



# The Wheel



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

**MARCH 2019**  
**ISSUE 195**

## Southern Tablelands Heritage Automotive Restorers Club, Inc.

<b>President</b>	Joe Vavra	0407331048	
<b>Vice President</b>	<i>Vacant position</i>		
<b>Public Officer</b>	Chris Hillbrick-Boyd		
<b>Treasurer</b>	Brian Thomas	6253 8261	
<b>Membership</b>	Pam Corbett	6297 7285	
<b>Vehicle Inspector</b>	Albert Neuss	6297 6225	
<b>Property Officers</b>	Ray & Barbara Malam	6238 3581	
<b>Secretary</b>	Lawrie Nock	6230 3320	<a href="mailto:secretary@stharc.org.au">secretary@stharc.org.au</a>
<b>Registrar</b>	John Corbett	6297 7285	<a href="mailto:registrar@stharc.org.au">registrar@stharc.org.au</a>
<b>Webmaster</b>	Malcolm Roxburgh	6236 9408	<a href="mailto:webmaster@stharc.org.au">webmaster@stharc.org.au</a>
<b>Editor</b>	Darryl Bourke	0408264393	<a href="mailto:editor@stharc.org.au">editor@stharc.org.au</a>
<b>Events Director</b>	Alex Carter	0400391698	
<b>Events Committee</b>	tbc		

### **Publishing Committee**

Ronda Cornwell (6297 3174), Rhonda Winnett, Krystyna McLeish and Jane Nock.

**Website:** [www.stharc.org.au](http://www.stharc.org.au) **Club Email:** [contact@stharc.org.au](mailto:contact@stharc.org.au)

**Mail:** PO Box 1420, Queanbeyan NSW 2620, AUSTRALIA

### **Club Meetings**

**WHEN:** 8pm; 1st Tuesday of each month (except January)

**WHERE:** Girl Guide Hall, Erin St, Queanbeyan.

**Contributions** should be submitted **before the 15th of the month** for the following month's issue. Articles covering events, members' experiences, automotive/mechanical items or photographs welcomed. The editor reserves the right to accept, reject or modify any section of any article submitted for publication.

**The opinions** and views expressed in the articles published in The Wheel are wholly those of the respective authors, not necessarily those of the Editor, or the Committee of the Southern Tablelands Heritage Automotive Restorers Club Inc. **Previous copies of The Wheel** are available from Australian National Library, Call No N796.70994WHE **Photos/text** are used with permission are © copyright of the owners and or SHTARC, or are public domain (if so indicated), or are used for "fair-use review" only. That is - images illustrate text next to which it appears, which provides critical commentary on the work in question for which it promotes. The images are of lower resolution and quality than the original (copies made from it will be of inferior quality). No free equivalent is available or could be created that would adequately give the same information. It is not replaceable. The image does not limit the copyright owners' rights to distribute the artwork in any way. The image's inclusion in the article is important because it is the subject of and is discussed in the text. The image is being used for informational purposes only. The material has previously been published in numerous sources, & on the internet with higher resolution images available elsewhere (Eg Amazon.com, Ebay.com).

ISSN 2208-1593

## Editors Notes: Darryl Bourke

It is pleasing to be able to provide you with this March 2019 edition of the Wheel. At the start of each year many people and businesses take a break, even STHARC. This means there are very few events to report on in the Wheel, and hence this edition is a 24 page edition, not the 28 pages I have worked on to date.

This edition still has great content and informative articles from our members and about our members. It is very pleasing that members are starting to send in their material for the Wheel.

Malcom Roxburgh, a Ford man, has provided an overview of Australian Holden cars. Are you a Holden person who could do the same for Ford cars?

If you are uncomfortable about doing an article about your own vehicle, then contact me to arrange photos and an interview. This is what Ken Caratt did and you will find the first article about his Mac Truck in this edition. More about his motorbikes will be in later editions.

