



The July 2024

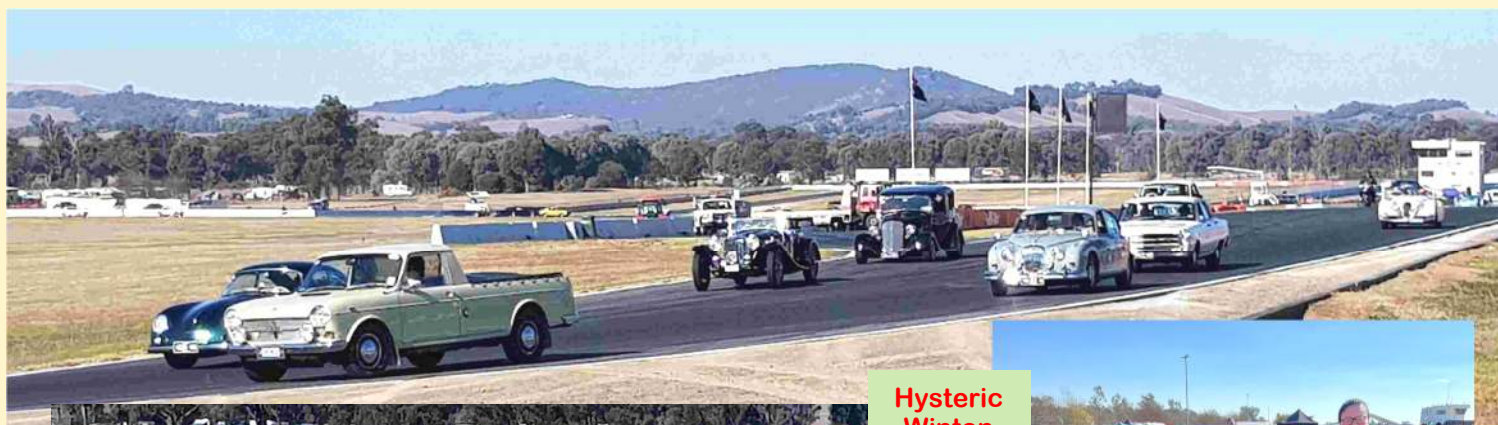
COOTA
HOOTA



Harden Bike Run



Talbingo Run



Hysteria
Winton



Cootamundra
Antique
Motor
Club

*Dedicated to the restoration and
preservation of Heritage Vehicles*

www.camc.org.au
editor@camc.org.au





Founding Member :
MICHAEL LIVINGSTONE

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Mark Loiterton	6942 1836
Ray Douglas	0474 326 106
Graeme Ducksbury (Harden)	6386 5341

MOVEMENT BOOK

Alan Thompson	6942 1181	Ken McKay	6386 3526
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PHONE in to record your trip in the Movement Book. Clearly state who, which run AND which car !

LOG BOOKS

Club Event: No need to enter in Log Book, but carry *Coota Hoota* in vehicle (as well as registration and conditions of use documents).

Non-Club Event: Log Book entry must be made PRIOR to departure and all permit documents carried in vehicle.

Coota Hoota by Email ?

Just advise the Editor or Secretary of your email address . . .

Coota Hoota Submissions which need to be in the following month's issue are requested by 15th of the previous month. Non-urgent items and articles of interest will be published as space permits.

Club Regalia ! Call Paul Andreatta 0421 497 189

Windscreen Banners: \$10.00

(Items usually

Metal 'Badge Bar' Badges: \$40.00

available at Meetings)

Lapel Badges: \$5.00

Coffee Mugs (also work with tea): \$6.00 or two for \$10.00

Window/Bumper Stickers: free to members

Stubby/drink Holders: \$5.00



Just back from a brisk run to the Bethungra Tea Rooms, brisk as in temperature, where about 12 cars and their occupants from the CAMC had a very relaxing afternoon tea. It was great to see Ross Delaney, with Brian and Kath in the Citroen, with Brian at the wheel.

Denise and I did not make the Wagga Rally on the 9th as we had family visiting for the weekend, so I look forward to reading the report of same.

The Talbingo run on the 12th was well attended; however, I could not make it as work commitments took priority. I again will look forward to the report.

