

ISSUE 230

The Wheel



Southern Tablelands
Heritage Automotive Restorers Club Inc.

May 2022



Southern Tablelands Heritage Automotive Restorers Club, Inc.

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Publishing Committee	Maureen Vavra.	

Website: www.stharc.org.au

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.

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

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ISSN 2208-1593

Editors Notes: Darryl Bourke

Meeting Minutes P4

It has been some time since the Wheel has included a summary of STHARC general meetings. I am please that our general meetings are back on track with minutes summary in this edition.

Passing P8

Long time club member Rhonda Winnett has sadly passed away.

Rhonda was an active member of STHARC including a stint as editor.

Bearings P9

Joe has provided some practical advise about wheel bearings.

Endurance P16

Information provided by Ian regarding the 2022 historic endurance trial.

1956 Advertisement P18

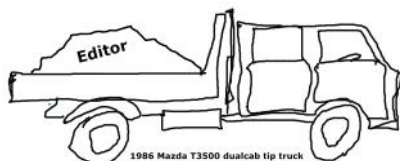
Predictions of future motoring and more "*Back to the future*"

CHMC 2022 Rally P20

Adventures of Chris and Allan attending the rally.

Original truck magazine P25

The very first magazine Geoff Rudd purchased.



Cover photo:

The Green Dragon (VW Caravelle) which had Chris' Honda motorbike on board. Read about it page 18

MEETING SUMMARY from Bruce McCarron's minutes

Tues 5 April 2022

Meeting Commenced: 8.00pm

Minutes of 1 March 2022 meeting of accepted with no business arising from them.

Treasurer: Christine Brown:

Expenses:

- ⇒ Wheel printing/postage,
- ⇒ PO Box renewal,
- ⇒ Microsoft 365 reimbursement to Darryl,
- ⇒ Stamps and cards for club correspondence.

Deposits: NTR

Secretary: Bruce McCarron:

Membership applications received, and recognised tonight was from Mr Sean Read who was invited to address the meeting later in the evening.

Correspondence In: In addition to one response thankyou card from Lawrie and Jane Nock the club received correspondence from:

- ⇒ Sapphire Coast Historic Vehicle Club
- ⇒ Baw Baw Old Engine and Auto Club
- ⇒ The Colonial – CACMC
- ⇒ Bike Torque – VV&CMCC
- ⇒ Coota Hoota – Cootamundra Antique Motor Club

Correspondence Out:

Two get well cards were posted: Lawrie Nock and Albert Neuss. Message received from Lawrie with positive outlook while he recuperates.

Registrar: John Corbett: Apologies.

Pam raised a number of points for members consideration and necessary action. In summary these were:

Vehicle Registration

Historic Vehicle Registration application form. Service NSW have advised that the form must be fully completed before the Registrar can apply the club stamp.

Sixty Day Logbook.

There has commenced a crackdown on non-compliance. While the logbook may appear quite vague it is essential that full names and dates are entered for each line. If you are fined, please contact the club. It is reported that 15 persons are working with the police in what has been referred to as a 'blitz'. If pulled up you may have your vehicle marked as a "vehicle of interest". The implications are unclear but do not auger well.

Tractors.

The ongoing issues around tractors are still awaiting resolution. The website has updates until 2020 with nothing since. Expect new regulations.

Truck (>8t).

The 8 hour log books are to be maintained.

Registration Process.

Alterations after Registrar signoff and club stamping are not permitted. There was a suggestion from the members that the Registrar should hold a photo record of the car at the time of registration. This to be discussed with the Registrar.

Editor: Darryl Bourke: (Apologies).

Message passed that more articles needed for the Wheel. Welcomes input with photos and stories.

Webmaster: Malcolm Roxburgh: Apologies.

NTR

Membership Secretary: Maureen Vavra:

Newsletters have been distributed.

New Members:

Mr Sean Read introduced himself, giving a rundown of his interests, location and historic vehicles.

Mr Alan Oliver introduced himself and his interest in joining the club.

Events: Tony Brown:

Magazine schedule unchanged. Of note:

April: No events

May Sat 7th

Picnic runs, Cotter Dam, Depart 10am from Guide Hall

May 21st

Wheels of Wamboin

June Sat 4th

Day run to Gunning and Collector. 0930 depart from Guide Hall

Doug McMahon has information in the Wheel for an October run to Boorowa.