I am looking forward to an increase in member articles so please keep up the momentum by emailing me at [editor@stharc.org.au](mailto:editor@stharc.org.au)



**Cover picture:** *Photo of the Mack dog and horseshoe mounted on the front bulbar of Ken's Mack truck.*

### "NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a quote on    quote on **13 46 46**.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 000 602 636 is an authorised representative of AAI Limited ABN 43 005 207 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

## Minutes of Monthly Meeting

*Note: This is a truncated summary of the secretaries minutes. The complete version is accessible on the STHARC web site.*

Tuesday 5 February 2019 @ 20:10

Attendance: 35 members

Visitors: 1

### President's Report: Joe Vavra

#### Twilight Run

The Twilight Run in January was an enjoyable outing in a great setting. The very hot day gave way to a much more pleasant late afternoon and evening.

#### Vice President

Our Vice President has found it necessary to resign due to unexpected work obligations so we are now looking for someone to stand in until at least the next AGM as the Vice President. Apart from standing in for the President in his absence, the main role for the Vice President has been to organize the monthly guest speakers. This task has been lightened somewhat by the efforts of other club members who have regularly come up with appropriate guest speakers.

### Treasurer's Report: Brian Thomas

#### Surplus

Our Christmas party organizers managed to generate a surplus for that event. Thanks to members who contributed to the raffle and other efforts which made the event a success and especially to Hazel and Malcolm for their input.

#### Bendigo Bank

The new account with Bendigo Bank is now operational. Webmaster has undertaken to update relevant sections of the website with the new details..

**Secretary's report: Lawrie Nock**

No significant incoming or outgoing correspondence apart from the newsletters received from other clubs.

**Membership Secretary: Pam Corbett**

No report.

**Editor: Darryl Bourke**

There are many great stories of the motoring histories of club vehicles and their owners but the Editor does not have enough of them. Please prepare a story or stories about your motoring adventures and submit something for inclusion in the newsletter. The Editor is willing to visit to take pictures for the article.

**Registrar: John Corbett**

Four new vehicles on club plates.

**Webmaster: Malcolm Roxburgh**

All under control. New banking details will be inserted on the website where necessary.

**Property Officer: Ray & Barbara Malam**

Nothing new to report.

**Public Officer: Chris Hillbrick-Boyd**

Nothing to report.



Our thanks to Homestead Press for their support:

3 Paterson Pde, Queanbeyan NSW 2620 Tel: 026299 4500 Fax: 026299 4200 Email [printing@homesteadpress.com.au](mailto:printing@homesteadpress.com.au)

### Council of Heritage Motor Clubs (CHMC):

A reminder that the annual rally and AGM of CHMC will take place at Griffith this year in May.

Allan and Chris have stood down as STHARC delegates to CHMC. A big thank you to Allan and Chris for their years of valuable contribution as our delegates. John Corbett has agreed to continue in his long standing role as a club delegate to CHMC.

The attendance of classic vehicles at Summernats under the new arrangements introduced for 2019 was less than 30 vehicles. It has been noted that the new arrangements are not likely to result in any significant attendance of classic vehicles.

Council of ACT Motor Clubs STHARC reported to CACTMC on its planning for Shannons Wheels 2019 to be held at Queanbeyan Showground on Sunday 3 March.

Shannons Wheels 2019 Max de Oliver presented a summary of STHARC's planning arrangements for Shannons Wheels 2019. The Committee believes that the planning is working well and that the event will be run successfully under STHARC's management. Club members were requested to come forward to assist with marshalling and other activities for the day.



## Events: Alex Carter

Bungendore Show as not well attended by STHARC members. The final arrangements were not available until late in the week leading up to the event and required the arrival of participants before 8.00am.

End of month morning teas for the blokes and the ladies will be at Southlands Mawson. Ken Hearne is co-ordinating participation of heritage caravans for Wheels.

Details of all events are set out on the club's website. This site is updated with the latest available information. Members were reminded to use the website to confirm details for events..

## General Business:

James Corbett's marriage is to take place this coming weekend. The club sends him their best wishes for the day and the new couple's future.

Kenny Caratt is preparing a pink Mercedes sedan for the Kids for Cancer run.

Ronda has become a great grandmother.

## Raffle:

Joe – car cleaning kit;




Krys - fresh farm eggs;


Kenny UCL;

redraw of Kenny's second UCL win went to Malcolm.

**"NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS."**

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



**SHARE THE PASSION**

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited AEN 91 600 602 606 is an authorised representative of AAI Limited ABN 49 305 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



## KEN'S MACK– by Darryl Bourke

Ken Caratt saw the truck in a paddock on his way to the Tamworth Music Festival, had a look at it and negotiated a deal on his way back. Ken understands it was mainly used with a trailer for carting cotton. He suspects an issue with the differential brought it to a halt in the paddock and that's where it remained until he showed up.