On the car front, I recently had the opportunity to purchase the holy grail of Morgans, in my opinion. I had a call from a Morgan club member offering me a 1966 Morgan Plus 4 Super Sports, one of only 104 made between 1960 and 1967. It had been restored 25 years previous and had not seen rain since. We agreed on a price after an inspection and I am now the new caretaker. It requires a complete brake overhaul and steering adjustment and a bit of a paint touch-up but overall is in great condition.

The "Ton plus Two" motor cycle run is coming together nicely with all parties pulling together as one. It's on 16th and 17th November for those interested. It's a great event and well attended and the Dinner on the Saturday night is not to be missed.

PLEASE, all members, we need you to participate and lend a hand to set up for the SWAP MEET on the 1st of September. Set up is from Thursday (29th August), Friday and Saturday and Sunday on the day. Remember, it's how we make the membership fees sooooo cheap (\$30 does not even cover the cost to send the magazine out to one member). So bog in and help !

See you on the road . . . Regards, *Jeff*

Members' Antics - The 'Break In' ?

It's amazing what one can find as they go for a walk on a cold windy Saturday morning all rugged up in hoodies.

Keith and I were walking past the Snape's property and noticed that the gate was open even though we knew they were away and the gate had been locked. There were some suspicious cars nearby so we thought we had better investigate what was happening. Was something being taken ? We came into the shed via the back entrance but were surprised to find something being deposited not stolen !

Inside we found Jeff and his friend Victor wiping down a shiny bright red 1966 Morgan Plus 4 Super Sports car ! Ken and Alan were standing there looking on ! So we joined the onlookers and the excitement in the shed.

To celebrate we went up town and had coffee together where we were found by Ross who joined us.

Congratulations Jeff, on obtaining such a stunning new toy and storing it in The Old Toy Shed.



Lyn & Keith Keating



“ Feeding the Big Cats ” ! (Winton Weekend)

Ken's brother, Ian Trethewey's Mk VII, Ian's friend John's (from Adelaide, who drove over to Vic with Ian for Winton) XK120 Jaguar, and Ken's XK140 coupe. [Great pic and caption from Lin Chaplin and I'm making no comment about oil ! - Ed]

Reminder: Swap Meet 2024 !

Members are reminded that many volunteers are needed for the setup and running of our Fathers' Day Swap Meet (29th August - 1st September).

There are various tasks over the three day setup period and on the main day on Sunday.

Please let Lynn or Barry Gavin know if you can spare some time on one, several, or all of the days.

Next Swap Meet Planning Meeting: Monday 8th July.

Weekday Ride to Jackson's Bakery, Harden (15th May)



As usual the Canberra District Ducati Club (CDDC) met at Coronation Park, in the middle of Yass, on Wednesday 15 May, for the month's Weekday Ride.

The forecast for the day was for fine weather, sunny, maximum of 21 degrees, but possible morning fog. Well, the forecast was accurate, as I left Tumblong with a nice sunny morning and headed up the Hume Highway (Goat Track) to Yass. Just as I reached Bowning, I hit fog and the temperature felt like it dropped five degrees instantly.

The members from Canberra had also experienced fog on the way over. After a chat amongst the group, it was time to hop on the bikes and make our way to Harden, where members of the Cootamundra Antique Motor Club (CAMC) were going to meet us for lunch.

The Bakery is very popular with both locals and visitors; our group was now 10 people, but there were plenty of tables available out the back for all of us.

The steak and kidney pies were a popular choice, and I think a few people missed out on these, but there were plenty of other nice items on offer.

Mark Loiterton had agreed to lead the group across to the Hume Highway, near Jugiong, via McMahons Reef Road, and Berremangra Road. Ray, Bob, and Pat had already headed off from Harden, but the remaining riders followed the mighty Rudge.

The performance of the 1937 Rudge was really well demonstrated up the long hill passing Jugiong on the Hume, where the Rudge was happily sitting on 100 kph and pulling strongly.