So call Shannons for a    quote on 13 46 46.

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Morning Teas: Sandra McNally

April: Friday 29th

10am at Red Baron Café, 2 Faulding Street, Symonston

May: Friday 27th,

10am, venue TBA

June: Friday 24th,

10am, venue TBA

Property: Ray Malam:

Ray presented a summary of equipment and products held for sale and then held the raffle.

General Business and Members Welfare:

Bredbo on Easter Sunday. Display of trucks and tractors. Further information TBA

Gundagai. Silvia's gap road on June long weekend. Further information TBA

Rhonda Winnett – the club was advised that a past Editor of the Wheel and club stalwart is quite unwell.

Lawrie Nock – his health is improving.

Albert Neuss – remains in hospital.

Rosemary Thomas – in hospital

Joe and Maureen have a 52 year wedding anniversary

Stephen – a 45 year wedding anniversary

Pam and John wedding anniversary 6 April

Next meeting:

⇒ Tuesday 3 May 2022

⇒ Joe will present a video of vehicle manufacturing.

Meeting closed: 8.50pm

RHONDA WINNETT by Pam Corbett

Rhonda Winnett, one of our long time valued club member has sadly passed away.

Rhonda and her husband John, who has also passed, had been members of STHARC for many years. They were both active members, involved in organising and helping at club events. Rhonda was involved with the publishing group helping to prepare our magazine for distribution and held the position of Editor of our club magazine the 'Wheel'. Which is no easy task. I am sure some of our members have fond memories of Rhonda's humour and quick wit which entertained us on many a run. Her presence will be missed. Our sincere condolences goes out to her family.



CHANGING WHEEL BEARINGS by Joe Vavra

How to change wheel bearings on your Car, Caravan or Trailer

I don't wish to teach folks how to "suck eggs" if you already know how to do this. However, for those who don't know, read on.

Some folks have asked me how to change the wheel bearings on their caravan, so I thought I'd explain in a simple way.

How do I know there is a problem?

Firstly, get in the habit when stopping for a break, to check your hubs by touch. Touch each wheel near the centre with the back of your hand carefully and quickly to feel for heat. A very hot hub can be caused by recent use of brakes; over tightened wheel bearings or failing wheel bearings.

Worn bearings can be noisy; can have scoring on the cage face or rollers and can have signs of overheating, indicated by discolouration - often referred to as blueing.

When you need to change the wheel bearings you need to know which bearings are fitted. If on your car, take your bearing to a Bearing Service store and have them match them for a replacement. There are different types of bearings on Caravans and trailers: - they usually have Ford or Holden bearings; these are typically the type fitted by the manufacturers. The Ford ones are stronger and have a higher load rating. If you're not sure, then follow the procedures and I'll explain how to determine which ones are fitted.

Ok, now that's established let's get down and dirty. Firstly, jack up your vehicle and place jack stands underneath for safety. I suggest you do one side at a time. If you have a hubcap, then remove it and then remove the wheel. Now, you'll see a cap in the centre of the hub, this is your bearing cap and you need to remove this, and you can do this by gently tapping it off gently with a small hammer (NO don't belt it).

So call Shannons for a    quote on 13 46 46.

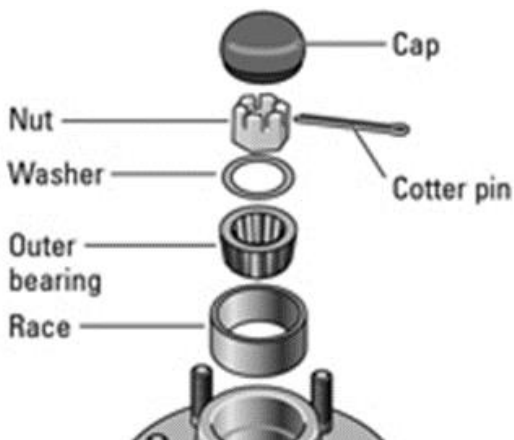
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Under the bearing cap will be a nut with a split-pin through it, remove the split-pin with a pair of pliers, just bend it straight and pull up or down depending on which way they were fitted. Now undo the castle nut with a shifter. The hub can now be removed by pulling it towards you. Once removed you can wipe off the grease from the axle stub or spindle with a rag. Place your hub on your workbench and remove the bearings, you'll notice on the inner side there is a seal, just pull it out and the inner bearing should come out easily.