“Kennys” Mack is a 1969 R600 Mack with a turbocharged Maxidyne inline 6 diesel producing 240 hp driving a manual 9 speed twin stick Transmission. Pneumatics (air) plays a key role in this Mac including starting, breaking and transmission selection.



The Mack R series was a line of Class 8 heavy-duty trucks introduced in 1966. The R Model production ran for 40 years until the RD model was discontinued in 2002. The first R models introduced were powered by Mack Thermodyne diesel and gasoline engines. In 1973 the R cab was given a makeover to include a deeper rear wall for more room and a new dashboard design.





Kennys Mack utilises 2 air cleaners. Some R600s also had vertical bar shutters to open and shut in front of the radiator to maintain proper temperature.

### Notoriety

The MACK R600 was a key feature of Mad Max 2 movie, Road Warrior vehicles; and

A book by Andy MacLean called "Fifty Shades of Tarmac" is about the adventures with a Mack R600 in 1970s through Europe.



Ken in his workshop

## FIAT 555 – by Bob McKay and Pilar Perez-McKay

Our home at Urila has 4km of roads with 600m of climb which have to be maintained so we needed machines that would earn their place.

This is about our first acquisition (2015) a 55HP FIAT 555M crawler tractor we called ***Fifi***.

This model ran from 1968 to 1978; it was succeeded by a modestly updated, bored-out version, the (60HP) 605, which is much more common. Much of the tractor was based on the 550 wheeled tractor – basically pretty much everything above the suspension is the same, apart from the addition of master and steering clutches, and some changes in gearing – but anything below is totally different.

In Australia, they were generally imported with a three-point linkage and PTO, but without a front blade, so that they qualified as agricultural rather than construction machinery for import tax purposes; the blades and blade mechanisms were added before sale.

While Fifi blade is branded Fiat Australia, I've seen so many different versions of the blade itself and the lift mechanism, that I think there must have been some independent suppliers as well. The blade has adjustable angle and tilt – ten minutes hammering pins out and in, with a bit of heavy lifting in between, and you can change the blade angle (fore to aft) and/or tilt (side to side) and you're set to go. This makes it easy for someone of moderate skill to make nicely shaped cambers and swales (me, not so much, but still improving).



**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Con

Fifi has some AD5M labelling on her which is clearly not original. Some websites suggest the AD5 name was a generic one for all Fiat 55HP crawlers at that time.

I have an AD5-CI manual for a somewhat similar machine, with no 3PL and clearly more aimed at construction. One website suggested that the AD5 terminology was specific to the American market, so I'm not sure whether it was ever used in Australia. However I am certain of the 555M identification and that Fifi was an early production run machine, as a light angled about 5 degrees above the ID plate was able to make it readable.

The M letter at the end of AD5M is for Montagna, and indicates that it has wider track plates – Italian mountains must be very different from our granite peaks, as the wide plates give great flotation in mud, but greatly increase the risk of casting a track when turning on rock.

*Continued on page 14.....*



<p><b>UNLESS OTHERWISE ADVISED:</b></p> <ul style="list-style-type: none"> <li>+ All STHARC runs start from QBN Girl Guides Hall, Erin St QBN/ BYO chairs, tables, picnic ware, drinks &amp; food, sunscreen for all runs.</li> <li>+ Mid-Week runs will meet at the Guide Hall. 2<sup>nd</sup> Wednesday of the month at 1.15pm, leave at 1.30pm or 3<sup>rd</sup> Thursday of the month at 10am, leave at 10.15am.</li> <li>+ Contact the Committee if you want to add an event. For information regarding events call the Events Director</li> </ul>		
Day/Date	STHARC EVENTS 2019	CONTACT
<b>February</b>		
Friday 22nd	<b>Ladies</b> Coffee Morning 10am @ the Italian Continental Bakery & Café, Mawson Place, Mawson (next to Bruno's Truffles).	Christine Brown 0412442623
Friday 22nd	<b>Men's</b> Coffee Morning 10am @ 'Coffee GuRu', MAWSON Southlands Shopping Centre. 'Coffee GuRu' is located adjacent to the carpark that parallels Heard Street. Please note that this carpark is not really suitable for the parking of 'classic' vehicles as the parking spaces are very small.	Tony Brown 0431539354
Saturday 16th	<b>Canberra Mustang Show</b>	
???	<b>Mid Week Run</b>	???
<b>March</b>		
Friday 22nd	<b>Ladies</b> Coffee Morning 10am @ TBA	Christine Brown 0412442623



