

ISSUE 227

The Wheel



Southern Tablelands
Heritage Automotive Restorers Club Inc.

February 2022



Southern Tablelands Heritage Automotive Restorers Club, Inc.

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Mail: PO Box 1420, Queanbeyan NSW 2620, AUSTRALIA

Club Meetings *See web site for updates as COVID changes.*

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

First 2022 Run

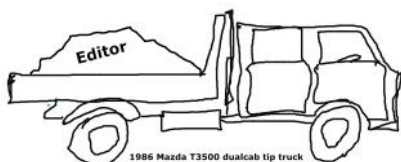
Welcome to 2022 where STHARC is hitting the accelerator to a fun filled year. Our first run for 2022 is to I & H Trucking private collection in Hall. Sounds good to me.

Wheels Queanbeyan

Expecting a good STHARC presence at the Shannons Wheels on Sunday 6th March. For planning, please advise if you are bring a vehicle along.

Questions & Advise

Bob McKay mentioned how members would seek advise at our face to face meetings, runs and morning teas about their vehicles and other questions. Given COVID has limited our physical contact for these discussions, Bob has suggested the Wheel have some sort of a Q&A section. To kick this of, send me (editor@stharc.org.au) your question so I can publish it in the hope a fellow members will provide "advise" I can publish in the next edition.



Cover photo:

David Blair's Jeep Wagoneer at the Wamboin hall for the STHARC xmas lunch



PRESIDENTS REPORT by Pam Corbett

Hi Members,

New Year greetings to you and yours. Hopefully you were able to celebrate Christmas with your loved ones without any restrictions.

It was our first Christmas with our delightful little Princess Gabriella, and what a delight she is.

This year will be an interesting one and I think dealing with covid breakouts will be a part of life. It makes it hard for our Heritage Clubs to arrange their meetings and event calendars, but with patience and communication, we will be able to navigate through.

Stay well everyone.

Pam Corbett
President



+++++

Muzzle loading

There is a planned presentation by Tony Brown for our February general meeting on muzzle loading / black powder firearms. CU there.

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FIRST 2022 MORNING TEA by Sandra & Brian

For the first morning tea of the year, we are off to Frankies at Forde in Canberra's north. This was one of the venues that was cancelled last year due to lockdown.

The date is 25 February at 10.00am and the location is Frankies at Forde, on the corner at 1/26 Francis Forde Boulevard, Forde

Friday March 25 - venue TBA

Friday April 29 - venue TBA

Sandra & Brian



November 2021 morning tea crew

FRENCH CAR DAY by Chris Forsey

The 2021 French Car day was held at the Spanish Club.

Caught up with George Cook at the French Car Day display in November.



The photo above is George Cook with his Peugeot 505.

Front row: George Cook with daughter Catherine and partner Jamie.

Back row: Chris and Alan Boyd, and Chris Forsey.



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One of the many vehicles at the French Car Day display in November.



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KANGAROO MINI by Dave Arton

K for Kangaroo

I believe the Mini K was the last of the round nose before the change to Leyland (flat nose). When I asked what the K was for it turns out it is for Kangaroo. The K was either built or assembled in Australia. I'm told there were only about 500 Mini K's built.



STHARC chats

It started after selling the 58 Beetle I was talking to a fellow former BMW rider and STHARC member Colin McNally one morning at breakfast and was asked what I might buy next. My response was maybe a Mini, Colin said you need to talk to Shaun who put me onto some one else who put me in touch with Robert who was restoring the Mini. I called Robert and arranged a time to go and see him. With a date set we went had a look to see what he had, we spent some time talking about what he had in mind for the Mini. One thing that almost put me off is when I was told it was non syncro in first, after having the same in the Beetle I didnt want to go down the same path again. I asked him to get a cost to have it changed to a full syncro box. He came back with a price I was happy to pay, a deal was done and deposit was paid.



Ready when?

He told me it would be ready to pick up in September then October, November, December, partly due to COVID waiting for parts and the fact that the mechanic he uses lives in Yass and at the time the borders were shut which didn't help matters at all. Finally January came around and talk about rego was discussed. The date to get it registered was here. Saturday morning we meet at RMS QBN each with the required paper work. After about 15 minutes in the outside queue and an equal time in side our turn came. We went to the counter handed over the paper work and the person behind the desk took a long hard look, he looked at us and I thought it wasn't going to happen today. Turned out the receipt only need to have Roberts address added to it. 10 minutes we were walking out the door done and dusted. Only 1 week to go now, Robert took the plates home as he wanted to drive it for a while and make sure all was ok after being in a million bits and just finished being put back together.