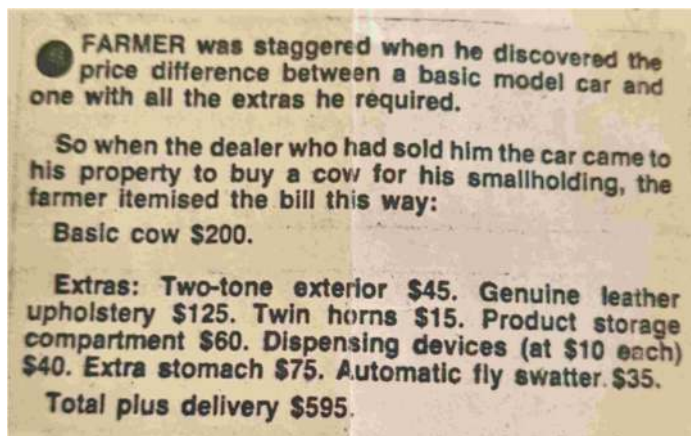


It was another great weekday ride, with everyone having enjoyed themselves.

Members and Machines attending:

Bob Coleman	1999 Ducati Monster	CDDC
Pat Jones	1981 Ducati Pantah	CDDC
Grant Fuller	1973 Ducati 750 Sport	CDDC
Alan Cory	2012 Ducati 848 Evo	CDDC
Ray Spence	1974 Honda CB750	ACT VVCMC
Mark Loiterton	1937 Rudge Special	CAMC
Daryl Watson	2020 Trek Peugeot	CAMC
Neil Strutt	2004 BMW R850R	Visitor
Lyell Jenkins	2020 Royal Enfield Bullet	CAMC
Daryl Shoard	2002 Ace Shadow 750	Visitor

Grant Fuller



Thanks to Kevin White for the above classic & Brad Martin for the one on the right !



Wagga Annual Rally Display - 9th June

Five Cars lined up at Apex Park at 10:30 to drive down and support the rally and check out the cars. I thought it was pleasantly unusual as all the drivers had their wives with them, so we had equal numbers of men and women plus a guest.

It was hard to tell what the weather was going to do so we tried to set out in warm clothing and were glad we had when a cold breeze blew over us. At the gate the men did not know what to charge when Keith and Lyn had their grandson with them as a passenger. I did not think they had thought through the possibility of passengers. The cars on display were very interesting and there was a great variety. It was interesting to catch some of the owners and listen to their stories.

It is a privilege to wander around with our men as they can explain all sorts of unusual things and how the old cars work. They seem to know models and the years these came out etc. I am impressed with the knowledge the combined group of men in our Club hold amongst them.

I was impressed with the Daimler bus because it was the largest and most outstanding exhibit. Also impressive were the size of the lights on some of the cars that cost much money to replace. Many had covers over them to protect them during the day.

The food options were few. There were two coffee vans and the option of doughnuts, sausage sandwiches or a bacon and egg roll. What more could you want on a breezy cold afternoon? The hot coffee was good. The weather encouraged us to leave early and not hang around. However, we did enjoy our outing.

Lyn Keating



It's not a Matter of "If?", but "When?" (The Great Electrical Fraud)

"The Great Electrical Fraud" would be a good title for a Goon Show - perhaps we could write a script. We wouldn't have to look far for material ... There are more than enough self-appointed 'scientists', duped politicians and almond-soy-latte-sipping greenies (with Teslas in their basement, powered by coal-fired power stations) to provide it.

Battery fires (Lithium) are becoming commonplace and it is my belief that these things are a great danger to property and, more importantly, lives, if not properly managed and monitored.

Objective studies of the fire that brought the Luton Airport Car Park down in England suggest that it was a battery fire. A fire service 'spokeswoman' (I thought they were meant to be 'spokespersons' these days -oops) said "As a result of the investigation, all evidence points to the most probable cause being an electrical fault or a component failure, which started in the engine bay of the [diesel] vehicle while it was in motion". Give me a break, a diesel fire brought down a car park? Diesel doesn't burn at temperatures high enough to melt concrete reinforcing steel, Lithium batteries do.



Sydney
(note idiot
with camera)

A recent fire at a bus depot in Sydney required an exclusion zone of 250 metres to be declared until the fire 'burnt itself out' and the toxic gases had cleared (I wonder where they go?). This is because no fire department knows how to put a Lithium battery fire out, because they are self-fuelling.