Sunday 3rd	SHANNONS WHEELS 2019, hosted by the Council of ACT Motor Clubs, organized by STHARC, at the Queanbeyan Showground. Queanbeyan, in conjunction with the Queanbeyan Council Multicultural Festival.	STHARC Committee
Saturday 16th	Gunning Car and Bike Show. Gunning Showground.	
Friday 22nd	<b>Ladies</b> Coffee Morning 10am @ TBA	Christine Brown 0412442623
Friday 22nd	<b>Men's</b> Coffee Morning 10am @ TBA	Tony Brown 0431539354
???	<b>Mid Week Run</b>	???
<b>April</b>		
Sunday 7th	The Southern Highlands Antique Commercial Vehicle and Machinery Club have invited us to display our commercial vehicles as part of their 31st Goulburn Swap Meet. Goulburn Showground.	Rob Morris 0402 043 3302
Friday 26nd	<b>Ladies</b> Coffee Morning 10am @ TBA	Christine Brown 0412442623
Friday 26nd	<b>Men's</b> Coffee Morning 10am @ TBA	Tony Brown 0431539354
???	<b>Mid Week Run</b>	???
<i>Check STHARC's Website regularly for details and updates.</i>		

What can I tell you about Fifi? She weighs 2720Kgm, the front blade and lift frame probably adds around 500Kg, and fully dressed she can carry another 500Kg (very conservatively) on the three point linkage. She's 2785mm long, 1440 wide and only 1695 tall (without accoutrements). She's a hard worker, not afraid to put her shoulder into it when needed, and she works all day without complaint, but she gets a bit hot under the collar if you push her too hard (I mostly run her at about 1200 RPM, but she will happily power up to 2200 RPM when a short push is needed, and for a small machine, boy can she push). And she's quite abstemious – after a day's hard work, she rarely knocks back more than half a 20l jerrycan; she enjoys the occasional puff when cold, but is definitely not a heavy smoker.



A friend found her for us out near Crookwell, in reasonable condition (she had been tizzied up by a large dealer in a nearby city; let's just say that I was a little surprised at the first pressure wash when the painted dirt on the undercarriage floated away...).

The brakes and clutch needed major attention from another friend (way beyond my mechanical ability), but now work beautifully. For the first four years, I could only use forward gears 1, 2 and 6 – the others blocked the use of the right side steering clutch. I'd assumed this was a problem with the gearshift pins, and wasn't game to tackle it.

Then over Christmas, I found myself holding the top 90% of the gearstick half a kilometer from home. A bit of work with pliers and we got her home in first gear (reminded me of that first Hillman – Smith's easydrive electric automatic – and repeated first-gear drives across Commonwealth Bridge to the only guy in Canberra who knew how to adjust it).

Anyway, a new gearstick was found, and Fifi now happily runs in 3rd to 5th gear as well. A great improvement - 1st and 2nd are painfully slow, even for a tractor, but 6th on a crawler can be absolutely terrifying. The only other major repair was the Perkins hydraulic pump irreparably dying; fortunately a Turkish company makes a drop-in replacement, but it isn't quite the same shape, hence the modifications to the nosecone that look like an air intake.



**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Con





I've made a few safety additions to her. The green paint on the main clutch is to differentiate it from the left steering clutch – quite a scare behind that, nearly demolished my ute before I yanked her out of gear. An experience with a high bank, when only my knees under the dash kept me aboard, led to fitting a lap seatbelt; and she now sports a rear-vision camera and a fire extinguisher – the combination of English-car-like oil weeps, lots of tea tree, and a sump guard to trap them together against the hot engine make this an essential. I've also removed most of the three-point-linkage system, as Fifi's not a tall girl, so tends to drag most implements on the ground in our hilly country – and in bulldozer mode, it's all too easy to reverse into that rock just waiting to smash part of the 3pl system. If I every really need it, to get some implement to where a wheeled tractor cannot go, it's only a few hours work to put it together again (I check regularly that it's not seized).