If the bearings are somewhat resistant to removal, then place the hub on a block of wood and tap out the bearings using a hammer and a drift. Once the bearings are out, give them a clean. You will find on the sides there are numbers, these are part numbers and you can use these to find out which bearings are fitted



just by taking them to a bearing supplier or auto supplier. Give the inner hub a clean with a brush and using petrol; degreaser or even good old 'Kero'. Give the hub a good wipe and dry with a clean rag. Be careful if using petrol, we don't want a fire.

An advertisement for Shannons Motor Insurance. It features three images: a green classic car with its engine bay open, a green classic car with racing stripes, and two people standing behind a Shannons-branded counter. Below the images is a green banner with white text.

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Now to reassemble. Pack the new bearings with a quality high temperature bearing grease and place them into the hub, no mistakes here as the inner bearing is larger than the outer. Take a gob of wheel-bearing grease and place it in the palm of your hand. You may want to invest in some thin, disposable plastic gloves for this job. Press the bearing into the gob of grease with the heel of your other hand as shown here.



This forces the grease into the bearing and out the other end. Make sure that you work the grease into every gap in the bearing. You want it to be nice and yucky. Then put your bearing down on your clean rag. The procedure is the same for roller bearings.

The bearings are mostly tapered so fit the outside case of the bearing first taking care to tap them in evenly. Then fit the newly packed bearings a new dust/oil seal. Smear a little grease on the axle stub and slide the hub back on. Do up the nut by hand at first, then tighten but not too tight, just check the tightness by spinning the hub, if it feels tight back off one flat of the castle nut and try again. One of the notches on the nut should line up with the split-pin hole. You can then put in your new split-pin making sure you bend it like the way it was when you removed it. Replace the split-pin if the original one is damaged.

Place the bearing cap back on by gently taping it on evenly. Refit the wheels, lower your vehicle then do the other side. Then you are set to go.

It is recommended that you replacing ALL the wheel bearings and seals if you need to replace one set. You can bet that if one set are on the way out the others will not be far behind them.

MARCH MORNING TEA

Friday 25 March 2022

Another small contingent of members made it to The Mill Café in Queanbeyan. Lovely autumn morning so we were able to sit outside under the tree.

Attendees:

Barry Stewart, Geoff Rudd, Krystyna McLeish, Darryl Bourke, Ray Malam, and Brian & Sandra McNally.

Apologies:

Chris Hillbrick-Boyd and Allan Boyd..



MAY MORNING TEA

For the May morning tea, we are off to Billy T's Café in Fyshwick. The café is located within Dirty Janes warehouse. For those who haven't been, Dirty Janes is a big warehouse full of vintage & retro items and is a great place for a wander. To get to the warehouse & café you need to drive into the Domayne Furniture car park at 80 Collie St Fyshwick (behind Bunnings) and go to the end where you will see a sign pointing the way to Dirty Janes. Follow the road down and around and you will reach a big carpark and the warehouse. The café is by the entrance.

Date is Friday 27th May at 10.00 and the location is Billy T's Café, 80 Collie St, Fyshwick.



Billy T's Larder &
Goods

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	MAY EVENTS	CONTACT
Saturday 7th	Cotter Picnic Run The area we will use for lunch will be in the reserve along the road that leads to the dam wall. Leave Guide Hall at 1000.	Tony and Christine Brown 0431539354
Sunday 21st	Wheels of Wambion, In conjunction with the Wamboin Markets.	Ray Malam 0408629794
Friday 27th	Morning Tea—Billy T's Café 80 Collie St, Fyshwick To get to their you need to drive into the Domayne Furniture car park (behind Bunnings) and go to the end where you will see a sign pointing the way to Dirty Janes. Follow the road until you reach a big carpark. The café is by the entrance to the Dirty Janes warehouse.	Sandra and Brian McNally 0408 34162

Check STHARC's Website regularly for details and updates.