23 people were killed recently in a 'Lithium' incident in South Korea. It was an industrial quantity of small batteries, but one should realise that these electric joke vehicles have batteries thousands of times the size of the little 'uns.

I didn't see any of this on Aussie news, but heard lots about Taylor Swift. Perhaps we can just "shake it off".

Hugh McMinn



Seoul

Minutes of the Motorcycle Event Committee Meeting held at Cootamundra Ex-Services Club on Saturday, 15th June 2024

Meeting Opened: 3:00pm

PRESENT: Stephen Cootes, Don Goodwin, John Simpfendorfer, Craig Golden, Phil Vincent, Doug Hulford, Mark Kingwill, Trevor O'Toole, John Tregea, Hugh McMinn, Jeff Price, Peter Hunt.

APOLOGIES: Steve Redden, Mark Loiterton, Simon Hanlon, Al Baker, Geoff Black, Peter Hearn, David Gatto and Grant Fuller.

CHAIRMAN: Craig Golden.

VISITORS: Victor Bernasconi.

PREVIOUS MEETING MINUTES: were tabled and adopted on the motion of Jeff and Doug.

BUSINESS ARISING FROM MINUTES: To be addressed in General Business.

CORRESPONDENCE: IN: Cootamundra & District Machinery & Restoration Society (20/05/24) – Thanking the Club for support at their recent rally. OUT: Nil.

FINANCE REPORT: Hugh reported that there was no change since the last meeting. Moved Phil, seconded Doug, that the Finance Report be accepted.

GENERAL BUSINESS:

Rego Backing Plates: John Simpf advised that the backing plates had been ordered and are to be picked up next week.

T+2 Dinner: Phil, Doug and Trevor were appointed to select a menu for the Saturday night dinner. John Simpf would confirm with Mal Chaplin regarding the table setting. Mark Loiterton has arranged the guest speaker.

T+2 Saturday Breakfast: Can-Assist will cater for the breakfast on Saturday morning at a cost of \$6 per head.

Showground Noise Control: Following up on a recommendation from the Showground caretaker, a request would be made to T+2 entrants residing at the showground that they not start their motorcycles in the morning until a reasonable hour.

Insurance: Jeff advised that the CGR Council had requested an additional clause be added to the Club's policy regarding the T+2 event application. He confirmed that this matter would be addressed by the Club.

Old Bike Australasia Magazine: John Simpf informed the meeting that the dates for the Club's Swap Meet and November's T+2 Run had been included in the Old Bike Magazine's event calendar.

T+2 Marshals: Doug informed the meeting that 14 marshals are required for the event and that he had the matter in hand. He advised that the T+2 event covered a total distance of 143 km, made up of 35 km for the first leg to Stockinbingal, 40.5 km on to Temora and 67.5 km returning to Cootamundra via Suttons Lane.

Sunday Run: It was resolved on the motion of Doug and Jeff that the Sunday morning run, after Saturday's T+2 event, be to Jugiong via the Rosehill Road and returning via the Cullinga Mines Road, with morning tea at the Long Track Pantry, Jugiong. The run would start from Parker Street, outside the Central Hotel.

Ride for Light Fund Raiser: Phil Vincent tabled a leaflet requesting sponsors for the suicide prevention fund raiser "Ride for Light 2024".

Forthcoming Events: John Simpf advised of events coming up: Goulburn Grand Prix 100th Anniversary 22 & 23 June; Goulburn Swap Meet 8th August; Tarcutta Tiddlers Run 20 & 21 September; C Canberra Swap Meet 20th October.

There being no further business, the meeting was closed at 3:55pm.

Next Meeting: Saturday 20th July, 3pm, **at the Ex-Services Club.**

Thanks to Peter Hunt, who provides lovely images along with the minutes . . .



Winton Historic Races - 24th-26th May

We had a report on this event at our June meeting when the important details were shared. However here is a different version.

Friday 24th May was a perfect autumn day as we met together at Apex Park to travel together to Wangaratta where we stay when attending the Winton races. We set off ready for a great outing but were still in Cootamundra when Steve pulled over to the side of the road with car trouble. Then it became fun to wait and watch the congregation of men fussing under the bonnet until they managed to get the car going. Fortunately, Keith was able to procure a part in Wagga and the P76 was fixed properly after lunch.

