



The Wheel



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

**JULY 2020
ISSUE 210**

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 *On hold due to COVID19 virus*

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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ISSN 2208-1593

Editors Notes: Darryl Bourke

Your Vehicle

Your “H” or “J” plate vehicle may not lawfully be used on public roads if you are not a financial member of STHARC. So far the STHARC membership renewals have not added up the to number of listed “H” plate vehicles. Check you are a financial member. See page 5 for details.

Life Members

How we can recognise the length and magnitude of contributions to STHARC over the past 20 years. Page 6

Your Committee

While ‘COVID restrictions prevent us holding a club meeting, your diligent committee of volunteers have been ‘keeping the wheels turning’. You can read up on their work on page 8.

Stories

Thanks to Tony, Hugh, Lawrie, Alan and Chris you have some great reading ahead. Look forward to seeing your stories.

The cover photo is of Hugh's recent “brave” purchase.



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PRESIDENTS REPORT

Staying connected. Members as we continue to adapt to this routine and way of life it's important that we remain positive.

Please listen and adhere to the announcements from our government and remain positive. Together we can make a difference. I hope our STHARC WHEEL, Facebook page and website help to make us remain connected

Right now, the committee is planning a committee meeting to discuss how we will come out of our current situation, car club wise and maintain safety for our members

Our Events Director, Hugh has planned a run for us all in July. So come along if you're feeling up to it and enjoy a nice drive lunch / cuppa and seeing each other again. We cannot meet for General Meetings yet until we obtain the go ahead from the Girl Guides. I'm sure that won't be too far away.

I trust you have all found things to do around the home. I have.

Folks check out the website to keep up to date. Membership fees are due very shortly. The AGM also around the corner. The government is allowing us reschedule on the AGM since we have not been able to meet. The important thing you need to consider is what role you are prepared to play for the club members. I have served an almost 2 year term, with the intervention of COVID-19, so you will need to elect a new President. I must say I have had a wonderful team of committee members

Anyway, hope to see you in July.

Cheers & Keep safe

Joe



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MEMBERSHIP RENEWAL 2020-21

Club membership renewal

Membership renewal fee of \$50 was due no later than 1st July.

**NO RENEWALS ACCEPTED AFTER 31ST JULY.
YOU WILL HAVE TO APPLY TO REJOIN CLUB
IF YOU SO WISH.**

**RENEWAL FORM MUST ACCOMPANY PAYMENT
OR RENEWAL WILL NOT BE ACCEPTED**

UNFINANCIAL MEMBERSHIP

**= non-compliance to your conditional registration.
and = No Third Party Insurance**

Go to (Renewal Form) on the STHARC Website and download the form and complete both sides. Ensure vehicle information is accurate.

- 1) Print the form and give to Pam or John Corbett and pay treasurer at a club meeting. **Or**
- 2) Email form and direct deposit receipt to the registrar
(registrar@stharc.org.au)
STHARC account: Bendigo Bank
BSB 633 000 Account 164876989
(please reference your name so we know who paid.)

Some members may still have the STHARC account details recorded for our Service One account which is no longer in use by the club. If so your payment will be received but we ask that you amend your payee schedule to show the Bendigo Bank account for payments to STHARC.

LIFE MEMBERSHIPS OF STHARC

Recognition

The Committee of Management notes with pride and pleasure that STHARC is now into its 20 Year of operation. The success of the club is the result of a lot of effort by many members. However, there have been a few members whose contributions throughout the life of the club so far have been particularly noteworthy.

The Committee received nominations that 5 members in particular be recognised for the length and magnitude of their contributions during the 20 years the club has been operating. The members being recognized are listed below.

John and Pam Corbett

John and Pam are foundation members of the club along with their children. Since the creation of the club both John and Pam have played significant roles in keeping the club running effectively. Their contributions are recorded in the club's records.

Pam

Pam has held various Committee of management roles, including Secretary, Vice-President and Membership Secretary. Pam has taken on some of those roles at times when others were not willing or able to do so.

John

John has been the Club Registrar for almost the entire history of the club. The amount of effort required to deal with the obligations of the position of Registrar cannot be understated. The club has grown from about 30 members to in excess of 140. Documenting the members' vehicles and accepting the accountability expected by the registration authorities for such a long period demonstrates a commitment to the club which is unparalleled in our club's history.



