about whether Wheels would be held on the lawns of Parliament House should have been dealt with better. The Car Club concerned should have spoken to Council and not the Media. It will still be sponsored by Shannons who have a new Manager – Damien.

Webmaster: Richard and George Cook have started to rebuild the Website. Please visit the site and contact Richard with any suggestions, photos etc.

General Business

Mandy McAlister thought members might enjoy the cars in the movie Love the Beast.

Steve Cole is a volunteer with the Southcare Helicopter and would like to arrange a club run to the Open Day in February next year.

Jane Nock moved that Garry Hatch, the Treasurer, be authorised to invest an amount of \$5,000 at the same bank in an interest bearing account for 3 – 6 months. Seconded by Lawrie Nock. Carried.

Special Occasions – Happy Birthday to Barbara Malam – 8/3, George Cook – 24/3, John Corbett 24/3, John Thomas 6/3, Ian Scattergood, Pam Corbett 4/3 and Congratulations to Ron and Anne Scattergood who celebrate their 50th Wedding Anniversary on 28 March.

Raffle: Donated by Pam Corbett and won by Steve Cole.

Speakers for the Evening: John Ives gave members an insight into Heron Airlines and some of his adventures. Heron Airlines offer air tours and Jane has details of these if anyone is interested.

Meeting Closed: 9.55 p.m.

NEXT MEETING : Tuesday, 7 April 2009 at the Guide Hall, Queanbeyan.

Come a bit earlier and have a cuppa and a catch up with friends beforehand.



Coming Events

COMING EVENTS APRIL 2009

CAPTAINS FLAT MARKETS

Saturday 4 April 8.45 for a 9.00am start

We have been invited to display our vehicles at the Captains Flat Markets by the local organizers; a great opportunity for a run on a quiet country road.

This was initiated following STHARC's lunch catering for the AAR Rally back in April 2008. Chris Sandow, a member Captains Flat Community Hall committee who was impressed with the 'caterers vehicles', asked if we would attend one of the market days to display our vehicles.

Gather at the Guides Hall no later than 8.45 for a 9.00 am start and travel to "The Flat" which is approximately 45 kms. On arrival we will be allocated space to park our vehicles for display.

The markets consist of mostly local traders or groups selling their local goods/food and bric-a-brac in and outside the Community Hall. There will be BBQ food available by a local non-profit group and tea/coffee/scones and cake available by the local ladies group in the Community Hall.

Across the road, as some members already know, is the Outsider Café which is famous for good coffee, teas and its 'Pancake Pile' served with maple sauce and cream. The nearby Hotel, bowling club and antique shop should be open.

An option when leaving is to visit the local lookout which is situated on part of the old mine slag heap. You can drive to the mine carpark; there is a short walk to the top. Enjoy the drive home.

Happy Heritage Motoring.

Run Coordinator: John Corbett 6297 7285 (A/H)

BUSH COUNCIL (CHMC) EASTER RALLY DUBBO

10 – 13 April 2009

The Council of Heritage Motor Clubs (CHMC) Easter Rally is held annually and hosted by an affiliated club which applies for the opportunity some years in advance. In conjunction with the Rally is the Annual General Meeting (AGM) of CHMC that meets to discuss business issues relevant to

heritage motoring, and hear reports from clubs hosting the following half-yearly meetings and the following year's rally. Also, expressions of interest are heard from clubs willing to host future years' meetings and rallies; STHARC has lodged an expression of interest for the half-yearly meeting in Queanbeyan for October 2011.

To my knowledge there are four STHARC members' vehicles entered for the rally and John Corbett and I (Allan Boyd) are attending the AGM as STHARC delegates. John Corbett is the STHARC event co-ordinator and will be travelling with some of the group on Thursday 9 April to Dubbo. The Boyds will be meeting the group in Dubbo as we will be on our way back from the AAR Rally, Evans Head.

For any further information contact John Corbett on phone 6297 7285 (A/H).

Happy Heritage Motoring.

ANZAC MEMORIAL RUN

Sunday 26 April 1.15pm for a 1.30pm start

This is the day after Anzac Day, an appropriate time for a visit. (Remember to get up early on Saturday and attend the Queanbeyan or your local dawn service).

Meet at the Guides Hall at 1.15pm for a 1.30pm start. Drive to the War Memorial via the airport road and meet in one of the carparks near the Memorial, preferably near the Outpost Café.