After that little interruption we headed off to the bakery at Uranquinty for lunch. We were joined by others and traveled in convoy to Wangaratta. Most of us had accommodation at the Painters Island Caravan Park. One couple had a cabin with no bathroom and Steve had had to find accommodation elsewhere. That was a bit disappointing. However we made up for the disappointment with a lovely meal together in the evening.

The Snape family camped at the race track as they had race cars and sheds out there. It is always good exercise to walk down and visit them. Unfortunately, the Zephyr Special broke its driveshaft early in the weekend and spent the rest of the time as a display. However, Matt had some good runs in "Mr Magoo", the Willys Special No 21.

We had wonderful weather with the sun pouring down on us instead of the rain pouring down on us like it did in 2023. As usual Tim and Ting saved us the best seating spot to start out our days. There are always a number of coffee vans for hot drinks during the day and this year there was a hot baked potato option as well as the usual food for lunch. We were well catered for !

On Saturday morning a few women were a little more interested in checking out the town than attending the morning's warm ups and races. After a little wander we enjoyed coffee in town before Paul drove us out to find our menfolk.

Even for the ladies with less knowledge than the men (of age and models) the races were a lot of fun to watch. I enjoyed the side car racing but I would not choose to be a "swinger" even if I was back in my youth.

We walked over to the club for dinner Saturday evening - many thanks to Linley for her booking skills, and enjoyed each other's fantastic company. Coming back to our cabins from the town is a pleasure; we always admire the lights in the trees and the reflections of those lights in the creek. It's fun to try and get a still clear photograph from the bridge.

Sunday was another great day of racing and more of us joined the lunch-time parade in our old cars than we had the year before. Most of us returned to Wangaratta for the night so we had a relaxed drive home Monday morning. We invite you to join us for the last weekend in May next year.

Lyn Keating



There was a driver swap for the parade between the Vanden Plas and the XK120. Keith Keating looks quite comfortable in the '120'. Plus, he has two windscreens instead of none ! (inside joke)



MINUTES of the JUNE MONTHLY MEETING
Held on Monday 3rd June 2024
at the Stephen Ward Rooms (Cootamundra Library)

President Jeff Price took the Chair and opened the meeting at 7:31pm.

Present

Hugh McMinn, Ken Trethewey, Peter McCarthy, Malcolm & Linley Chaplin, Alan Thompson, Paul Andreatta, Craig Golden, Graeme & Robyn Snape, John Rickett, Barry Gavin, Phil Vincent, Doug & Jenny Hulford, Mike Bickford, Kevin Cloake, Kevin White, Jeff Price, William McCaskill, Keith & Lyn Keating, Gary & Denise Webb, Darryl Philpott, Janet & Paul Ballard, Brian Ridge, Peter Rickett.

Apologies

John Simpfendorfer, Tim & Ting O’Keeffe, Lyn Gavin & Kaitlyn Shoard, Grant Fuller, Bill Vincent, Gwen Livingstone, Margaret Philpott, Ann & Phillip Taylor, Sue McCarthy, Steven Redden, Barry & Margaret Rose.

Confirmation of Minutes of the May Meeting published in the June Coota Hoota:

Moved: Paul Andreatta Seconded: Keith Keating CARRIED.

Business arising from the February Meeting: Nil.

SECRETARY’S REPORT

Correspondence In:

1. Numerous other club magazines
2. TAFE Invoices

Correspondence Out:

1. Various emails to Accountant re ATO letter.
2. Follow-up with TAFE for invoice for mechanical workshop use.

Adoption of Secretary’s Report: Moved: Ken Trethewey Seconded: Peter McCarthy CARRIED.

Treasurer’s Monthly Report

The written report was presented.

Adoption of Treasurer’s Report: Moved: Hugh McMinn Seconded: Alan Thompson CARRIED.

Swap Meet Report

Barry Gavin invited all members to a Swap Meet meeting to be held at 7.30pm on Monday 10 June at his home, 7 Warren Street Cootamundra. Barry encouraged all members to advise him or Lyn of their availability for the Swap Meet setup in advance to allow Lyn to allocate appropriate tasks.