Our thanks to Homestead Press for their support:

3 Paterson Pde, Queanbeyan NSW 2620 Tel: 026299 4500 Fax: 026299 4200 Email [printing@homesteadpress.com.au](mailto:printing@homesteadpress.com.au)

## **WHEN WE WERE YOUNG** by Lawrie Nock

When we, or at least some of us, were young.

In the last few years we have lost some of our club members who had very long histories in automotive matters. The first hand recall of those special personal experiences which have been shared with us over the years has been lost. Often it is only in obituaries that we learn of just how much experience and knowledge these friends have held and my that time it is too late. Fortunately we still have access to many members whose whole lives have been lived around the automotive sector.

Probably my most personal learning experience in this regard came when we farewelled John Winnett several years ago. What was significant to myself about the story of John's youth and early adulthood was that his family almost certainly dealt with York Motors as the distributor from whom they sourced vehicles for their business in Gundagai. My father did likewise for his motor business in Parkes. As such it is almost certain that my father knew John's father and perhaps even John himself. I derive some pleasure from those thoughts and regret not learning about the background events soon enough.

I was actually stimulated into this print by an article I saw in another club's newsletter. Reminiscing about cars and the childhood my peer group enjoyed is perhaps for younger people a trip into unknown history. Many of our club members have much more revealing and older insights to offer into motoring than I have. I enjoy hearing their versions of what I saw principally from a child's eyes looking in. It would be nice to see some stories from our senior members about motoring activities which many of us have not even heard about.

The great thing about being young at that time is that you could play and watch the world go by with very few real worries. If you are too young to have been there you really missed a great era. If you are a bit older than myself you probably had to work hard to earn not much money and make a living, but I appreciate your efforts - without you there would not have been the spectacle for us to wonder at.

## FAREWELL HOLDEN by Malcolm Roxburgh

HOLDEN began life as the saddlery business of J.A. Holden and Co in 1856. J.A. Holden founded a new company in 1919, Holden's Motor Body Builders Ltd, specialising in car bodies. This merged with the American company General Motors in 1931 sowing the seed for an Australian manufactured vehicle, the Holden 48-215 in 1948, known as "Australia's Own Car".

At this time, Australians drove mainly British and American imported vehicles with some being assembled in Australia. Australians welcomed the local brand and soon there was a waiting list of greater than a year, my father included, even though he did not have the 750 pounds required for a utility version, but that's another story. The impact on local manufacturing was immediate. Approximately 300 local companies supplied components, parts and materials for the new Holden.



As the 1950's began, the 48-215 (commonly known as the FX) gave way to the iconic FJ. A new body shape, the FE was followed by the FC in 1958.



Our thanks to Homestead Press for their support:

3 Paterson Pde, Queanbeyan NSW 2620 Tel: 026299 4500 Fax: 026299 4200 Email [printing@homesteadpress.com.au](mailto:printing@homesteadpress.com.au)

The FB marked the start of the swinging 60's, (my girlfriend from high school and the late 60s had an FB and we often we spent hours doing blockies around Bathurst), closely followed by the EK, the first model to offer an automatic transmission and I think it was the EK that offered the lovely Galah grey and pink two-tone paint colour that a friend of my family's Holden had.

The EJ was next and was a departure from the styling of the EK. The Premier model debuted with the EJ. Luxury features like buckets seats, leather trim and standard heater/demister were included.



The EH ushered in the famous red motor, a 149ci or the more powerful 179ci for the sporty Holden S4. Up to this time Holden used the six-cylinder "grey motor" with only minor changes up to the EJ model. The EH was the first model to add power steering as an option.

The rust prone HD and HR models followed with a larger 186ci engine under the bonnet. In 1968 the HK became the first model to offer a V8 engine, a US sourced 327ci. The Monaro was also launched with this model and with the 327ci, and later the 350ci, was the start of the great Australian muscle car era.

## "NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited AEN 91 600 602 606 is an authorised representative of AAI Limited ABN 49 305 267 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



The 1970's was the "Kingswood decade" with its debut in 1971. Around half a million HQ were produced (nearly as many as the Ferguson) with a myriad of transmissions paired to local and imported six-cylinder and V8 engines. The Holden one tonner commercial range commenced production alongside the ute range.