Take a leisurely walk down the eastern side of Anzac Parade and back up the Western side visiting the various memorials. For those members who find the walk too much, you can drive the route using the access roads/streets behind Anzac Parade (although the road works for the first half of 2009 should be completed).

On completion of the Memorials visit, I suggest a cuppa would be in order at the Outpost Café or if the weather is pleasant BYO on the lawns in front of the Café.

A visit to the War Memorial itself is always an option as it is open until 5.00pm.

Make your own way back to Queanbeyan at your leisure.

Happy Heritage Motoring.

Run Coordinator: Lawrie Nock 6230 3320

VISITING FRIENDS

Sunday 22 February 2009

We left on time from the Guides Hall on a cloudy, cool morning with the promise of warmer weather later in the day (my swimmers were packed in my bag in anticipation of a hot day and a cool pool). We travelled via Sutton and Gundaroo picking up members along the way!

Morning tea stop at Gunning. Here we were joined by Les and Pam Warren from Young. Some members decided that a walk or ride along the main street was in order as the Gunning Markets were on with wonderful goodies to entice our money out of our purses and wallets. And indeed some members found some great bargains. At 11.45 after a short time remembering the Victorian bushfire victims, we went in convoy along the Old Hume Highway through the village of Breadalbane to the new Hume Highway, which we crossed quickly to arrive at the Friends.



Here we were made very welcome by Don and Kit Friend. Ian and Kryz parked the BBQ trailer in front of the kitchen lawns in readiness for our BBQ lunch. Tables and chairs were quickly set up and picnic baskets unloaded and luncheon items

placed on the tables that were quickly groaning with the weight. A STHARC lunch affair is not the time to start on a diet.

The farmhouse is old but with twisting grape vines along the verandahs, lawns front and back, an enormous veggie garden, and various sheds packed with farm machinery, and other vehicles parked under the huge old trees, it is a pleasant place to unwind and wander down memory lane. And so with Kit and Don as guides many members took the opportunity to do just that. Others chose to sit and chat and admire the views across Parkbourne from the lawns. Madeleine Winnett braved the cool water of the pool.

Following a delicious lunch cooked by chefs John, John and Allan, a couple of other brave souls took a dip in the pool. By now the sun was out and the cool waters were appreciated.

With Kit's help on the computer's family genealogy program, Pam Warren discovered the common relative to Don Friend and herself. You need to be careful who you call Friend!



Most members packed up around 3pm and following cheerful goodbye's left in convoy. However, the Browns and Boyds stayed on for another hour before leaving together to return via Collector and Bungendore Road.

Thank you Don and Kit for a wonderful visit to your home.

Roll Call:

Jannie & Simon Brown	1938 Vauxhall Coupe
Albert Neuss	1942 Chrysler
John Corbett	1948 Ford Pilot
Graham Bates	1957 Ford Mainline
Noel & Colleen Templeman	1962 Ford Anglia
John & Rosemary Thomas	1964 Holden EH
Les & Pam Warren	1965 Holden HD
Brian Thomas	1965 Rover Coupe
Rhonda & John Winnett with Madeleine Winnett	1968 Austin Cambridge
Ray & Barbara Malam with Mitchell Malam	1971 Jaguar XJ6
Jane Nock	1973 rolls Silver Shadow
Ron & Anne Scattergood	1974 Triumph Stag
Allan & Chris Boyd	1977 BMW 633csi
Ian & Krys McLeish	1977 Mercedes Benz 300D towing the STHARC trailer
Jeanette & Geoff Rudd	Modern
Don & Kit Friend	our hosts



**SOUTHERN TABLELANDS
HERITAGE AUTOMOTIVE
RESTORERS CLUB**

**8th Annual Dinner and
Presentation Evening
Celebration**

**JERRABOMBERRA COMMUNITY HALL
Jerrabomberra Parkway, Jerrabomberra**

Saturday 16 May 2009 6.30 for 7pm

**Tickets: \$25pp for a 3 course delicious meal
Kids: 15 & under \$15, under 5 Free**

BYO Drinks (ice provided)

**Tickets available at Club Meetings & Events and
from STHARC Events Committee members:**

Lawrie Nock	6230 3320
Allan Boyd	6297 6014
Max de Oliver	6297 7763
John Corbett	6297 7285



STHARC Items Available

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

Please let our property officers **Ronda and John Cornwell** at a meeting or on phone **6297 3174** 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



Bushfire Charity Cruise Sunday 1 March 2009

At the ACTCMC meeting on 19 February an affiliated club "StreetRides" proposed a charity cruise to raise funds for the Victorian bushfire appeal. The cruise was supported by Australian Red Cross and was made an official event for all affiliated motor clubs by the ACTCMC.