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Covered up

After 10 months it finally home living the easy life covered up in the garage when not being used. The first weekend I had the go cart (Mini) out a few times keeping eyes and ears out for anything out of the ordinary and only have a couple of minor things to look at. 1 fixed 1 to go. As I have a liking for either small or big cars and a big car wouldn't fit in the garage it had to be another small car and they don't come any smaller than the real, original Mini.



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WHEELS

2022



Queanbeyan Showground
Sunday 6 March 10am – 1.30pm

All CACTMC affiliated clubs
are invited to participate

Regional clubs welcome, please
contact the organisers

Spectators, families all welcome

Entry by gold coin donation with proceeds going to:

- *Technology for Ageing & Disability ACT*
- *The Stroke Foundation*



For more information, contact:
Bob Alexander: rjacgs@hotmail.com
Roger Amos: amosr@grapevine.com.au
Graham Waite: graham.waite@inet.net.au

Shannons Wheels is proudly supported by Queanbeyan Palerang Regional Council
Organised by the Canberra Antique and Classic Motor Club on behalf of the Council of ACT Motor Clubs (CACTMC)

UNLESS OTHERWISE ADVISED:

All STHARC runs start from the Queanbeyan Girl Guides Hall, Erin St Queanbeyan.

BYO chairs, tables, picnic ware, drinks & food, sunscreen for all runs.

Day/Date	FEBRUARY EVENTS	CONTACT
Saturday 5th	Day Run Hall I & H Trucking (view his private collection) Followed by picnic lunch or café of choice Register as there is a limit of 15 people so please confirm your intentions with Bill.	Bill Grzeskowiak 0414207460
Friday 25th	Morning Tea For the first morning tea of the year, we are off to Frankies at Forde in Canberra's north. This was one of the venues that was cancelled last year due to lockdown. Frankies is on the corner at 1/26 Francis Forde Boulevard, Forde	Sandra and Brian McInally
Saturday 26th	Day Run Jerrawa Jerrawa Private Chrysler car collection Check STHARC web site for details	Bill Grzeskowiak 0414207460

Day/Date	MARCH 2022 EVENTS	CONTACT
Sunday 6th	Wheels Queanbeyan Shannons Wheels at Queanbeyan Showground (Canberra Antique and Classic are running the event) Please notify by Tuesday 1st February 2022, the STHARC secretary by email of your intension to attend Wheels and how many vehicles you intend to put on display at the STHARC display area.	Tony and Christine Brown 0431539354
Saturday 19th	Day Run Tidbinbilla Run to Tidbinbilla Nature Reserve. Options BYO or Café, BBQ or picnic	Doug McMahon 0427 323 271
Sunday 25th	Morning Tea—TBA	Sandra and Brian McNally
Day/Date	APRIL 2022 EVENTS	CONTACT
	April Run—TBA	
Sunday 29th	Morning Tea—TBA	Sandra and Brian McNally

Check STHARC's Website regularly for details and updates.

STHARC CHRISTMAS LUNCH 2021 by Ray Malam

BYO Christmas lunch

After a couple of months of flooding and particularly wet and unpredictable weather courtesy of La Nina, Sunday 12th turned out to be crystal clear and sunny for our BYO Christmas lunch. Setting up we had decided to put out enough tables and chairs for about 20 members, well spread out in the Wamboin Hall to accommodate Covid rules; even the cars would be well spaced on the oval, now well grassed and looking fantastic.



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Mud up to the rims

The helpers had set everything up by about 11.15 ready for everyone else to arrive around 11.45 for a 12 noon start. Yours truly decided to run the BM on to the oval and set out spacing for the cars to park for a good photo shoot. No problem, parked the car in place, got out to have a look and found my nice clean tyres were mud up to the rims – bugger! Hadn't noticed a wide soft patch, nicely grassed, apparently recently top dressed by La Nina. So now to plan B, cars would be angled along the wide driveway – no problems there (see pictures).



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Smell of fuel

The day was planned as a fairly relaxed affair with time to mingle and chat and we all did plenty of that. There was a good deal of interest in the line up of cars of course and the puzzle for the day was - “ why was there a strong smell of fuel around Keith Bateman’s car?” A panel of experts found the cause to be a fuel line gushing out copious quantities of fuel under pressure. Had to fix that! Fortunately a local member was able to rustle up a substitute from his box of fuel line bits.

