



The Wheel



Southern Tablelands
Heritage Automotive Restorers Club Inc.

AUGUST 2019
ISSUE 200

Southern Tablelands Heritage Automotive Restorers Club, Inc.

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Website: www.stharc.org.au **Club Email:** 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.

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Editors Notes: Darryl Bourke

Congratulations STHARC members for this is the 200th issue of the Wheel. Reaching this milestone is a great compliment and reflects the strength of STHARC as a great club.

Looking at some back issues of the Wheel I see the editors were Belinda Hogarth Boyd, Rhonda Winnett, Bev Lang, Maureen Scattergood, Malcolm Stewart, David Buckley, Rosemary Thomas, and Alex Carter. Each editor has brought their own style and approach to the Magazine

The Magazines were initially collated and distributed by Paul Hogarth & Belinda Hogarth Boyd, Ronda & John Cornwell. Later a Publishing Committee was formed by John & Ronda Cornwell and John & Rhonda Winnett and later joined by Jane Nock.

Subsequently the Publishing Committee was John & Ronda Cornwell, Jane Nock, Krystyna McLeish & David & Gill Buckley. Afterwards it was John & Ronda Cornwell, Krystyna McLeish, Geoff Rudd and Jane Nock.

Today the publishing committee members are Ronda Cornwell, Rhonda Winnett, Krystyna McLeish & Jane Nock. Lawrie Nock helps out if Jane is away.

We thank Homestead Press for the quality of the printing of the Wheel and their understanding and co-operation when we experience the occasional hiccups in meeting deadlines.

I am privileged to be the current editor who gets to publish your interesting articles and stories. Keep them coming.

Note: Error in issue 199, page 22. Jim Leithhead lived in the Victoria town of Stawell not *Stanwell* as printed.



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 4th June 2019 @ 21:00

Attendance: 41 members

Visitors: returning former member Drew McLean

President's Report: Joe Vavra

Welcomed attendees and visitors.

Report of June Committee of Management Meeting

60 Day log book trial survey by RMS

Committee decided that a response should avoid creating any additional workloads for RMS and that only essential or very significant changes should be suggested.

Committee considered the responses from members on other issues and produced a club response to be returned to RMS by Secretary

STHARC response supported continuation of the trial as a permanent arrangement. It was suggested to RMS that odometer reading at the commencement of a journey might be a useful addition to log book record. The introduction of an electronic format was not supported as some members do not have access to this technology. STHARC agreed to be contacted for any further details sought in relation to the survey and review.



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Wheels 2020

Planning for Shannons Wheels 2020 has commenced. A manufacturer to produce 2020 Wheels enamel badge has been located and consideration will be given to having 100 badges produced. Badges for 2019 year run off if there is sufficient interest from other clubs.

A contact phone and email list for members willing or likely to assist has been produced.

Task allocations were considered. Joe will handle general management and seek secretarial assistance from Chris HB. Brian will prepare and manage the budget. Lawrie will liaise with CACTMC and affiliated clubs including volunteer lists, participation numbers and special needs. Max will attend to booking of site, liaising with QPRC and Malcolm will deal with Shannons, design Wheels flyer charity order of badges. Other functions and people to deal with them will be determined as needs become known. Other roles such as STHARC display planning team can also be established

2019 Presentation Dinner

To be held at Golden Age Motel Queanbeyan on Saturday 27 June at 6.30 for 7.00pm. Committee confirmed that cost will be held at \$30 per person with the club subsidizing the additional \$7 per head for the event. There will be no provision for payment on the night so all payments need to be made into the club's account.

Treasurer's Report: Brian Thomas

About 50% of members have renewed so far. Payment into the Bendigo Bank account is preferred BSB 633 000 A/c no 164876989. No formal acceptance of Treasurer's report.

Secretary's report: Lawrie Nock

The STHARC response to the RMS 60 day log book trial was submitted. Payment of subscription and application fee has been received from a former member Drew McLean. Some hard copy club newsletters received.

Membership Secretary: Pam Corbett

No report.

Editor: Darryl Bourke

Always happy to received reports for The Wheel and articles on members' vehicles.