Lawrie Nock and I thought it was a worthwhile cause and spread the word to our STHARC members as best as we could at such short notice via hand outs at the previous Sunday run and sending out emails to those members on our mobile/email list.

It was pleasing to see 8 STHARC vehicles turn up at the Guides Hall; we travelled to the meeting point at the Treasury car park at Parkes, ACT where we met up with the Nocks in their RR Cor-niche.

Many more vehicles from other clubs turned up before we departed at 10am for the cruise to the Queanbeyan Showground. The cruise got rather congested at some traffic lights on the way and again at the Queanbeyan Showground. However, all the vehicles made it ok and we spread out on the oval for display.

A count revealed approximately 130 vehicles from various motor clubs and 10 motorcycles from the VVCMCC of ACT participated in the cruise.

The organizer's "StreetRides" volunteers prepared lunch consisting of a sausage sizzle/drinks and sold badges as well as sending the 'money donation buckets' around. I understand that the amount raised was in the order of \$4000 less costs. Congratulations to "StreetRides" for planning and organizing the cruise and to all their volunteers for their hard work. Well done!

And a big thank you to those STHARC members who supported the event.
Allan Boyd

Roll Call

Jannie & Simon Brown	1938 Vauxhall Coupe
John Thomas	1940 Chev Ute
Albert Neuss	1942 Chrysler
Bob Cannon	1947 Dodge
John Corbett	1948 Ford Pilot
Graham Bates	1954 Mainline Ute
Allan & Chris Boyd	1962 Vauxhall Velox
Mandy McAlister	1971 XY Fairmont
Lawrie & Jane Nock	1973 RR Corniche

**On the Mend**

During the month, Bob Cannon took a tumble down some stairs with several cracked ribs resulting from the fall.

President Ian Mc Leish followed next by tripping over whilst washing a Mercedes. Aches and pains in many places with a couple of bent ribs so he can compare notes with Bob.

Not recommended, gentlemen. Please avoid in future

	STHARC EVENTS to JULY 2009	CONTACT	BBQ Trailer
All STHARC runs start from the Qbn Girl Guides Hall Erin St Qbn unless otherwise indicated.			
APRIL			
4 April Sat	Captains Flat Markets 8.45 leave 9.00am	John Corbett 6297 7285	No
10-13 Apr	Bush Council Easter Rally, Dubbo NSW	John Corbett 6297 7285	No
26 April Sun	ANZAC Memorial Run 1.15 for 1.30pm	Lawrie Nock 6230 3320	No
MAY			
2 May Sat	Braidwood Festival, 9.15 for 9.30am start	TBA	Yes
16 May Satur- day 7pm	8th Annual STHARC Dinner Presentation Evening, Jerrabomberra Community Centre FLYER IN THIS ISSUE	Events Commit- tee tickets now on sale	No
17 May Sun	National Heritage Motoring Day (time TBA)	TBA	No
JUNE			
14 June Sun	Local Garage crawl & soup run. 10am soup at Hall	Allan Boyd 6297 6014	No
21 June Sun	Battle of Waterloo (display 10 – 3). 9.15 for 9.30am start	TBA	No
JULY			
12 July Sun	Christmas in July with the Chi- nese @ Sutton	Lawrie Nock 6230 3320	Yes
19 July Sun	Bungendore Markets, Wamboin coffee stop	Max de Oliver 6297 7763	No

Date/Day	OTHER EVENTS 2009	CONTACT	IN-VIT E
5 April	Auto Italia – Lawns of Old Parliament Hse 10 - 3	TBA	
10 – 13 April	Austins over Australia rally, Perth, WA	Athol Green 08 92769235	No
10 - 13 April	Renault 4CV Muster, Young, NSW	Les/Pam Warren 63822170	Yes
2 May Sat	Tumut Falling Leaf Festival, NSW		Yes
5,6,7 June	North West Rally, Narrabri, NSW		Yes
6-7 June	HD-HR Holden Club ACT Nationals Canberra	Graham Pryce 0412 024057	Yes
6-7 June	Wagga Wagga Rally – vintage vehicles	TBA	Yes
18-19 July	Bay to Bermagui		Yes
15 Aug Sat	Cootamundra Rally		Yes
20 Sept Sun	German Auto Fest, Canberra 10 -3		Yes
14 Nov Sat	Cooma Motorfest, NSW		Yes

Crookwell Country Festival Saturday 7 March 2009

John Corbett was our STHARC coordinator for this event and made the necessary arrangements with the Crookwell Festival organisers for STHARC's participation at the Festival.