Day/Date	JUNE EVENTS	CONTACT
Saturday 4th	<p>Day run to Gunning and Collector.</p> <p>Leave the Guide Hall at 0930 with a leisurely morning tea at Gunning then travel via Breadalbane to Collector.</p> <p>At Collector for lunch there is:</p> <ul style="list-style-type: none"> ◆ Olive View café at the FEDRA olive farm, ◆ SOME Café, ◆ Bushranger Hotel (if it is open), or ◆ A picnic lunch at the Collector park. 	<p>Tony and Christine Brown</p> <p>0431539354</p>
Friday 24th	Morning Tea—TBA	<p>Sandra and Brian McInally</p> <p>0408 34162</p>
Day/Date	July EVENTS	CONTACT
Saturday 23rd	<p>Day run to Goulburn,</p> <p>Leave Guide Hall at 0930</p> <p>Visit the war memorial</p> <p>Lunch at the Soldiers Club or BYO picnic in the park.</p>	<p>Pam Corbett</p> <p>0411097644</p>
Friday 25th	Morning Tea—TBA	<p>Sandra and Brian McInally</p> <p>0408 34162</p>

HISTORIC ENDURANCE TRIAL June 10 — 26

Information provided by Ian Oliver

June 10th to 26th

The explosion of motoring trials during mid last century provided Australians with an insight into their country and gave all spectators a glimpse of famous drivers and crew who realistically were just like them. Brands like REDeX, Mobil and more recently Repco held round Australia Reliability Trials with AMCOA – Australia managing the 2019 Reliability REtrial which celebrated the 40th Anniversary of the original Repco trial won by Peter Brock in 1979. Events of this nature are limited in the modern era, however with specialist planning and an ideal on providing a safe, cost-effective challenge for historic vehicles yet providing manageable distances, and routes combined with significant localities can bring the past into the future with enthusiastic owners of historic and vintage vehicles given the opportunity to celebrate great motoring trials



In 2022 invitations are open to individuals and members from all motoring clubs to participate and continue 'historic' motoring endurance trials with the following key points in place – :

Canberra Start: Friday 10th June

Route: Includes historic towns and locations such as the Birdsville / Lightning Ridge / Gillies Range / Cooma / Winton / Normanton / Combo Waterhole / Lake Cargelligo / Longreach / Charleville / Bathurst / Betoota / Mossman Gorge / Innamincka / Atherton Tablelands / Cooktown.

Milsons Point Sydney Finish: Sunday 26th June.

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Non-competitive

Whilst the event is non-competitive each entrant will be sent away from the daily starts at split times with 'tulip' directional roadbooks. There may be days where a group start will occur, however this will be due to operational aspects unknown to the entrants.

The route itself will engage with dirt roads, however the course will also have periods where it will be sealed with a carefully planned exit strategy off dirt in place regarding wet weather possibilities and river/creek crossing issues that may arise once the event is underway. Some days will see what will be known as 'DS' where entrants will leave from their prospective overnight locations earlier than sunrise. These 'DARK STARTS' are put in place to allow a reasonable arrival to days end and to provide a further challenge. The tarmac elements of this event are put in place to ensure distance is achieved in a manageable timeframe allowing the event and its entrants to arrive with time each evening to regroup and attend to any mechanical issues. These timeframes will also provide adequate time to socialise.

Awards

Each entrant and crew member will be awarded a finishing medallion provided during the finish. Post event there are 3 awards presented to teams including:

- ⇒ the best 'character' of the event;
- ⇒ the team that finishes through adversity, and;
- ⇒ The team that shows the best humility, engagement and a positive outlook on life

Interested

If this sounds like you, then entries are now open with entry numbers available to be reserved.

We are exploring allowing people in as 3-day entrants to test those that have commented on it being too long, and to activate possible full entries as such.