Raffle

Time for lunch and buy raffle tickets from Rhonda Cornwell on the way in. Raffle prize was a Christmas hamper valued at over \$50 with smaller prizes comprising vases and beer tankards filled with sweets and marshmallows and a bowl of strawberries.

Hamper was won by Janice Bateman

All in all a very enjoyable day that gave us all the opportunity to catch up with friends that we had not seen for some months due to Covid disruptions.



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Roll Up

<i>Chris Hillbrick-Boyd</i>	<i>1971 VW Beetle "Ringo"</i>
<i>And Ella Hillbrick</i>	<i>visitor</i>
<i>Allan Boyd</i>	<i>1965 BSA A50</i>
<i>Christine and Tony Brown</i>	<i>1966 Ford Mustang</i>
<i>Sandra and Brian McNally</i>	<i>1959 Morris Minor</i>
<i>Rhonda Cornwell</i>	
<i>Doug McMahon and Bill Grzeskowiak</i>	<i>1953 Chev</i>
<i>Ray and Barbara Malam</i>	<i>BMW 318i</i>
<i>Keith and Janice Bateman</i>	<i>Ford LTD</i>
<i>Paul Cuneen</i>	<i>1937 Dodge Coupe</i>
<i>Geoff Rudd</i>	<i>Modern</i>
<i>John Thomas</i>	<i>EH Holden</i>
<i>Frank Di Santo</i>	<i>1963 Chev Corvette</i>
<i>Marshall McCarron</i>	<i>Mercedes 450SLC</i>
<i>David Blair</i>	<i>Jeep Wagoneer</i>



BLINK BLINK extracts from the internet

In 1910, Florence Lawrence was the first actress to get her name above the title. She was in more than 200 films, and by 1915 she was wealthy enough to afford her own car, which she loved—describing it as “almost human.”

In 1915, Lawrence announced the debut of her “auto-signaling arm.” She said that “when placed on the back of the fender, can be raised or lowered by electrical push buttons.” The brake arm was designed to work automatically when the pedal was pushed. This was a major automotive invention—the electrically operated turn signal. As if that weren’t enough, her mother, Charlotte Bridgewood, invented an early automatic windshield wiper, the Electric Storm Windshield Cleaner, in 1917.

Sadly, Florence didn’t patent her invention, the “auto signaling arm” and then fell victim to some unlucky life events from then on out.



Florence Lawrence, star of stage, screen, and turn signals. (Wikipedia)

The Boston-based Naillik Motor Signal Company put electric motors in trafficators in 1918, effectively stealing Lawrence’s invention from three years before. By 1927, French and German inventors had built trafficators that combined a solenoid and electric lighting. The trafficator was still in use two decades later on British cars and early Volkswagen Beetles. Manufacturers were still skeptical that cars needed signal devices.

Trafficators

The shape of the trafficator arm is closely based upon the shape of the semaphore signal arm used by the Royal Bavarian Railway.

They were common on vehicles until the introduction of the flashing indicators. Trafficators have been increasingly rare since the 1950s, as ever-stricter legislation has prescribed the need for the modern type of flashing signal.



Blinkers

Direction-indicator lamps, turn signals, blinkers, or indicators, are blinking lamps mounted near the front and rear corners of a vehicle. They are activated by the driver to advertise intent to turn or change lanes.

What made them blink?

For many years, blinkers operated by thermal flashers. A heating element caused a bimetallic strip to bend throwing a leaf spring over-centre, closing the contacts to send power to the turn signal lamps. The heating element would then cool down, the bimetallic strip unbends and pulls the leaf spring back over-centre in the other direction, opening the contacts and interrupting power to the lamps. The leaf spring's snapping into its two positions generates the clicking sound. The cycle repeats until the turn signal is switched off.

Thermal flashers gradually gave way to electromechanical relays and now computerisation.

Signal tell-tale

Turn signals are required to blink on and off, or "flash", at a steady rate of between 60 and 120 blinks per minute (1–2 Hz).

An audio and/or visual tell-tale indicator is also required, to advise the driver when the turn signals are activated and operating.

Visual

This usually takes the form of one green light on the dashboard on cars from the 1980s or older, or two green indicator lights on cars from the 1990s to the present.

Audible

A cyclical "tick-tock" sound generated electromechanically or electronically by the flasher.

Blown Bulb

It is also a requirement that the vehicle operator be alerted by much faster - or slower-than-normal flashing in the event a turn signal light fails. This was a function that the thermal flashers cleverly provided because a blown bulb would effect the heating rate of the bimetallic strip.