As planned 6 vehicles left the Guides Hall at 8am and travelled to Gunning picking up the Nocks and 4 CCAMC vehicles at Sutton and the Browns at Gundaroo. We had a half hour break at Gunning where Max de Oliver and the Hatch's caught us up. We now had a group of 14 vehicles to continue the journey onto to Crookwell where we took our positions in the closed off main street with many more heritage vehicles, approximately 70 in all.

Time for a cuppa and welcome our visitors from CCAMC, Jan and David Wyatt, Phil Donohue, John and Pam Senior and Daniel and Petra Wyatt. We were conveniently placed outside a bakery/coffee shop.

Then it was time to check out the other 60 or so vehicles that were on display, some of which we knew from the Goulburn Club and the Berrima VVC that were strongly represented as well as our local vehicles. The ladies were treated to a vast array of street stalls, a quilting exhibition, art exhibition and book stall, and the CWA handicrafts and cooking competition and craft display in the Bowling Club. All our members were treated to a full lunch ticket at the Lions catering caravan; this was much appreciated by our members. After a walk around the street stalls we returned to our vehicles in time for the pie-eating contest outside the bakery.

Come 2.30pm it was time to move the cars into position for the Street Parade scheduled for 3pm. The Parade was led by the 'lone horseman and former soldier' in remembrance of the 'unknown soldier'. He was followed by a variety of floats/bands/

school groups/ car clubs including STHARC and the motorized Christmas Box much to the delight of the crowd.

The STHARC vehicles departed to our arranged meeting spot, however missing were Maureen's Stag as she had left already and the Brown's Vauxhall as Simon was working on the generator problem at the top of the street. Lawrie and Jane Nock came to the Brown's rescue and decided to take the more direct route home via Goulburn. The remaining vehicles travelled back to Grabben Gullen for a well deserved drink stop (the occupants not the vehicles!) except for the Ford Pilot which got hot and bothered and needed a jump start!

"On the road again", the beautiful quiet country road to Gunning where the Boyds' Vauxhall made a sharp right and departed the group to visit the Whitty's and their visitors from Ipswich, Qld, the Hearne's who are known motorcyclists.

We were invited to dinner at the Gundaroo Pub however had to decline as we had a 50th birthday party in our street in Queanbeyan.

Happy Heritage Motoring, Allan Boyd



Bushfire Cruise
Queanbeyan
Showground

And Next Year's Crookwell Country Festival

The Club has received a nice letter from the organiser of the Crookwell Country Fair, thanking us for participating in this year's event. And, guess what, an invitation to next year's event 6th March 2010, mark the date

Breadalbane or a surprise at the beach

Sunday 22 February was a planned run to Breadalbane for lunch with friends, via Gunning markets. I was quite looking forward to this little outing. On Saturday afternoon a friend called in to see us and asked what we were doing on Sunday. His plan was to fly his Cessna down to Wollongong to attend the air show being held at Wollongong airfield. Jane thought that it would be a good idea for me to go with him for the day. Not a bad way of getting a day to yourself.

I left home shortly before 7.00 am to pick up Joe and drive to Canberra airport. The ever increasing security arrangements must be making someone a lot of money. After we managed to get into the airfield Joe did his pre flight inspections, topped the fuel up and we were away.

Departure from Canberra was into thick cloud up to about 7,000 feet requiring instrument flying. Once on top of the cloud it was very pleasant. Travelling at a ground speed of about 150 mph it took well under one hour to reach Wollongong. As we commenced our descent for Wollongong the cloud very kindly broke up and we were able to make a visual approach and landing.

The first of the historic aircraft we encountered was a De Havilland (DH4 I think) which jumped into the circuit in front of us. As we taxied to the parking area the most spectacular sight was Connie. This Constellation was discovered and recovered in the USA. After thousands of hours of voluntary effort, the plane which experts had declared as beyond restoration was flown to Australia where it is now cared for by the Historic Aircraft Restoration Society.