The HJ was next, with only a choice of Australian built 253c' and 308ci V8s or 173ci and 202ci sixes available. In 1976 the HX bought the introduction of emission controls that effectively choked engine performance. The finale Kingswood, the HZ in 1977 introduced us to Holden's "Radial Tuned Suspension" and took us through to 1980 when "Kingswood Country" debut on TV.



1980s. The Commodore. GM European arm, Opel had plans for a larger model, the Senator, and good old Aussie ingenuity worked it into the VB Commodore. Launched in late 1978, was the first model to have rack and pinion steering and MacPherson strut front suspension. Unleaded petrol was introduced in the mid-1980s and the old 202ci couldn't manage. The VL Commodore used the Nissan 3.0 litre six cylinder/four speed auto, considered a masterstroke and many believe this model ranks alongside the FJ and EH as a seminal model.

1990s. The VN range was wide-bodied, based on previous generations although the Nissan six was replaced by a 3.6 litre Buick V6 and 4 speed auto. V8 engines, including Holden's most powerful 165 kW fuel injected unit, retuned into the line-up as well. 1997 saw the new VT range which was almost totally new from the ground up. Wider track, better steering and improved built quality made for a much safer car.



The 2000s. Holden's Ecotec V6 couldn't sustain future emission targets. The VY was the last to use the Buick based engine. The VZ was the first to use the new Alloytec V6 engine and transmission package. The VE came in the mid-2006 and was the last Commodore designed from the ground up by Australian engineers. Electronic stability control, the most powerful V8 ever offered and a 5-star ANCAP safety rating amounted to a big step forward in Australian motoring. The VF came in 2013 with an eight-inch LED infotainment screen, self-parking system, electric handbrake and a better interior. The introduction of the VF series II in October 2016 saw the finale fine tuning of the VF chassis.

*Malcom's Disclaimer. I am a Ford man. I have never owned a Holden, although I had 2 as company cars in the 1990s before they switched to Fords, because of the factory fitted gas conversions available.*

## "NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited AEN 01 600 602 606 is an authorised representative of AAI Limited ABN 49 305 267 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

## STHARC Breakfast @ Bungendore

A weekend drive has been promised for some time, and with 2019 already in full swing we thought it time to test the appetite for an early morning event that better suits out time-poor members. If Members enjoy an early morning drive followed by breakfast then we're happy to organise more!

Members are to meet at the Erin Street Clubhouse (Queanbeyan) and convoy to Bungendore, or meet us at the R&R Diner at 0800 if that's more convenient. The café is located on the corner opposite the Bungendore Woodworks.

Family members, including children, are welcome to attend this event.





# JOHN RES

## Mechanical Repairs

*Repairs to all makes and models, including LPG vehicles.  
NSW & LPG Rego Inspections*

33 KENDALL AVE  
QUEANBEYAN 2620

Ph.:6297 8557  
Fax:6299 3800



## Capital Diesel Service

Diesel fuel injection specialist

John and Pam Corbett  
pco04198@bigpond.net.au  
Ph. 6297 7285  
Mobile: 0412 295 177



## Seiffert Automotive

**All types of mechanical work done to most makes and models of vehicles.**

**Authorised Inspection Station NSW & ACT.**

Albert & Andrew Neuss  
8 Endurance Ave Queanbeyan  
02 6297 6225

**MTA**



Kept on the move

BY

**James Gildea**

office manager

1 Lorn Road, Queanbeyan

NSW 2620, ph 02 6297 3862

[www.canberratrucks.com.au](http://www.canberratrucks.com.au)

**CANBERRA  
TRUCK  
REPAIRS**

**KENWORTH CAT**

**ISUZU DAF ALL-PS**

**CPC  
CAPITAL  
POWDER  
COATING**

**Sandblasting  
Powder Coating**

If it's Metal we can coat it  
Old Car parts a speciality  
70 Bayldon Road, Queanbeyan  
Call Michael on 6297 5508

"NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS."



SHARE THE PASSION

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a quote on 13 46 46.

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Limited (ASX:SHN) is a national operator of all comprehensive motor and home contents insurance. Cover is not a policy.

**Southern Tablelands Heritage Automotive Restorers  
Club Inc, P O Box 1420 Queanbeyan NSW 2620**