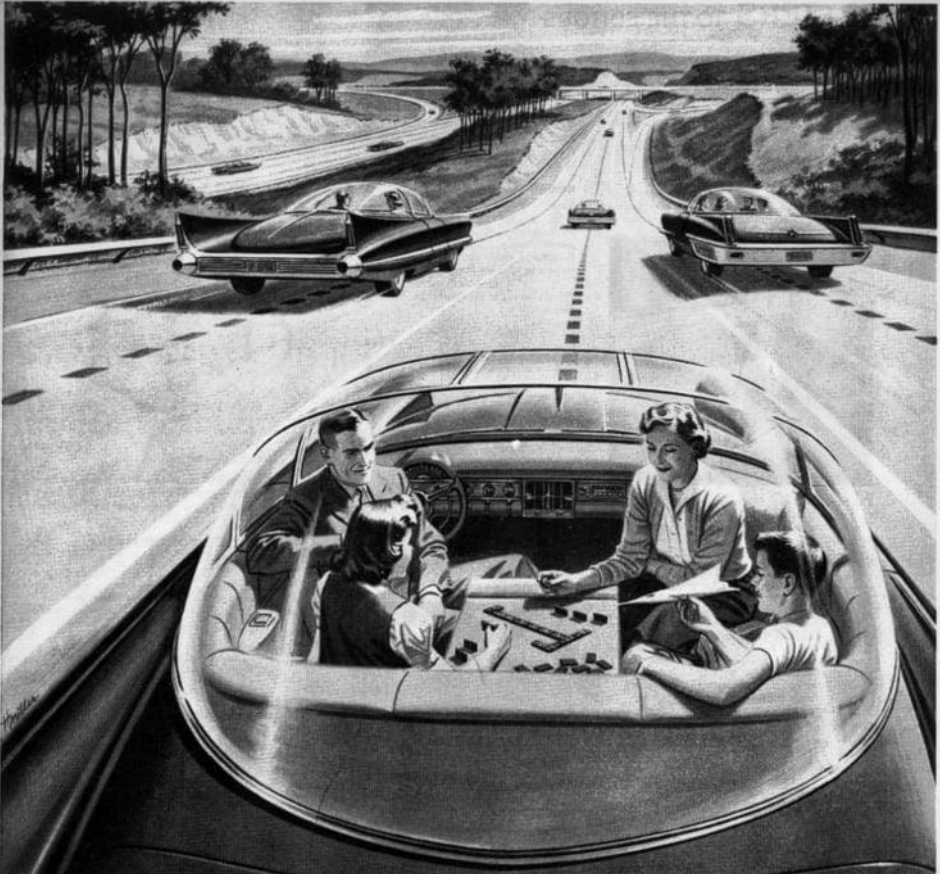
For more information contact Todd Martin (event director) vis email: todd@musclecarevents.com.au

1956 ADVERTISEMENT by Darryl Bourke

Electricity may be the driver

This advertisement from 1956 caught my eye as I was not aware of any Electric Vehicles being in production pipelines in this era. The more I read the more I was confused about what exactly I was being sold.

Let me know what you think it is about.



ELECTRICITY MAY BE THE DRIVER. One day your car may speed along an electric super-highway, its speed and steering automatically controlled by electronic devices embedded in the road. Travel will be more enjoyable. Highways will be made safe—by electricity! No traffic jams . . . no collisions . . . no driver fatigue.

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One day your car may speed along an electric highway, it's speed and steering automatically controlled by electronic devices embedded in the road. Travel will be more enjoyable. Highways will be made safe — by electricity! No traffic jams . . . no collisions . . . no driver fatigue.

Your air conditioner, television and other appliances are just the beginning of the new electric age.

Your food will cook in seconds instead of hours. Electricity will close your windows at the first drop of rain. Lamps will cut on and off automatically to fit the lighting needs in your rooms. Television “screens” will hang on the walls. An electric heat pump will use outside air to cool your house in summer, heat it in winter.

You will need and have much more electricity than you have today. Right now, America's more than 400 independent electric light and power companies are planning and building to have twice as much electricity for you by 1965. These companies can have this power ready when you need it because they don't have to wait for an act of Congress — or a cent of tax money — to build the plants.

The experience, imagination and enterprise that electrified the nation in a single lifetime are at work shaping your electric future. That's why in the years to come, as in the past, you will benefit most when you are served by independent companies like the ones bringing you this message — America's Electric Light and Power Companies.



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CHMC 2022 RALLY by Allan Boyd

1st—4th April

The CHMC Rally is an annual event hosted by an affiliated member club; this year it was hosted by the Newcastle District Vintage & Classic Car Club and based in Singleton.

There were 143 vehicles entered from various affiliated clubs around NSW. Chris and I drove to Singleton via Sydney taking the Newcastle Motorway (in heavy rain) and then West taking the Hunter Expressway and the rain eased. We took the Green Dragon (VW Caravelle) with Chris' Honda motorbike on board.