These enthusiasts make restoring old cars look like child's play and the budgets for the projects make even Rolls Royce owners shudder. Then there is the cost of operating them. The pilot of a Cessna Dragonfly jet which was on display pointed out that his little jet could carry enough fuel for only about 40 minutes flying at full power. Full fuel load is 6,000 litres. That should just about run 300 Rolls at full power for the same amount of time. Of course the Rolls would not be moving at 415 knots, but as the famous Gracie Allen would have pointed out, one should be paying attention to flying the plane rather than wasting time tying knots.

Other historic aircraft of interest included several Neptunes, a PBY6 Catalina flying boat, a couple of smaller flying boats, A Sabre jet, a Skyhawk and numerous other old aircraft which were unknown to me. One of the Ericsson Skycranes used in firefighting was on leave from firefighting du-

ties to attend the display and there were numerous other helicopters on site. The RAAF's Roulettes flying squad provided demonstrations of their flying skill.

Don't tell John Winnett but there is a railway museum of sorts quite close to the airfield. The operators were present at the display promoting the re-opening of their attraction but I didn't go to see it this time. Perhaps if we do another coast run?

But wait there's more. What a nice unexpected bonus. There were historic vehicles on display. Next to the Catalina the Jaguars had assembled. A couple of E types, a Mark VII, a couple of Mark IIs, a reproduction D type, a proper C type and a couple of beautiful XK150s. An old school friend and his wife arrived a little late in their Daimler and there were a few other Jaguars in the lineup. An Aston Martin Sport/racing tourer had also managed to creep into the gathering. Around the other side of the shed there were heaps and heaps more old cars mainly from the Wollongong Veteran and Vintage car club. No shortage of 1920s Dodges, a few old Chevs, plenty of historic Holdens from the 1950s, 60s and 70s, Studebakers, De Sotos, Buicks, a couple of Porsches, a 1950s VW beetle and a solitary Mercedes, lots of Morrises, Healeys and Triumphs, including several very nice Stags, a few MGs, Wolseleys, Austins, P76s, Jaguars etc, a couple of Vauxhalls, some very pretty street cars and even an early 1970s Rolls. I almost forgot to mention that there were some Fords. Not as nice as the ones owned by our club members but they did turn up.

While we were discussing the EJ Holden owned by one of the Wollongong club members he pointed out that one of the attractions of their club (300 plus members) is that it caters for owners of all types of cars – sounded a bit familiar.

We flew out about 2.30 pm into cloud which was with us until we reached Bungendore. At that point the cloud all but disappeared making for an uncomplicated approach to Canberra airport. While it was very nice to see so many dams full of water, I was surprised at the water level in Lake George. Those of you who looked at the barren flats as you returned from the Breadalbane run would have noticed how dry it seems. It is possible that from road level you could not see the entire lake bed. You missed nothing, it is absolutely dry from one end to the other and from east to west.

Well I had a pleasant day out. Jane reports that she had a great day out also. I am sorry that I missed the club run but I did get an unexpected surprise at the airshow.

'The King is Dead. Long Live The King!'

Thus the motorcycle press advertisers rang in the year 1977, heralding Kawasaki Heavy Industries' new Z1000 Superbike. It replaced their all-conquering Z900 which had taken the world by storm, firstly in 1972 and often again between times.

This is the story of how I came to become acquainted with this, the erstwhile most powerful production motorcycle on the planet. Let's make no bones about it: the visceral appeal of the motorcycle is that it is one of the most direct ways to experience raw speed and acceleration. Particularly acceleration: generations of men and women since the internal combustion engine was first shoehorned into a bicycle frame have always had the (sometimes dubious) privilege of



being able to throw a leg over a few, rare, production motorcycles with such a high power to weight ratio as to take the breath away – sometimes literally.

A bit of background. Step back in time to the 1950s, when Aussie engineer Phil Irving and proprietor Philip Vincent's awesome Vin-

cents ruled the motorcycle world. The Series C and D Vincents were arguably the only worthy successors to 'les Immortelles': the Brough Superior V-twin SS100, of T.E. Lawrence fame. From the 1920s until George Brough's company's post-WWII demise, these exquisite 'Rolls Royces of motorcycles' were, well, simply the best. Particularly with one of the early model's guaranteed top speed of 110 mph: in 1926 these bikes had more power than many motor cars. And they looked good too, with their modern 'saddle tank' – black of course.