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Allan and Christine Boyd

Allan and Chris have been there for the club from the earliest times. Allan is a foundation member. He has taken on the role of President on more than one occasion when the club was unable to enthuse anyone else to do the job.

Both Allan and Chris have also accepted Committee roles for Events and Secretary over the years. Without the willingness of members such as Allan and Chris STHARC would not have had such regular representation at the Council of ACT Motor Clubs and Council of Heritage Motor Clubs meetings.

Ronda Cornwell

Ronda is an enthusiastic promoter for involvement by lady members of the club. Ronda has also held somewhat of a record, with her late husband John, for being the most recorded winners of the club's Most Attendance Award. From the outset Ronda was willing to accept appointment as a Committee member and take on other tasks to add to the success of club activities. The newsletter Mail out Committee has been for many years and is still operating from Ronda's home to ensure that the Wheel goes out on time. That ensures members are well informed of the club's forthcoming meetings and events.

Recommendation

These nominations were considered by the Committee at its 30 June meeting. The Committee of Management decided that it would be appropriate to award life memberships at this stage of the club's history. The recommendation to STHARC members, for making of these awards to the members nominated was approved unanimously.

Members

Please confirm you views on the acceptance or otherwise of this recommendation either by email to the Secretary or by post to the club's postal address.

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STHARC COMMITTEE OF MANAGEMENT

Notes from the Committee of Management meeting on 30 June 2020.

Notification to members

Notification of decisions made by the Committee of Management are usually provided by means of a report to the monthly general meeting of the club and communicated to members not present at the meeting, through the minutes of the monthly meeting. Covid19 restrictions have prevented the holding of monthly meetings since March. The Committee has decided that members should be advised of its decisions through a specific report published in The Wheel.

Awarding of life memberships

The Committee recommends to members of STHARC that they approve the awarding of life membership of STHARC to:

- John and Pam Corbett
- Allan and Chris Boyd
- Ronda Cornwell

Members are asked to confirm their views on the acceptance or otherwise of this recommendation either by email to the Secretary or by post to the club's postal address.

Membership Applications

A decision was made at the commencement of the Covid19 outbreak that new membership applications would not be accepted.

Subsequently, applications were received from two prospective members who had already attended a club meeting and addressed club members about their interest in heritage motoring and joining STHARC. The Committee decided that under these circumstances, the applications should be accepted and membership of the club granted.

Additional new membership applications have been received. Committee recommends to members that they accept the prospective members. Invitations to participate in the July club run to Goulburn on 12 July are to be issued. A general meeting of the club will be held at Goulburn commencing at 2.00 pm on 12 July.

Treasurer report

The Treasurer reported to the Committee that STHARC's finances are in good shape.

- a) Following the March Committee meeting, payments were made to distribute residual funds from the running of Shannons Wheels in 2019 and 2020. A payment of \$1,527 was made to the Council of ACT Motor Clubs. A donation of \$1,150 was paid to the Cancer Council ACT.
- b) The Committee decided to pay \$700 to the Girl Guides for the use of the hall.
- c) The Committee expressed its special appreciation on behalf of STHARC to all members who assisted in achieving the successful outcomes of Shannons Wheels events in 2019 and 2020 and with a special mention of the role played by our late friend and fellow member Max de Oliver..

Cullerin Range Ramble

Events Director advised that the plan for the proposed run to Goulburn on 12 July has been changed. It is now proposed that the run will travel through Sutton Gundaroo and Gunning to the Old Hume Highway and then to Goulburn. The reason for the change is primarily to provide the opportunity to drive the historic Old Hume Highway route earlier in the day.

STHARC AGM

This would usually be held in August. Under Covid19 restrictions it is unlikely that an AGM will be able to be held in August this year. There is some flexibility available for the timing of the AGM. The Committee has decided that it will defer holding the AGM in the hope that Covid19 restrictions will be eased and that the AGM can be held later in 2020.

Notice of Motion

A Notice of Motion was submitted to the Committee proposing an amendment of STHARC's Constitution to allow for election of President for up to 4 consecutive terms. It was decided by Committee that it was not able to process it at this time.

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ESCAPE AFTER THE LOCKDOWN by Allan & Chris

With the easing of some Covid-19 restrictions, we decided to take a drive to the South Coast and stay for a few days.