Registrar: John Corbett

There is increasing evidence of enforcement activity on H plate eligibility.

Webmaster: Malcolm Roxburgh

Events on the website are currently up to date. Nomination forms for club person of the year and COM positions to be elected at AGM are on the website.

Property Officer: Ray & Barbara Malam

Usual apparel items available. Looking for new supplier with local presence.

Public Officer: Chris Hillbrick-Boyd

All OK.

Council of Heritage Motor Clubs (CHMC):

Nothing to report

Council of ACT Motor Clubs

RMS 60 day log book review was most significant for STHARC. New approaches are being made to ACT RTA about special interest vehicles and possible 60 day log book system for ACT.



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Events:

Absent

General Business:

Gordeon Read

It was noted that a former member Gordeon Read passed away and was buried last Thursday.

Membership

Renewals are due. Members must be financial members of the club to validate their registrations and insurance.

Annual General Meeting

AGM to be held in August. All positions become vacant and nominations can be made on forms available on website.

2020 Wheels

The first meeting of the planning group will be held at 7.00 on 16 July prior to the next COM meeting. All members are invited to become involved in planning for this event.

Lost and Found

We have in the cupboard a white gentleman's hat which was left behind at the Christmas party. We also have a pair of ladies Rayban sunnies.

Birthdays and anniversaries: nil.

Other news: Ronda C had a fall and had to have stiches but is OK and back at home. Hugh has acquired a couple of Austin Atlantics ex Bundaberg

Raffle:

Trolley to Geoff Rudd and van ramps to Jane Nock



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TRIBUTE TO GORDON REID by Allan Boyd

Some of our STHARC foundation members will remember Gordon & Wynn Reid as they attended the inaugural meeting at the Queanbeyan Tigers Club in 2000 when a club committee was elected and STHARC was founded.

For a number of years the Reids were active STHARC members attending meetings and outings with their 1950s Austin A40. In addition, Gordon & Wynn had an association with Elwyn Bell of Bells Amusements which enabled them to borrow a jumping castle on a number of occasions for the STHARC Christmas parties for the youngsters enjoyment – a wonderful highlight of those parties.

I cannot recall the year, however Gordon and Wynn sold their Austin and bought a small motorhome and went touring Australia. Although this ended their close association with STHARC and classic motoring, Queanbeyan remained their base and members would catch up with them at other activities or in the street. Their son Laurie became involved with the Holden Torana Club, so we kept in touch with him at various motor club events.

Gordon was community minded and he regularly attended Queanbeyan Council, now QPRC, meetings where he spoke his mind and was evicted from meetings on occasions.

In recent years Gordon's health became an issue and he spent the last couple of his years in the Queanbeyan Nursing Home where he passed away in June of this year.

Several STHARC members attended Gordon's funeral on 27 June; we gathered at Wynn's home (with a number of other mourners) to journey to the Queanbeyan Lawn Cemetery with our classic cars as well as a cavalcade of motorbikes for a grave-side service which included an RSL service.

Drinks were back at the Tigers Club, but I chose to simply go home with my memories.

ARALUEN by Max DeOliver

On Sunday of the Braidwood run we headed down the mountain to the Araluen historical hotel

Sign posted as the Araluen Valley Hotel but commonly known as the Araluen Pub, it was built back in the gold rush days of the town in the late 1800s. At that time there was 48 licensed hotels in Araluen but by 1927 there was only one. On November 1927, under suspicious circumstances, it burnt down. At that time it was known as The Araluen Arms hotel.

Araluen faced not the only pub with no beer BUT the town with no pub

The licensee at the time had the licence transferred to a building known as Alleys Store. Now ninety years later the Araluen pub still operates out of Alleys Store and does a very good job with cold beer and a top counter lunch.



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ROCK AND ROLL by Max DeOliver

Run to Braidwood Friday 12 July started with grim windy weather. But as usual our club members rallied with some meeting at Bungendore to leave early and others making their way to Braidwood later in the day, all arrived on time at the Colonial Motel.