Back to

Vincents, perhaps best remembered by their iconic, 130mm Smiths speedometer, graduated to 150 mph, although their maximum speed was a little less. Not to mention that massive motor which dominated the machine. Like the SS100, it was, and is, a truly stunning-looking embodiment of power and speed. Dad had a Vincent Black Shadow, one of only a handful of these superb, British-built 1000cc 50 degree v-twins in 1950s Brisbane. A Superbike indeed, in every sense of the word, and black to boot.

It had to happen. My mother made Dad sell The Vincent shortly before their wedding, strangely enough. I think it had something to do with the old man lobbing one day at Radio Queensland where she worked, with his new (read 'expensive') trousers in a somewhat worse-for-wear state. This on account of his being deposited by said Vincent on his derriere after a close encounter with spillage from the local dunny-can truck on a suburban corner. I believe the verbal exchange between the betrothed was brief and somewhat one-sided, along the lines of "I don't want to be a widow before I'm married".

I still struggle with the concept of such an iconic vehicle being sold for under a hundred pounds. However, Dad redeemed himself in my eyes when, almost two decades later, he purchased a second hand Kawasaki Z-1 900E, complete with a handmade rack which had special fishing rod holders (I kid you not). This was a veritable dream come true for the bike-mad teenager I then was. Subsequently many adventures were had on this glorious blue bike (thereby hangs another tale or three), but allow me to focus on the "Zed 900s" as they were known for a moment.

Almost a century after Shozo Kawasaki founded a dockyard in Tokyo, and a mere five years after creating a motorcycling division, the 900cc Kawasaki was a bit of a 'hush job' upon its release in 1973. The company's first four stroke motor, the transverse inline four cylinder had been long in the development, as should befit a machine designed to take on the might of Honda, a firm then nearly twenty years old with the experience of having built almost 10 million motorcycles.

Neither Kawasaki nor the world was prepared for the Kawasaki Z1. Having been in development since 1967, the double overhead camshaft 903cc produced 82 bhp at 8,500 rpm and blew its competitor, the redoubtable Honda CB750, into the proverbial weeds. The five speed gearbox delivered huge gobs of power with exceptional smoothness and flexibility, covering the standing quarter mile in 12 and a half seconds. Despite the top speed of 132 mph, the motor's torque would let the bike be trickled around at town speeds in top gear. It subsequently won many races in many classes and even recently, drag-racing specialists were getting up to 1,000 horsepower out of Z900 based engines. Unbreakable bottom ends you see – the engines, not the owners.

Now, Dad had grown up in a world dominated by British twins and singles, so for him to move to a machine such as this it must have had some sort of magical puling power. As it turns out, what convinced him

to part with his hard-earned was not the arm-stretching power of the Z1, but its aesthetics. You see, it had this 'peanut' shaped fuel tank, reminiscent of the Brough's radical saddle tank. It also had a Walker four-into-one exhaust, which on full song, fair sent shivers up the spine of anyone within earshot – which was usually a considerable distance from where he lived on Bundarra Road west of Armidale.

Another couple of decades passed and dad bought another Zed, this time the first of the enlarged Z1000s released in 1977. Unlike the following year's iconic 'coffin tank' slab-sided styling, this model retained the original Z900 styling – and it's black, replete with '70's tank art of snake, skull and dagger. This particular example has been bored out to 1080cc and given lumpy cams and sundry



other performance-enhancing tricks. So, when it proved too much for Dad's physical capabilities, and not being able to part from it, he bequeathed it to me and went and bought himself a new Triumph Bonneville replica. I must admit, at full noise, twisting the wrist on the Zed unleashes a cacophony of noise (particularly the induction roar from the minimalist air cleaner pods on each of the four carbies) that is quite as addictive as just looking at it.

Long live the King.

Rolling with the Bentleys

Jane and I are also members of the NSW Bentley Drivers Club which is based primarily in Sydney. The club is quite active socially but not very many of their runs or events are in our region so we don't participate often. On 15 March the club had a run to Kangaroo Valley Country Club and we had decided to join in. Saturday afternoon produced some welcome rain and it continued into the night. By Sunday morning we were welcomed by clear skies and a brisk air temperature. This delightful weather persisted throughout the day.