On Tuesday 9 June we drove to Nowra where we met Allan's brother Bill and his wife Jenny for a much awaited get-together and to share a lunch of fish and chips by the Wharf at Greenwell Point sitting in the warm sunshine. Chatting away we were soon surrounded by squawking seagulls hoping for a handout; they had to wait until we were leaving. The pelicans sat on the mooring piers preening themselves ignoring us and the seagulls. This was our first trip to the seaside for 2020.

After our farewells, we headed south for Lake Conjola where we witnessed the devastation of the December 2019 massive bush fires at Conjola Park that wiped out many homes and the surrounding bush. Cleaning up of the fires destruction continues and construction of some new homes has commenced. The township of Lake Conjola about 7 kms along the entrance road was not as badly burnt although the fire came very close to many of the local houses, the local treatment plant and the Conjola Bowling Club. There must have been a lot of frantic activity to save the township. We stayed at the Ingenia/Big 4 Holiday Park by the lake and in view of burnt bush to the north and west. One Park cabin and boat were burnt but there was no evidence of any other damage.

The next morning we drove further around the area to view the devastation, especially the bush. We could see everything through the trees as all the underbush and leaves were gone. What amazed us was the amount of growth appearing up blackened tree trunks. Back at the cabin, Chris settled down for some serious crocheting whilst Allan found some cabin maintenance to do to keep himself busy!

The Conjola Bowling Club was open for business but we had to make a reservation. We enjoyed a quiet dinner and a couple of drinks in our allocated time. Allan had missed drinking draught beer and Chris her barista-made coffee; we are making up for it now.

Next day after lunch we drove to Ulladulla, meandering through Milton and Mollymook to see what was new and changed. As we are not shoppers, we drove through Ulladulla to Burrill Lakes to catch up on the progress of the area in the last couple of years, such as the new bridge and road works, including roundabouts, at Burrill Lakes, and the housing developments that reminded us of Canberra/Queanbeyan.



Braidwood Road (1856 route) ascending the escarpment east of Nerriga, in 2006

Back at Ulladulla we dropped into the ExServos Club to renew our membership and book in for dinner that night. Then we drove down to the Lighthouse to look out to sea in the hope of seeing at least one whale (no luck) before driving down to the Wharf to look at the fishing trawlers and other small boats and admire the waves rolling up to the beach and crashing on the breakwater (much of it formed by huge man-made concrete structures). At the beach a saltwater pool remains for bathers. Back to the Club for a delicious meal of barramundi and squid; we were celebrating our wedding anniversary. Not how we envisaged it – we had planned on being in Broome to celebrate but that was not to be!

Friday dawned sunny and warm, but it was time to pack up and return home via Turpentine Road and the Braidwood Road through Sassafrass to Nerriga. The loss of forest from the bushfires was evident for most of the trip from Lake Conjola to Nerriga; the views along the Braidwood Road were confronting as we could see as far as the horizon where gorges, gullies, rock formations and mountains were now visible that had previously been hidden. All around Nerriga was burnt but the Pub and few houses in the village were saved by the RFS and many volunteers and property owners. The Pub remains closed, and BlazeAid is setting up camp in the Nerriga recreation area. Out of Nerriga the old wooden walking bridge has gone but the Old School Museum was saved.

The trip highlighted that we live in a changed country.

Allan Boyd and Chris Hillbrick-Boyd

EVENT DIRECTORS REPORT by Hugh Spencer

Cullerin Range Ramble

Our first club run for the new financial year. Sunday 12th July No.1!

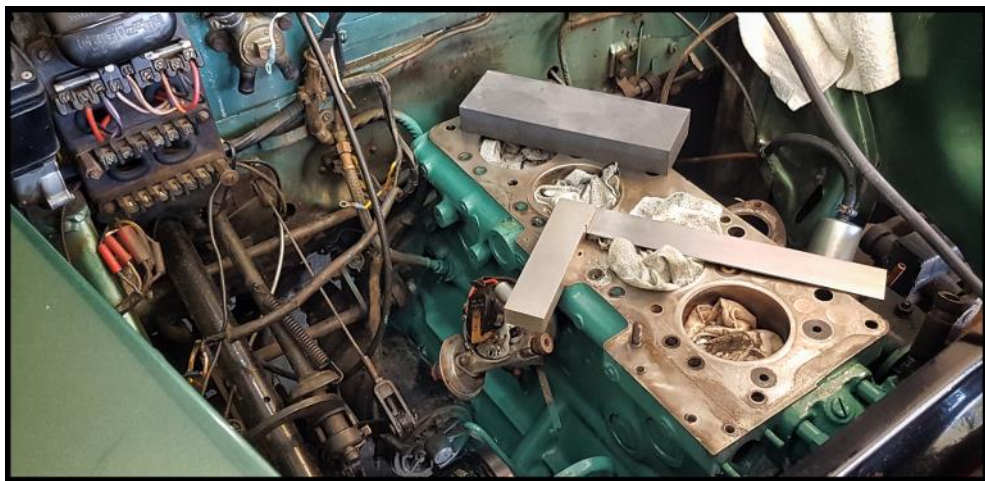
A roundabout ramble through the beautiful Cullerin Range byways and backways finishing for lunch in Goulburn.