Some went all out and decided to stay at the show ground in their caravans. (It was good weather for snuggles). The report we got was some ended up a little sea sick with the wind rocking the van around like a boat on the ocean.



Our club and the Braidwood club had a great day there our thanks to Steve from The Braidwood Car club for putting on a top day.



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Friday over night club run to Braidwood for a catch up with the Braidwood car club for a social dinner and Rock and Roll tribute evening presented by Johnny and the Easy Riders Band at the service mens club

The band played tributes to Buddy Holly, Neil Diamond, Johnny Cash and a lot more rock and rollers.



ROLL CALL	Max & Maree	VH Commodore
	Barry Stewart	XF Falcon
	Franko	Ford Laser
	John & Pam	Modern
	Malcolm & Hazel	Modern
	Ray & Barbra	Modern
	Allan & Christine	Modern
	Hugh & Bev	Modern
	Joe & Moreen	Modern
	Dave & Alicia	Modern



BRAIDWOOD CLUB RUN By Max DeOliver

Saturday morning Braidwood car club had organised a special opening with the Braidwood cheese factory at Reidsdale. Just for the record it **does not** sell cheese but does make a very good array of ciders to go with morning tea if you don't like tea or coffee.



Reidsdale became know as Irish Corner and in 1912 a number of traditional Irish families merged to form the Reidsdale Cheese Making Cooperative. In 1927 a new state of the art cheese factory was constructed and the Reidsdale Rural Cooperative Society was formed. Sully's at the old cheese factory is housed in the original building.

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UNLESS OTHERWISE ADVISED: All STHARC runs start from QBN Girl Guides Hall, Erin St QBN Mid-Week runs 2 nd Wednesday of the month at 1.15pm, or 3 rd Thursday of the month at 10am.		
Day/ Date	STHARC EVENTS — August 2019	CONTACT
Sat 3rd	Nelligen Car and Bike Show. Hosted by Bungendore Car Club and The River Cafe Nelligen The show will start at the “OLD STEAMPACKET HOTEL”, on the Clyde River Waterfront. After the show we plan on cruising to The Steam Packet Hotel for presentation, live music for the afternoon and evening.	www.facebook.com/events/642621746210759/
Sat 17th	A CHEQUERED PAST Wakefield Park, 10am – 3pm. VEHICLES FROM THE NATIONAL MUSEUM OF AUSTRALIA. The National Museum of Australia will be taking most of the cars held in their working collection to Wakefield Park where they will be both on display, but also driven around the track to showcase their functionality. Show n Shine packages are available to car clubs who wish to arrive and display as a group, as well as some opportunities available to do parade sessions on the track, and all the costs are very reasonable. If the club is interested in displaying in the Show n Shine please email programs@nma.gov.au for more information. https://www.shannons.com.au/club/news/a-chequered-past-is-a-rare-chance-to-see-iconic-cars-in-action/	NA
Sun 21st	STHARC Annual General Meeting. 8pm Girl Guides Hall 36 Erin St. Queanbeyan. Election of the new STHARC Committee.	

	See the Club News and Information page for more details on the upcoming election..	
Sun 18th	Shannons Cars, Bikes n Coffee. Exhibition Park in Canberra Flemington Rd & Northbourne Avenue, Mitchell, Canberra, ACT. (9am -12pm)	NA
Fri 30th	Ladies Morning Tea 10am @ Kynefin Café, 2-4 Victoria Street, Hall (on the corner of Gladstone Street).	Christine Brown 0412442623
Fri 30th	Mens Morning Tea 10am @ Daughters at Hall, 5 Victoria Street, Hall.	Tony Brown 0431539354
	No mid-week run scheduled	
	September	
Friday 27th	Ladies Morning Tea Pushy's Café, Collie Street, Fyshwick (behind Pushy's Bike Shop).	Christine Brown 0412442623
Friday 27th	Men's Morning Tea Silk Café, 3/1 Cessnock Street, Fyshwick (on the corner opposite RSEA Safety.	Tony Brown 0431539354
	No mid-week run scheduled	
MEMBERS PLEASE CONTACT THE EVENTS COMMITTEE IF YOU WOULD LIKE TO HELP OR ORGANISE A RUN. <i>Check STHARC's Website regularly for details and updates.</i> Members of Other Car Clubs are most welcome to join STHARC on any of our club runs. 10am to 3pm		

LADIES MORNING TEA by Christine Brown

Friday, 28 June 2019

Our June morning tea was held at Vanilla Pod Café in Queanbeyan. Thank you to Ronda Cornwell for recommending this café. We had a gathering of ten ladies, who were all happy to be sitting and enjoying their coffees, teas and hot chocolates in air-conditioned comfort.