Headquarters and registration were the Singleton Showground with meetings and the rally presentation dinner at the nearby Diggers Club which catered very well. Having attended quite a few CHMC rallies and meetings, Chris and I have made friends with members from many of the clubs and the morning tea on offer gave us the opportunity to sit around, chat and catch up on everyone's news.



Lincoln Continental

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Soggy and water-drenched

Saturday was a free day as the proposed event to a nearby airfield and museum was cancelled due to the soggy conditions at the airfield. Saturday evening was a catered meal at the Showground that included a trivia night.

On Sunday morning the vehicle display and judging was moved to the local council carpark due to the soggy and water-drenched showground oval. The council area included a cycle event and a walking event also. The public was out in force in the warm sunny conditions and wandered around the various vehicles on display from the four veteran cars – three 1911 Hupmobiles and a 1917 Maxwell - to the many 50's and 60's and 70's era vehicles, and the more modern cars on display. The Lions Club provided a BBQ for all, and a coffee 2 Go vehicle catered for hot drinks and ice-creams.

After the display finished, there was a choice of runs to local attractions including the Australian Army I Museum, a local club members' farm and motor vehicle collection and a local historical museum, and further afield wineries and the Hunter Gardens.



A well admired private collector's workshop.

About 240 members attended the presentation dinner on Sunday night. There were various category trophies, Concours d'Elegance trophy was presented to the owner of a 1981 DeLorean DM12, the oldest vehicle (1911 Hupmobile) /driver (80+) combo was close to 200 years.

Chris won the motorcycle trophy with her 1976 Honda CB360T (a relatively new acquisition that took quite a bit of restoration before Chris could ride the bike).

Chris won the motorcycle trophy with her 1976 Honda CB360T



A farewell breakfast on Monday at the Showground was the end of the Rally. We decided to travel home the long way via Bathurst and staying overnight at Cowra. We were on familiar roads and spent time enjoying the scenery and the towns en-route.