See the centre fold in this issue for more details.

Be COVID Responsible

We obviously will need to maintain social distancing as per NSW Government requirements and some of us will desire more social distancing than others. So please be responsible.

Your Event Director will probably bring a Prius and or motorcycle as the Atlantic has lost its engine during the pandemic!



Next Run

Suggestions for the next run in August or September would be much welcomed. It's your club so your input would be most welcome.

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WHICH BANK?

STHARC Membership renewals

Members please note that renewal of subscriptions is now due.

You are not entitled to use club plated vehicles registered through STHARC unless you are a financial member.

If you have attempted to make a payment into the Bendigo Bank account using the number published in the June edition of The Wheel, it is likely that the payment will be returned into your account.

Please check that your payment has gone through successfully.

Bank Details

STHARC's account details are

Bendigo Bank BSB 633 000

Account number 164 876 989

Some members may still have the previous STHARC account details recorded for our Service One account which is no longer in use by the club.

If so your payment will be received but we ask that you amend your payee schedule to show the Bendigo Bank account for payments to STHARC."



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STHARC Facebook group page

People have added a number of stories this month. Only club members have access. Sign up if interested in sharing stories and stuff. News of upcoming events will also be posted.

Cheers and stay COVID safe. Hopefully we can continue to do better than Victoria and avoid their fate of a second lock down.

CULLERIN RANGE RAMBLE by Hugh Spencer

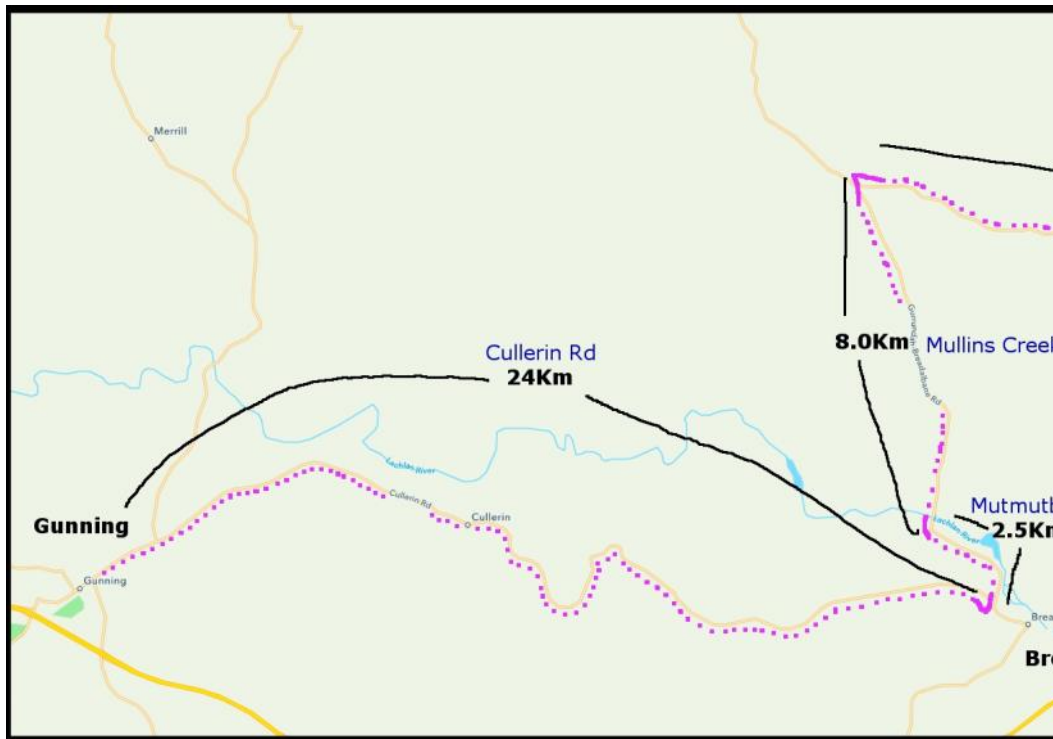
A ramble through the beautiful Cullerin Range byways and backways finishing for lunch in Goulburn opposite Roses Cafe at the park.