With a wide range of sweet and savoury goodies to choose from, everybody enjoyed their treats and drinks, while catching up with each other's news.

A lucky door prize this month was won by Ronda Cornwell. Time soon passed and it was time to depart, even though the café were more than happy for us to stay and enjoy some lunch.

Attendees:

Nancy-Lea Legge, Ronda Cornwell, Rhonda Winnett, Lynne Heffernan (visitor), Jane Nock, Krystyna Mcleish, Barbara Malam, Sandra McNally, Christine Davies and Christine Brown

Apologies:

Tina Oliver and Lee McMahon

July morning tea

Our August morning tea will be at 10.00am on Friday, 30 August, at Kynefin Café, located at 2-4 Victoria Street, Hall (on the corner of Gladstone Street).

MENS COFFEE MORNING by Tony Brown

Friday, 31 st May 2019

The STHARC gents gathered at Café 111 Queanbeyan for the June Men's Coffee Morning. It was a record roll-up with eleven gents attending.

Café 111 is located in the shop premises that were previously occupied by the very well-known and long running Central Café. The owners of Café 111 have upgraded and tastefully renovated the café and provide excellent coffee and good value breakfast, lunch and dinner menus. I believe that all the men that ordered had egg and bacon rolls.

The gents were accommodated at a large table at the rear of the café which was just as well considering the record roll-up. Also, being at the rear of the café, meant that the men's sometimes enthusiastic conversation did not disturb other café patrons.

A couple of hours slipped by quite quickly and then it was time to collect the STHARC ladies from nearby Vanilla Pod where they were enjoying their morning tea.

Attendees:

Allan Boyd, Bill Grzeskowiak, Geoff Rudd, Brian McNally, Ray Malam, Lawrie Nock, Barry Stewart, Ian Oliver, Darryl Bourke, Bob McKay & Tony Brown.

Apologies: Doug McMahon

July morning tea

The August 2019 Men's Coffee Morning will be at 10.00 am on Friday, 30th August, at the Daughters of Hall Café, 5 Victoria Street, Hall.

RAILWAY ROUNDHOUSE by Allan Boyd

On our way home from the A'van annual National Gathering held in Yarrawonga, Vic, Chris and I drove Corowa, Urana with a free overnight camp stop at Collingully, NSW on the Monday night. The next day we took the route to Junee via Coolamon (a very interesting town). At Junee we stayed with our friends, Phil and Lola, who told us about the town's latest acquisition at the Junee Railway Roundhouse Museum, a C36 Class locomotive.

The Museum is open on weekends as it is only run by volunteers. However, Lola had the right contacts and she arranged a visit for us for the next day. The engine is #3609. It is now at Junee in the Roundhouse waiting to be fully restored by the local volunteers with a State Government grant, however it remains the property of the NSW State Government.

Express Passenger Steam Locomotive #3609

C36 Class steam locomotives were one of the most successful and prominent passenger engines of the NSW system. From the first engine #3601 that was operational on 7 January 1925 until the last #3651 that ceased in September 1969 the C36 class ran millions of miles. #3609, one of the first 10 built, is now housed at the Museum.

#3609 was designed and built by the NSWGR Everleigh Works entering service on 24/08/1928 and ceased service on 12/12/1965 having travelled 2,596,945 miles. Although condemned on 17/11/1967 #3609 was set aside for preservation the following month. It was preserved and maintained by the Enfield/Thirlmere Railway Museum from 1967 – 2018 when it was transferred to the Junee Museum on 14/01/2018. #3609's contribution to NSW railway history is recognised and the engine remains the property of the NSW Government's Movable Collection and Transport Heritage. (source Junee Railway Roundhouse Museum)

To top off the day we had morning tea at the original Junee Railway Station Cafe.