Plates Registrar’s Report

Alan Thompson reported two new registrations:

- Geoff Boyd (Murrumburrah): 1985 Peugeot 505 GTI
- Ken Trethewey: 1951 Jaguar Mk VII Special

Editor’s Report

Hugh noted a small magazine this month and thanked contributors. He advised that the postage charges have risen again and posted magazine costs are higher per year than membership fees. Hugh also noted that some events are not being reported in the magazine and asked that all events be recorded by at least one attendee.

Events Co-Ordinator’s Report

Ken Trethewey spoke to the printed events caendar:

- Sunday 9th June: June Rally Display Day (12-3pm). Leave Apex Park at 10:30am.
- Wednesday 12th June: Weekday Run to Talbingo via Tumut. Depart Apex Park at 9:30am.
- Sunday 23rd June: Afternoon Tea Run to Bethungra Tea House. Depart Apex Park at 1:30pm.
- Saturday 29th June - “Goons Night” at the Chaplin’s Shed. 6pm onwards, BYO food and drinks.

Ken also suggested that the Thursday 11th July weekday run be to Temora. Morning tea at new Guardhouse Cafe at Temora Aviation Museum. He has arranged \$10 entry for any who would like a guided tour of the Museum. Then lunch either in main street or pub. Ken also outlined new activities for the following months which will be printed in the Events Calendar in the July magazine.

Webmaster's Report:

Hugh advised that the Emergency Contacts idea was proving difficult. Hugh will include details of an Emergency Contact App in the July magazine.

Motorcycle Report

Craig Golden advised that the bike group had decided on Can Assist to provide breakfast for the Ton plus Two Run. He also advised that number plate backing plates had been designed and were available at \$15 +GST.

Moved Hugh McMinn, seconded Paul Andreatta, that 20 backing plates be ordered at \$15 +GST. CARRIED.

Membership Officer's Report:

An application has been received from Patrick O'Farrell to join the Club. Patrick has a 1978 Mini S. A secret ballot of members present was undertaken, resulting in favour of the candidate.

Captain's Report:

Paul advised that he had sent a card to Ken Harrison, and read a response from John & Margot Lyne to a recent card sent. He presented the Wheel to Ken Trethewey for registering the Jaguar, and the Bugger Up Trophy to John Rickett for backing into the bins at TAFE. Paul Presented the Club Cup to Keith Keating for getting Gwen Livingstone's Leyland P76 Targa back on the road..

GENERAL BUSINESS

1. Jeff price reported on the ATO issue, advising that David Rosetta of Bush Cambell Accountants in Wagga had agreed to submit the past six years tax returns for \$1000 and to submit all future returns for \$400/annum.

Moved Paul Ballard, seconded Keith Keating, that the Presidents actions in this regard be endorsed. CARRIED.

2. Barry Gavin discussed 3m X 3m printed gazebos at \$1500 each and will provide more detail at the July meeting.

3. Barry Gavin advised he had had scammer approach him through the Club website.

4. Kevin Cloake reported that Robert Donges appreciated the Cclubs attendance at his "Shark Tank" Museum.

5. Mal Chaplin relayed that the Austin Seven Club who run Winton Historics appreciate the support of CAMC. He noted that we had 26 for dinner on Friday night in Wangaratta and that the Winton weekend was growing as a Club event. Mal also commented that it was great racing and great company.

6. John Rickett advised that the Healey was nearly back on the road.

7. Alan Thompson advised he would be absent next meeting.

8. Mike Bickford asked about food in Talbingo. Food is available.

9. Mal Chaplin commented that the Wagga display day on Sunday was usually an excellent display worth attending.

10. Paul Andreatta noted his disappointment at the last Sunday Run lack of attendance. Paul Ballard noted that many members were at Winton and that we should avoid events on the same days.

11. Barry Gavin advised that his Datsun Ute was sold.

Meeting closed at 8:27pm.