Start: **Sunday 12th July** meet at the Guide Hall at 9:00 for 9.30 departure. This is earlier than usual.

Route: We will head out through Sutton to Gunning where we will stop for morning tea at the park on the far left on the other side of the town just before the creek. There is a small cafe but I suggest that we bring our own tea coffee and morning tea. Sadly no COVID sharing.

We will then continue on Cullerin Rd (old Hume Highway) towards Goulburn. After passing through Cullerin and about 1 kilometre before Breadalbane we will turn left off the old Hume highway onto Mutmutbilly Rd and cross the railway line. Then head north on Mullins Creek Rd (Gunnundah Breadalbane Rd) to the Gurrundah road Intersection which will take us east to Goulburn.

The road is just sealed, it is narrow and there is a sharp backwards right hand turn along the way. But it's a lovely drive.



Luncheon options

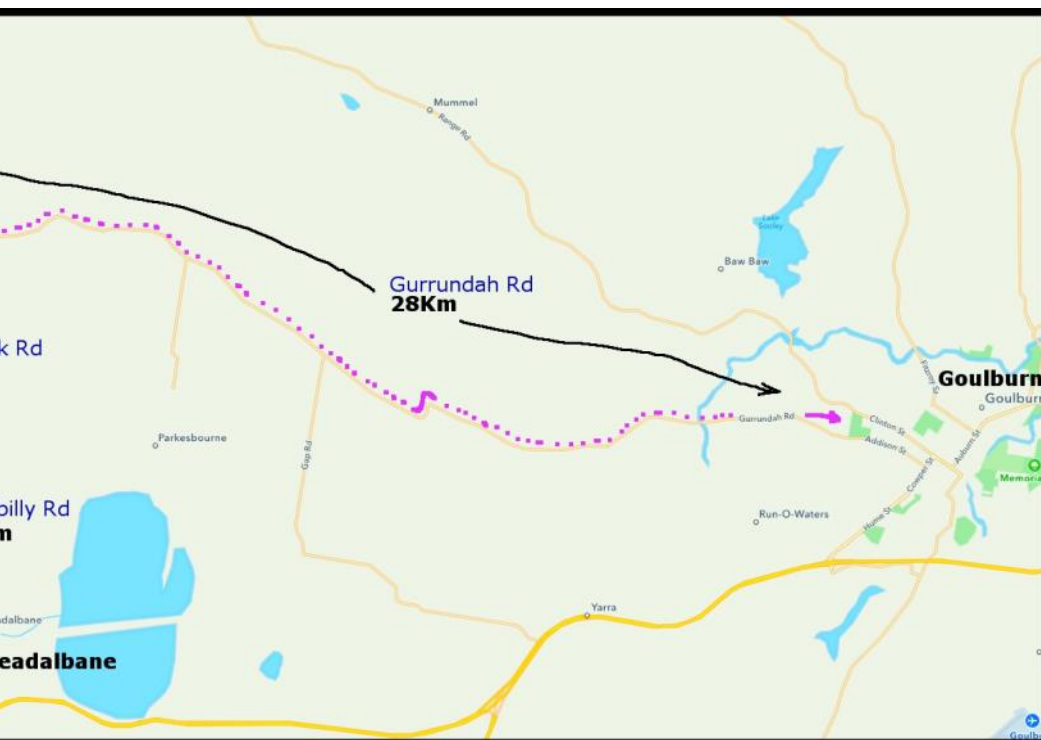
1. Self cater have lunch in Belmore Park if weather permitting
2. Roses Cafe please let me know or make reservation so I can ring with numbers. They also do takeaway
3. Other such as Paragon Café, Workers Club, Soldiers Club.