Chris and I then visited the Junee chocolate liquorice factory to sample and buy up chocolate and liquorice for ourselves and for family.

Conclusion: Another trip to Junee would make a great event for STHARC members sometime in the future. And for those not entirely railway "mad", we could include a side trip to nearby Coolamon that has a cheese & coffee cafe, an old Fire Station Museum and an old departmental store showcasing local craft wares among its historic buildings.

FAIRY TREE by Max DeOliver



Still in Araluen the ladies and a couple of the guys went looking for the Fairy Tree that they were told about is a must see it is in the park just up the road from the pub. You're not going to believe who we found in the Fairy Tree (see photos) its a great little set up.



HILLMAN GAZELLE RESTORATION by Ian Pyett

Having been a Rootes Group fanatic all my life, I have owned and restored numerous cars from the Rootes group stable which covers Hillman, Humber Singer and Sunbeam models not to mention Commer, Karrier and their marine divisions.

The Singer name lost favour in Australia by the early Sixty's. After the last Singer Gazelles had been sold in Australia in about 1961, subsequent models still retaining the walnut dashboard door trims, generally better specification interior trim plus copious external chrome trim, they were then fitted with the current model Hillman Minx grille and badged as the Australian Deluxe Minx. This model was then phased out with introduction of the series V Minx in 1964.

By 1966 the Hillman Minx had evolved into the series VI. The final and best performing of the old design to that date and fitted with new 1725cc five bearing engine. Soon the old series would be discontinued to make way for the new Arrow series cars, the Hillman Hunter.



Going back to 1966, we find the New Minx with numerous improvements that would later go in to the new Arrow cars. These included: disc brakes fitted as standard since 1964 (1959 on Sunbeams); heater and demister; all synchro four speed floor shift; wider rear track; and 13 inch instead of the previous 15 inch wheels.

The interior had also acquired a strip speedometer that would later be fitted to all base model Hillman Hunters.

As this was to be the last update of the old design and to stimulate some sales in the showrooms Rootes Australia added the Australian only Hillman Gazelle specification.

Enter the Australian only model, Hillman Gazelle.

Australia (by now Chrysler) decided to revise the old idea of an upmarket version but this time with the added performance of the Sunbeam Rapier engine.

The Gazelle essentially had all the interior luxuries of the latest English version of the Singer Gazelle but with a surprising amount of local content. The seats, for example, were covered in an incredibly durable locally made vinyl that amazingly has survived the rigours of 53 Australian summers and seems to be much thicker than anything I have come across in any other car. This vinyl may have also been used in Valliant's of the same era.

Unfortunately, when released to the press for review, Rootes only supplied a poorly prepared automatic which produced appalling fuel economy and somewhat lack lustre performance, therefore effectively shooting themselves in foot! However, a few well-prepared manual models were released for test.



Australian Motor Manual in 1967 recorded 0- 60 MPH in a little over 13 seconds and a top speed of 95 MPH. Although this may not sound too exciting today in 1966/67 it was enough for the Gazelle to be put in the sports saloon class and indeed 1 MPH faster than the mighty Cortina GT which was also tested at the same time. In the 1968 Hardie Ferodo 500 a privately entered Gazelle of Jack Nougher and David O'Keefe matched the Datsun 1600's for speed, recording the fastest lap time for a class B car at 3 minutes 17 seconds. Unfortunately, due to oil surge the Gazelle retired early. A second Gazelle entered by Rusty French (French's maiden Bathurst start) and Alton Boddenberg started at grid position 35 with the time of 3 minutes 20.6 seconds to improve to finish 22nd outright.