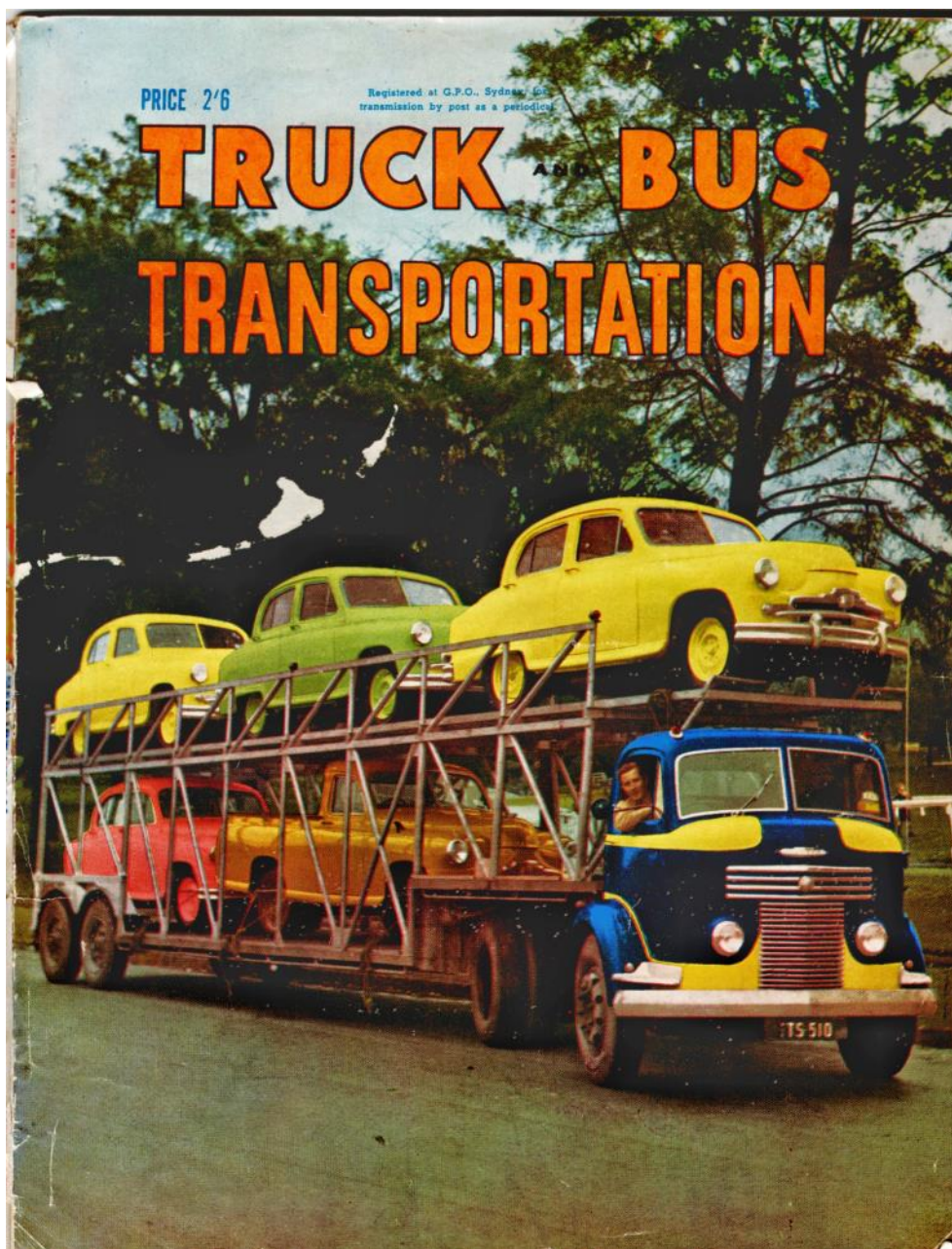
1917 Maxwell

CHMC Rally (cont)

Phot below of one of the Hupmobiles. This one was driven by the youngest driver of historical vehicles at the rally.



1953 TRUCK AND BUS MAGAZINE



On the previous page is an image of the September 1953 Truck and Bus magazine front cover. Geoff Rudd has proudly kept this as it is the very first magazine he purchased as a young boy. Seems his interest in trucking started at an early age resulting in G V Rudd Transport.

This is an impressive eight six page magazine printed in Five Dock, Sydney and sold for two shillings and six pence.

Of interest is the bus illustrated on the back cover which has "QUEANBEYAN—CANBERRA" on the side of the bus. I think Geoff even knows about this particular bus.



SYDNEY TRANSPORT NEWS!

The first of 50 of these A.E.C. "REGAL" Mark IV Underfloor Engine Chassis on order for the Department of Road Transport will soon be in service in Sydney.

The greatest name in DIESEL BUSES

The comfortable, efficient, speedy and safe transportation vehicle shown below is one of the newly designed and produced A.E.C. "Regal" Mark IV single-deck buses, the latest development to provide ease of control and economy in handling, maintenance and operating costs, combined with efficient large-scale transport. Main specifications are:—

- A.E.C. 9.4 litre horizontal 6-cylinder, direct-injection engine, developing 125 b.h.p. at 1,600 r.p.m.
- Maximum torque, 430 lbs. ft.
- Fluid flywheel.
- Compressed air-operated, pre-selective, 4-speed gearbox, with finger-tip mechanical control from the steering column.
- Compressed air-operated brakes.
- Wheelbase, 17' 6".
- Overall length, 32'.
- Seating capacity, 49.

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This is the cover photo story that was inside the Truck and Bus Transportation magazine.

Here you can see the black and white (B&W) photo. On the cover (see page 25 of this Wheel magazine) the photo is in colour. Geoff told me that the original would have been B&W. For the front and back of the magazine, the B&W photos were touched up with colours. He said the give away was that the model of car on the truck never came in the colours shown.

I suspect the truck never came with that same striking yellow either.



ABOUT THE COVER PICTURE



GOOSE-necked semi-trailer for hauling car bodies between Melbourne and Sydney is the subject of this month's cover picture. The single bogie at the rear is a rocker-bar type, and the whole unit is capable of carrying 12 tons with a safety margin of 40 p.c. Vehicles are driven on and off under their own power. The unit was constructed by Anderson's Engineering Ltd., of Richmond (Vic.) to the design of Mr. T. C. Rabong, a New Australian with wide engineering experience in Europe.

GEOFF'S FIRST MAGAZINE

September 1953 edition.