After lunch options

1. Excellent second hand Bookshop on Sloan street old police station it even has automotive books. It is roughly opposite the railway station.
2. War memorial up Rocky Hill. There's a new museum.
3. Drive home via Tarago and Bungendore. Aim to leave from the park at about 2.30pm.

We obviously need to maintain social distancing as per NSW Government requirements and some of us will desire more social distancing than others. So please be responsible.

Some members of the ACT Rover car club are likely to attend.



YORK MOTOR MUSEUM WA by Tony Brown

While on a touring holiday of Western Australia late last year Christine and I passed through the historic town of York about 100km east of Perth.

York was the first inland town to be established in Western Australia with the early settlers looking for more fertile soils than those around the Perth and Fremantle area to grow crops. York has many fine buildings dating from the Victorian and Federation eras giving the town great tourism appeal.

One of York's main tourist attractions is the York Motor Museum that is located on the main street and housed in a late 19th century commercial building that has been restored to its former glory and is easily identified by its distinctive striped veranda. The York Motor Museum opened in December 1979 and enjoys the distinction of being the oldest and most successful private motor museum operating in Australia.



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The following is a short history of the York Motor Museum extracted from the Museum's website.

The story of the Museum begins in the 1970s when Peter Briggs and James Harwood sought a site for a motor museum. Both Peter and James had a history of involvement with motor vehicles, and enjoyed a passion for classic cars. For Peter Briggs it came through local motor sport. In the late 1960s he won the MG Car Club Annual Championship three times, and then he went on to become the 1970 WA Touring Car Champion.

The Peter Briggs Family Collection had slowly been growing since 1968 when Peter purchased a 1925 Rugby Tourer. The next acquisition was a Cooper Climax, followed in 1976 by an MG TC. Meanwhile, in 1964, Jim sold his Stirling Highway property to Attwood Motors and established himself as a broker in vintage vehicles and aeroplanes in the international market.

By this time, Peter's collection was slowly growing. In 1979 he acquired three cars from John Ould in Melbourne; a J1 Allard, a Triumph Gloria and an Invicta. Garage space was rapidly becoming a problem and Jim's proposition to start a Museum came at an appropriate time.



Jim was acutely aware of the need to site the Museum in a location that would complement the cars and York seemed ideal. Situated less than 100 km from Perth, the original 19th century townscape presented him with a ready-made atmosphere in which to display the cars. York was only 90 minutes from the Perth CBD and its main street was wonderfully preserved. The sleepy town was about to be transformed into one of the most vibrant tourist drawcards for day-trippers from Perth.

The project received the ultimate acclaim for the tourism industry four years later when it was awarded the 1984 Sir David Brand Award for Tourism. In those days, only one award was made every year, making the York Motor Museum the pre-eminent tourist attraction in Western Australia at the time.

The museum offers three main galleries: two general areas and one specialising in the history of motorsport. At its peak, it exhibited more than 100 cars spread across the galleries and stored down the road at the Museum Workshop. Cars were rotated between the two locations.

Today the Museum has been refurbished and provides a fascinating look at the history of motoring and transportation with exhibits of cars, motor bikes and bicycles. A feature of the museum is an ante-room with automobilia displays and a period workshop within the galleries. There is not a wall which isn't covered with historic motorsport posters or signs.



On the day that Christine and I visited the York Motor Museum I estimate there were approximately 50 cars and motor cycles on display, ranging from an 1898 Benz (WA's oldest car) right up to a fairly modern electric hybrid Toyota Prius.

The collection included some very impressive cars such as a 1946 J1 Allard Competition, a 1955 356 Porsche Speedster, a 1954 Alvis Saloon, a Morgan three wheeler and a 1904 L48 Samson (the first British car to reach 100 miles per hour). However, for me, the two standout cars were a 1946 split window VW beetle, and the legendary Maybach racing car as driven by Stan Jones.

The 1946 VW beetle was in beautifully restored condition and finished in classic dove grey duco. The display of the 1946 beetle was quite clever as the museum had placed it next to a stripped down, body off, VW beetle chassis. By doing this it showed all the VW's mechanical systems, and the simplicity and rugged construction for which VW beetles were famous.