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My current Hillman Gazelle is the fourth Gazelle that I have owned and was without a doubt in the worst condition of them all when I first acquired it. The body had extensive rust in areas that I had never seen it in before in any of my other cars. The dashboard was in terrible condition and all the wiring had been cut and joined together in the strangest combinations! Both front seats had collapsed, the under-dash parcel shelf had been cut out to accommodate a bed spring that ran from the clutch pedal to up under the dash in an attempt to make the pedal return. A problem that was solved by fitting the correct type of master cylinder. Unsurprisingly everything mechanical from stem to stern was worn to the point of total rebuild. As this is probably going to be my last Gazelle restoration, I decided to incorporate all the things that I would have liked to have had in previous cars, however still wanted it to retain a factory look.



Although I had a lifetime of assorted bits and pieces to get started with, it soon became clear that I needed to track down parts that I hadn't thought of before. One crucial piece was the left and right hand sills. These are not easily fabricated as despite how they appear at first glance they curve parabolically in ALL directions. My big break came when I tracked down a car in Queensland that had been put in a shed after a relatively minor shunt in 1971. I contacted the owner who initially would not break the car but after ringing him for fifteen months on and off he finally agreed to remove the sills and sundry other pieces that had brought my restoration to a grinding halt. Hooray! When the parts turned up, I was delighted to see that they were in mint condition and had been removed very professionally with all spot welds drilled out correctly.

The total amount of bodywork that was required was well beyond my capabilities and time constraints. Therefore, at this point in time I went to see the "Gurus" of classic car bodywork the Robertson brothers. I really cannot speak high enough of these guys. Apart from being some of the nicest people I know, their work is without comparison in my opinion.



They still use an English wheel to form complex panel shapes and lead loaded all the panels that needed it. The car was originally Embassy Black. I have only ever seen one other car in nearly fifty years in this colour and that was forty years ago. As this is possibly the only one in black left and despite seriously thinking about changing the colour, I had to go with originality.

On the mechanical side I get a buzz out of rebuilding everything I can myself and trying things that I have never done before from differentials, gearboxes, wiring and making all the woodwork and trimming. Here is a brief list of things done by myself that went in to finishing the car.

Replaced the entire brake system with all new components and added a period brake booster. The engine now runs longer con rods and is fully balanced. The gearbox was totally rebuilt and I added a Laycock J type overdrive. The prop shaft was shortened and the differential rebuilt, a definite first for me. I made a new dashboard, redesigning and veneering it with burr walnut. The same treatment was given to the woodwork on the doors and the trim panels remade. The instruments were rebuilt and faces recoloured. The seats were stripped, the diaphragm rubbers removed and resprung with zig zag springing. New carpeting and scatter mats were made and the boot area fully carpeted. All suspension was rebuilt with new components where necessary. All the window tracks and winder mechanisms rebuilt.

The wheels are Hillman items from a Hunter 660 and are a half inch wider than the standard rim allowing for a wider section tyre. Although not standard for this model, I liked the appearance and they provide greater grip.

The good news is I finished (as much as a restoration I ever finished) this one in under ten years. The Rapier my previous restoration took nearly twenty years!



NMA @ WAKEFIELD PARK

Listed below are some of the vehicles the National Museum of Australia will be taking to Wakefield Park on August for display, and driven.

- Brabham BT23A-1 Repco V8, 1967, built and raced by Formula One legend, Jack Brabham
- 1923 5CV 'Type C' torpedo Citroen motor car, driven around Australia by Nevill Westwood in 1925
- The Sundowner Bean 14hp car, 1925, driven by Francis Birtles on his record-breaking journey from London to Melbourne in 1927
- DE 36hp Daimler landaulette, 1948, an extremely rare coach-built vehicle by Hooper and Co. on a Daimler 'straight eight' chassis used by Queen Elizabeth II during the 1954 Royal tour.
- Model-T Ford truck, 1924–26, used to promote Aeroplane Jelly from 1978 to 1988
- A black 1959 Wolseley 1500 saloon sedan with four doors
- Australian Government Bentley 'S' Series 3 black saloon motor car used by Sir Robert Menzies
- Model 48/215 Holden sedan, 1949, delivered the day before these Holdens were released for sale to the general public.
- Holden Calais 2017 V sedan and accessories - manufactured at the GM Holden factory in Elizabeth, South Australia on 13 October 2017, a week prior to the plant's closure on 20 October 2017



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