FOR SALE - 1965 Volkswagen 1300 Sedan

Good running condition, good tyres, new brake master cylinder, new clutch plate, new pressure plate, new thrust race. Numerous listed spare parts. Chassis 197761865 / Engine 0203513. **Price: \$10,500 (neg).**

Geoff & Barbara Armour: 02 6942 7307 / 0407 530 186 / geoff.barbara1@bigpond.com



WANTED

**A pair of seven inch headlight protectors
as per picture**

Barry Gavin: 0488 421 976

barrygavin1949@yahoo.com

WANTED

Scissor-style car jack

John Simpfendorfer:

0409 328 566

jmsimpf@bigpond.com

Talbingo Run - 12th June

Our run to Talbingo was our first weekday run in winter and winter it was. Cold wind, grey clouds and even rain were all happening together when we met up to start the day. Keith had to alter his windscreen wipers on the Vanden Plas (chosen because it had a good heater) so he could see to drive. Kathy, Ross and Brian chose the Haval because it had heating and Ken and Daina came in their XJ6 Jaguar to lead us to our destination.

We were not put off with the weather and headed off (Keatings glad to have altered the wipers) towards Tumut. As we continued, though, the rain stopped and we enjoyed the beauty created by shafts of sunlight beaming across different hillsides and paddocks. It was a pleasant reward for not being put off by the weather. When we arrived in Tumut the Brewery was closed so we wandered up town looking for a good morning tea place. While up there Sue and Peter found and swelled our group. We did not find anything up town but Ken discovered that the Brewery had opened so back we went and enjoyed our hot drinks and a great chat.

We then followed Ken out to Talbingo, and despite starting out cloudy and wet it was a lovely drive. At Talbingo we enjoyed the scenery while the eatery was having an electrical problem repaired. Then as there was only one person on, we had our meals prepared and brought out to us as individual serves but again we enjoyed the chat and the lovely view and the sunshine.

Lunch completed, we drove down to the largest power station in the Snowy Scheme and on up the mountain to the dam that fed the powerhouse and back down to walk around near the powerhouse, check out the penstocks which have a 5.5 metre inside diameter. Three of the six are able to be reversed so water can be pumped back up to the dam if the water gets too low. While there one of the turbines started and we watched the turbulent water where it became the river again. We agreed it was not a place to swim!

We agreed we had had an exceptionally delightful day and headed home. Thank you Ken.

Lyn Keating



Tech Tip . . . Don't trust the numbers !

Most of our vehicles are getting on in age, and have possibly had many different people of various skills and knowledge work on them. On vehicles fitted with carburettors, all of the jets, slides and needles come in various sizes and diameters to suit the engine, and provide the optimum fuel amount for correct running.

The attached photo shows the main jet of a Dellorto PHF carburettor off a Ducati 860. The jet is marked 125, which relates to a 1.25mm diameter jet. This the original Dellorto factory marking, however the bike would only start and idle but break down badly when you opened the throttle.

When checking the diameter of the main jet it was found to be 2.0mm, which is a 200 main jet. Someone had drilled out the jet and failed to obliterate the size numbering. There was no way the engine was going to run with such a large jet fitted.

This problem is more common than you may think. So, if you have running issues and the jets say they are a certain size, it may pay to check!

Grant Fuller



A Letter from Germany . . .

My dear friends,

Would you have guessed that I once owned a Holden Station Wagon, drove it in Australia for 6,000 kilometres and sold it again for money that nearly paid for the whole ride ?

I was a young aerospace engineer those days, and it was between December 1981 and February 1982 when this happened.

The early 1980s were a time of anticipated horrors, at least so in Germany, where I was living. Climate oracles had predicted a new Ice Age real soon, but then suddenly switched to a catastrophic global warming. The ozone layer was shrinking, and soon we all might die from cosmic radiation. In Germany, trees died due to acidic rain (in the end, it came out that a nasty beetle caused the deterioration).

But as a real danger, the threat between NATO and the Eastern Bloc made more and more atomic rockets prepared to erase central Europe. I was considering to emigrate to a far away country, as far away as possible. It came as a coincidence that a former schoolmate escaped the German army service by following his girlfriend to Australia. Ah, Australia ! Her father was an ornithologist, watching rare birds in Papua and now living on a property near Sydney.