Along with fellow STHARC members and Bentley S2 owners Peter Chan and Bill Coburn we participated in the event. Unfortunately none of our Bentley vehicles were available for the run so we ended up taking two Rolls – their Silver Spur and our pimpmobile. We met on the Federal Highway under the Sutton overpass just after 8.30 am. Turning off onto the Illawarra Highway just past Sally's Corner, Peter and Bill decided that the temperature had increased sufficiently to attempt a bit of open top touring so we swapped cars for the

remainder of the run to our destination.

On arrival at the country club we found one pair of Bentley owners plus their S2 Bentley and another member who had borrowed a Masserati for the weekend. By lunchtime another 8 Bentleys had arrived and they made an impressive sight parked on the golf course. The organizer did not carry out his threat to have the Rolls put up on the driving range for target practice. The owner of the club turned up in his flash looking Mercedes Benz but we sent him packing – we don't want those German owned marques mixing it with our fine historic British motoring marques.

The oldest cars attending were 1930s Derby Bentleys, one a 4 door saloon and the other a two door convertible. They were both well presented and desirable cars. I got over my fantasy with MG TFs when I recently discovered that they, like my old suits, have shrunk over the years and that I no longer fit into them. The Bentley Derby convertible is different. It fits me and is at least as pretty as a TF – no it isn't, it's prettier. All is not lost. There is still a desirable old style sports car to which I can aspire but I am not allowed to let my daughter know. She says we should be getting rid of, not getting cars.

In addition to the Derbys we had a couple of Mark VI Bentleys a couple of S2s and an S3 (1960 to 1965), a 1986 Bentley Continental drophead and a mid 1980s standard body Bentley saloon. The Masserati and the two Rolls don't count as they have the wrong initials despite the common origins shared by the Rolls.

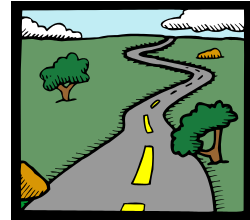
Morning tea merged gradually into the picnic lunch. The Bentleys were arranged for the photographic session, which was followed by a series of golf related activities. Some participants tried their hands at pitching and driving on the practice areas while others worked with spectacularly unimpressive skills at putting on the green reserved for such practice. The organizers must have guessed the standards well as they had also provided for a golf bowls competition on the putting green.

Sam who was running the thing managed to get one of his bowls close to the hole and it was left there as the closest the pin until Jane elegantly drove his ball off the green. Her ball disappeared off the green also but she insisted all the way home that she should have won something for hitting his ball as she was the only one who managed such a feat.

After prizes had been awarded for the golfing competitions, it was time for high tea. Just like STHARC afternoon teas despite the fancy name. We felt very much at home in this environment. If we can convince STHARC members to switch over to aristocratic English cars we might be able to redefine the traditional afternoon tea event as "High Tea."

Disembarkation was a random activity but by about 5 pm most of us were on our way home.

Out and About



The very well attended "Gunning & Friends" outing was a great day out. Can't beat something a bit different.

The Gunning Markets must be one of the best around. A myriad of stalls were established on both sides of the main street. A couple of stallholders told me that business wasn't good, way below usual. However I think our club done its best to balance the economy. Didn't see any members leave empty handed.

In fact after we left Gunning and headed off towards Breadalbane, I feel another boast to Gunning's economy was on its way. A few kms out of town a dozen or so Triumphs passed us heading into town. It was great to see a quantity of quality on the road, Stags, Dolomites, 2500 & others made a great sight.

On arrival at the Friend's property, our eyes opened wide. Don had been a partner with Hugh McKenna in a Queanbeyan business specializing in small engines. Don had a great collection of old mowers, the restored and better ones in the sheds but this left probably another 50 out on the grass. As well as mowers etc, there was a quantity of old utes and cars plus some old Vespa motor scooters. The type of property we need more of.

While at the Friends place, Pam Warren started getting excited. She was in the area where every second person was a relative. And, yes, that's right, Pam turned out to be related to Don Friend, on both his mother and fathers side of the family. Small world.

Quite a bit of holidaying going on at present. Rod Lawson's better half Marilou is currently in the Phillipines visiting relatives. She has taken her father over to see the latest great grandchild.