With regard to the Maybach, the one on display is the MAYBACH III built by Charlie Dean in 1955. Charlie was a renowned Australian motor racing identity of the 1940's and 50's and he built the first Maybach special in 1946 using an overhead cam 6 cylinder supercharged engine from a WWII Maybach halftrack scout car. Charlie was better at building cars than racing them so he enlisted the services of Stan Jones, father of 1980 Formula One World Champion Alan Jones, to drive the car. Stan won many races and championships in Australia and New Zealand with this first Maybach special as well as the Maybach II that followed.

The Maybach III, the display car, was the last Maybach special to be powered by a Maybach engine and is by far the most mechanically and aerodynamically advanced of all the Maybach specials built by Charlie Dean, and I could have quite happily taken it home if given the chance.

If you are planning a trip to Western Australia when this COVID-19 epidemic is over, then I suggest you put the town of York and the York Motor Museum on your list of places to visit. I can guarantee that you will not be disappointed.

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MAJESTIC MAJOR MADNESS by Hugh Spencer

Other News and happenings

During this last month your mad Event Director has been off with fellow conspirator Mr Corbett and dragged home the worst rust infested, fetid excuse for a car possible. Coming from the escarpment near Robertson this Daimler Majestic Major was bathed in a continuous English damp. Alternating in good sodden rain. The rust of this once elegant motor car has had a moke effect and doors are now optional. For this car was an early supercar of the early 60's. To say that this car would blow the doors off most things is now quite correct. For under that exterior lurked a 4.5 litre Hemi V8 engine that was almost square in configuration. And it was designed to really rev. Now impossibly rare. The chassis has 4 wheel disk brakes so it stopped and handled. For the moment it will sit under cover until I feel suitably courageous. It would make an interesting special.



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So John and I suitably fortified with Robertson pies dragged the beast down the paddocks to a levelish area where we could attempt to winch what was left onto the car trailer.

To our mutual astonishment the rotten tyres accepted an influx of air and stayed up! Some of the body was iron man removed before it fell off on the Hume.

But I am fairly sure we left a brown trail from Robertson to Queanbeyan. Hopefully there were no chunky bits!

An advertisement for Shannons Insurance for motoring enthusiasts. It features three images: a green classic car, a green classic car with racing stripes, and two people standing behind a counter with a Shannons logo. The text at the bottom reads: **INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**. Below this, in smaller text, it says: "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".

SUPPORT TO A COUNTRY TOWN by Allan Boyd

With the lifting of regional travel restrictions and the call to support country town businesses, we took a day trip to Braidwood last Tuesday, 16 June. We left home to arrive in Braidwood in time for lunch.

We had heard rumours that the Warri Rest Area (located on the Shoalhaven River at Warri Bridge) was closed, so we took a small detour to investigate. The area was probably blocked off a couple of months earlier as we found a brand new toilet block, located closer to the entrance of the rest area, open to travellers. The area is available for camping and caravans etc limited to 72 hours parking. The old toilet block is roped off and ready for removal.

Braidwood was quite busy; deciding on lunch was the first priority. To spread our spending we bought food at the Bakery and coffee at a “hole in the wall” take-away near to the original NSW Bank building.

I grew up in Braidwood going to the local school until about 15 years of age and then began an apprenticeship with a local electrician. So returning to Braidwood is a “walk down memory lane” for me. Chris and I walked up and down the main street as I pointed out what some of the shops “used to be”. We chatted with a young lady who worked for the Council whose mother married a school mate of mine! I knew her mother also as they were a local Braidwood family going back a few generations (like mine).

Outside the bakery some classic cars were lined up: an MGA, MGB, Porsche 911, Porsche Boxter, E type Jaguar and a Ferrari Dino (some on HVS plates); probably a vehicle club visiting the town. Should have driven “Ringo” to blend in with the two Porsches !! lol



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After lunch, the first call was to visit the local cemetery where a couple of my relatives are buried as well as some others known to me. Then we drove around the back streets of Braidwood to see the Boyd's family house dating from the 1940's/1950's that now looks historic; then the places where my dad had his spray-painting/mechanical business and the paddock next door where we kept our Jersey cow. I remember milking the cow and carrying the fresh milk in the pail to my mum back home.

Heading for home we called in at the Braidwood Showground camping area now closed as BlazeAid is occupying the area as its base whilst the volunteers restore surrounding rural fencing damaged by the disastrous bushfires. What an amazing job they do.