LED Bulbs

LEDs can provide a brighter light using less power than conventional bulbs, however the less power is interpreted, especially by thermal flashers, as a blown bulb. You see this often on utes with their LED blinkers flashing rapidly. A common method of addressing this is to add a load resistor to the bulb circuit. The resistor consumes sufficient power to imitate a conventional bulbs consumption enabling the correct flashing rate. Note that this will disguise a blown LED. Also the resistor can get very hot as it consumes power by dissipating heat.



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NOVEMBER MORNING TEA by Sandra & Brian

Friday 26 November 2021

We had hoped for a lovely sunny day to enjoy the beautiful surrounds of Yarralumla Gallery & Oaks Brasserie but the cold and wet spring continued and we had to retreat inside. Despite that we all had an enjoyable morning catching up after so long. Great selection of cakes and the egg & bacon rolls went down a treat with the gents.

The wet weather kept the club cars at home however Chris & Allan's Ringo braved the conditions.

Attendees:

Christine and Tony Brown, Ronda Cornwell, Krystyna McLeish, Lynne Heffernan, Jane Nock, Darryl Bourke, Chris Hillbrick-Boyd and Allan Boyd, Barbara and Ray Mallam and Brian and Sandra McNally.

Apologies:

Kay Carratt



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YOUNG HERITAGE MOTOR CLUB

Fellow Heritage Enthusiast

The Young Heritage Motor Club is seeking an “Expression of Interest” from like clubs not only in our region but also from our city enthusiasts to join us here in the Hilltops Region to celebrate our 50th Anniversary with a four-day Rally from the 17th to 20th November 2022. We are not only celebrating our 50th but also our new Club Rooms at the Young Showground and dare I say, the opportunity to put Covid 19 behind us and hopefully no more lockdowns

We envisage, an excellent roll up of Heritage cars and Motor bikes. The YHMC Inc caters for all Heritage Cars and Bikes manufactured prior 1992. Young or should we say Hilltops Region is renowned for its hospitality and certainly knows how to put the welcome mat out. Young and the Hilltops Region is well known for its farming diversity, as you may be aware and is renowned for its Cherries and is arguable known as “The Cherry Capital of Australia”.

Hilltop's region is situated in southwest NSW less than two hours from Canberra and Wagga. Hilltops Region – is Young Boorowa, Harden and Jugiong all within a radius of 40min drive. Hilltops is renowned for glorious undulating countryside, fresh produce, fascinating pioneering history and exciting events. There is so much to see whilst travelling on quite country roads. This is a great opportunity to dust the cobwebs off your car or bike and come to join us in November 2022.

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The following is a possible menu of things to do for our events Committee to choose from. Of course, whilst here you are free to do your own thing. The availability of accommodation could be an issue depending on numbers particularly for Young as our rally will precede the annual Cherry Festival. However the aim of the Rally is to include the Hilltops Region therefore accommodation could be utilized in Boorowa and Harden.

Hilltops Region <https://www.visithilltopsregion.com.au/>
Temora Aviation Museum <https://www.aviationmuseum.com.au>

The venue for our dinner and presentation evening will be the country hall on site at the Young Showground. The theme for the evening is dress up style to match the area of your vehicle. Where we hope to be able to dance the evening away to the music of local county band.

As we progress into 2022 we'll keep you informed. In the meantime, we would appreciate your feedback, in particular your interest in attending.

Barry Rose (Foundation member)

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DAY RUN HALL by Bill Grzeskowiak

I & H Trucking

Planned for Sunday 5th February is a trip to Ron Hartshorn's private collection in Hall.

Ron has an array of historic petrol bowzers, old service station signs, plus varied other old signs, old farm machinery / old trucks, from various years and a few cars from the '30s; 40s and '50s.

The plan"

- A. Meet up at the Girl Guides Hall, in Erin Street at between 8.30 - 9.00am. Departure time for the drive to Hall, by 9.30am (It's an approximate 40km to Hall) A steady drive, to arrive about 10.30am
- B. Drive to Ron Hartshorn's residence - 221 Victoria Street, Hall . You turn into Victoria Street, from the Barton Highway. Follow Victoria Street, (main street of the village) all the way, up the hill. Ron's place, is the last residence of the left.
- C. Have masks to wear for Covid reasons
- D. Bring your own Food and Refreshments
- E. Spend the amount of time you wish to there as the event is flexible.
- F. Register as there is a limit of 15 people.
Confirm your intentions with Bill Grzeskowiak 0414207460