Geoff & Jeanette Rudd are caravanning out in the areas where there is too much water. Hope the trip goes well with not too much trouble from too much dampness

Allan & Chris Boyd are off to the Ariel rally being held at Evans Heads over the last weekend in March. After this outing is completed, a couple of weeks touring fills in time till they attend the Easter Rally in Dubbo. Nice work if you can get it, still someone has to do it

Keen travellers Benita & Brian Thomas are just back from another jaunt, this time "on the water cruise". Benita must have left the cabin, much better suntan

You don't win them all. Recently Ron travelled to a sale at Gunningbland to try and buy a 1949 De Soto truck, low mileage and recently painted. Yep, both statements were true. Mechanically it was good, sounded like a new truck when it was started.

But the paint job – oh brother.– What a sight to behold Brilliant white house paint brushed on everywhere except for the main bonnet badge and the headlights. No panel beating had been done and there was plenty to do – mudguards, doors, roof etc all needed attention. Wouldn't have been hard to find the truck in the dark. It stood out like a country dunny

I was outbid for the truck so came home almost empty handed. A bit of negotiation and Ron bought an NRMA badge from a scrappie who had inherited it in some junk he had bought. Driving all the way to Gunningbland in a 7 ton truck just to bring home one NRMA badge. After spending \$250 on diesel and \$150 on motel and meals, one could be forgiven for thinking it is now one of the "most valuable"(read dearest) badges in the collection. As I say, you don't win them all. Nice drive though.

Knee operation for Ron Best recently. Not a replacement, a maintenance job. Ron's dog takes him for a walk around Newtown every day, so with a well serviced knee, he will be able to keep up.

Brenda Cannon has recently spent several days in hospital suffering severe blood loss. Home now and gradually recovering. All the best Brenda from all club members, hope you are A1 soon.

Back to the Gunning Main Street, noticed a nicely restored vintage Buick Tourer parked and being inspected by some of our members. On full rego, this car looked like a good restoration without any deviation from standard.

Jane Nock's daughter Ashleigh was recently the victim of an unusual assault. Whilst riding her motorbike on the Gundaroo Road she collided with a kingsize kangaroo - not recommended in a car let alone a motorbike. After spilling her onto the road verge, the roo headed for the hills. Possibly could have been charged with leaving the scene of an accident. Ashleigh wasn't seriously injured (apart from her dignity, that is). Bike a bit bent but not beyond recovery.

Great to see Ronda Cornwell out at Wheels. On crutches yes, but at least out of the house. Still seeing Doctors up to four times a week and still has to have the main knee operation. Four months on from kicking her toe and still not well. A long sentence, but great to see you are getting on top of the problem.

Allan & Chris Boyd have given notice that they will be "on the wallaby" from 16th June through to September and maybe longer if the trip is going well. My mouth waters, half their luck



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Wanted Carburetor to suit **1947 Pontiac** Dennis Wilks C/- John 62977285

Very reluctantly, I'm selling my **1956 Renault Fregate** as we've put our property on the market. The car is straight, complete and with some work done. There also are heaps of spare parts (about a trailer full). The cars themselves are large, stylish and technically advanced for their time (semi-trailing arm rear suspension, coils all round, four speed gearbox. The photo is of another fully restored. asking \$1200 ono. George Cook on 4847 5081.



MERCEDES 230-6 1969 x South Africa Manual Floor change. Usual rust—great donor car \$500 Ron Scattergood 62363 219

Wanted to Buy - **Ford XY GS Fairmont** chrome hubcaps in good condition. Would also be interested in other XY bits and pieces. Please contact Mandy on 02 6297 4148 or via email at mandy1972@austarnet.com.au



Wanted **1947-48 Anglia tourer** – prepared to travel, anything considered. Dale Carmody 38 Brown Street Yass 0262262185

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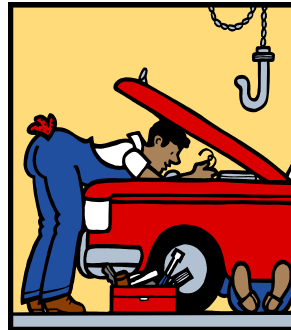


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Thank you this month from the editor to Richard Marson, Lawrie and Jane Nock, Allan and Chris Boyd, Ronda and John Cornwell, Rod Lawson, George Cook, Bob Canon, Ian McLeish, Mandy, Paul and Belinda Hogarth Boyd, Sid and Dana McGlynn for their contributions 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.

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