Driving into Bungendore we decided to check out the new subdivisions popping up behind the main roads – we were astounded at the number of houses already occupied and still more being built. We could not call in to visit the Rudds as we had forgotten to take a contact phone number – next time Geoff and Jeanette.

Photo below of 134 Espresso Bar from the internet posted by Mike Perry 2019



AROUND THE WORLD IN 573 DAYS by Hugh

Episode 4 - Meghan

It was now years later after the Sydney 2014 Motorcycle show and after the Hobart decision, the question was now how far could we go. Could we somehow get right around the world without using aircraft. While sailing around the world wasn't an option as Beverley really didn't want to even think about that, and I knew enough to know that doing that had an awful lot of scary ocean and making things fun was definitely the way to go. An overland adventure might be possible.

So on the off chance, we rang Meghan (we kept her card from the Sydney Motorcycle show) who we found was no longer involved in the French business but she had a new far more extensive enterprise with contacts across Asia and especially in Vietnam. It was clear we had to meet again. After a long drive down to her small farm not far off the Grand Ridge Road in East Gippsland we spent the next 7 hours mapping out possibilities for our crazy adventure through Asia. That planning process ultimately covered in significant detail the first 5 months of our crazy journey. We would travel from Singapore to Helsinki via motorcycle, dirt bike, scooter, train, private car, bus, speed boat, ferry and feet. But no planes... at least that was the aim.

And that meeting opened up enormous possibilities, including riding across Vietnam.



Episode 5 - Aussie teenagers

We had now less than 6 months before departure and we really were not sure when we would get back or how. We only had a one way cruise ticket to Singapore. By this stage home was complicated. Our daughter Caroline after ANU was now heading to Indonesia for a very lengthy period as part of an Australian Government program to assist in a preschool education program. She would be away for nearly a year. We would go to visit her there after Singapore on an out and back flight, it was to be one of best and most fortunate decisions we would ever make. We certainly didn't realise what we would be in for.

By March 2017 our lovely herd of Angus cattle had been sold. We would be away for simply far too long and there was too much uncertainty to pass onto Sarah and her partner who had kindly agreed to house sit the property while we were away. Our son Alex was either at sea or in Adelaide building his new warship. So it was great that Sarah had her own horse and came from the country too. It actually worked out really well.

Finally on April the 18th 2017 our wonderful long standing friends John and Pam Corbett came out to Burra to collect two crazy people with their backpacks. It was a lovely sunny day and what a better way to start our walk around the world than to catch the train from Canberra to Sydney. We were just mobile. We had full formal gear for dressing up on the luxury cruise ship. All our travel documents and most visas. We couldn't get a visa for Mongolia but would have to wing it. But Meghan had a friend. Well as it turned out Meghan has many, many friends. So at around 60 years of age we left the country like Aussie teenagers after school on the long adventure that neither of us had had then. We were like kids and it was wonderful.



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1950 MOTOR DEALER by Lawrie Nock

Being a motor dealer in the early 1950s

I recall very well the first of the new Morris Minors we took delivery of and going on the demonstration runs with the car to show customers how well it turned in the street. In the early 1950s we sent staff to Sydney to collect new cars which had been allocated to us. The staff effectively put the first couple of hundred miles of “running in” mileage on the clock. By the time the vehicle reached Parkes it was ready for its first service and minor adjustments such as lights, windscreen wipers and body rattles could be rectified before the customer took delivery of the car. This was the practice we followed in our business until late in the 1960s when transporting new vehicles on car carriers became more available.

I also recall driving from the distributor’s yard somewhere around Fivedock to the body builder to have a school bus body built on the driveable chassis of what was probably a Morris commercial. Dad sat on a fruit case for the seat and I don’t know where I travelled. The trip from Sydney to Parkes in another Morris commercial bodied vehicle had me operating the hand powered windscreen wiper as we came over the Blue Mountains. Try getting away with doing those types of things with a 6 or 7 year old on board to-day.

At about the same time we did some wonderful trips around the region and especially around the Riverina with the Howard Rotary Hoe rep Lenny Voysey. Myself and the other children – don’t know who they belonged to – travelled in the back of the Fargo ute while Dad and Lenny travelled in the cab. Can’t do that any more either. Howard were also nice enough to produce a ME size tractor at about that time and I enjoyed most of the 3 days of the local agricultural show driving it backwards and forwards on our site – to-day this would blow the OH& S personnel into next century.



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