So, joined by my girlfriend at that time, we arrived in Sydney after endless air travel and immediately searched for a suitable vehicle to hit the road. In a sandpit nearby, there was a used vehicle market each Saturday. A small Vauxhall caught my attention (see picture). A similar car from the General Motors Group (Opel Kadett) was very popular in Germany and had good reputation for its reliability and economics. My friend warned me that such "Pommie car" would not be suitable for Australia, but my budget was very limited and I bought that car for A\$450. The picture shows me during a slight tune-up activity (and with 20 kilograms less). I should have changed the oil filter also ...



My friend had told me that adding bananas to gearbox oil was very common in Australia, as this reduces transmission noise. Ah-ha. The steering and brakes of that little Vauxhall were quite worn out, but as it was a low-powered car; so be it.

When heading north on the A1, just short of Coffs Harbour, the oil control lamp came on. I had added some fresh oil to the engine, so this was serious. The engine sounded like something went terribly wrong and we barely made it into the next town. Arriving at a car dealer and checking the oil filter, this was stuck with banana peel ! So, if you should still use banana to calm down engine and transmission noise, do not forget to peel the banana before use! I saw no chance for a reasonable engine repair, quite obviously the engine bearings had badly suffered from blocked oil canals.

The car dealer was quite pitying and he had a high-mileage six-cylinder Holden station wagon in his backyard. To my surprise, he offered that car to me at a very affordable price (it was something between A\$200 and A\$250, I do not remember). This car was fantastic ! It provided lots of space, so that we did not even have to use our small tent. It rarely happened again that I saw a mattress lying by the road, but this is what came next. That mattress was still good and fitted perfectly in the Holden's rear space.

I found only one single picture of the Holden (see attached) and you will know better about the type and model.

I had to save money and fuel, so I used the engine torque on steep grades and always limited the speed to about 70 kph. Probably it drove people crazy, but resulted in good fuel economy between seven and eight litres per 100 km. The engine had a massive cast iron block, but a tiny little carburettor. Our trip led us to Queensland's Gold Coast, then inland south to Apollo Beach, Phillip Island and along the Snowy River Valley. Many roads south of Jindabyne were dirt roads at those times, but the sturdy Holden was not troubled by deep potholes.

Back in Sydney, when people heard about my 6,000+ km trip, they were assured that this car was good. So, I could sell it for A\$600.



1972-1973 Holden HQ Belmont ? - Ed

That Holden was rock solid, reliable and generous, a true Australian !

Holger Kruger (Germany)

PS. I did apply for immigration to Australia in 1982, but Australia needed carpenters and plumbers in those days. I also applied for a job at Ansett Airlines, but never got a reply. So, my times in Australia are vacation only, and I love it.

[for readers who don't know, Holger is a mate of John Simpfendorfer, has been to Aus several times, and has a CAMC badge on his bike trailer !]

Events Calendar

JULY

Mon 01	Monthly Meeting - 7:30pm - in HARDEN At the McCarthy's shed - 24 Bouyeo Road, Harden. Dinner available at the Chinese Restaurant (Harden Bowling Club) 6pm for 6:15pm: \$20 per head for three courses.	To Book contact Peter or Sue McCarthy by Wed 23 May on 6386 3365.
Mon 08	Swap Meet Prep Meeting: 7 Warren St, Coota. 7pm.	
Thu 11	Weekday Lunch Run - Temora: Morning tea at new Guardhouse Café at Temora Aviation Museum. Ken has arranged \$10 entry for those who would like a guided tour of the Museum. Lunch later in the town.	
Sat 20	Motorcycle Group Meeting: Coota Ex-Services Club at 3:00pm.	ALL welcome
Sun 28	Afternoon Run to Wallendbeen Hotel: Depart Apex Park 1:30pm.	

AUGUST

Mon 05	Monthly Meeting - 7:30pm (Cootamundra Library)	
Tue 13	Weekday Run to Tumbarumba. Morning Tea in Tumut. Depart Apex Park at 9:30.	
Sat 17	Motorcycle Group Meeting: Coota Ex-Services Club at 3:00pm.	ALL welcome
Sun 25	Afternoon Run to Stockinbingal Tea House: Depart Apex Park 1:30pm.	
Thu 29 - Sat 31	CAMC Swap Meet Setup: Volunteers required !	Lynn or Barry Gavin
Sat 31	VSCC Sprints: Cootamundra Airport.	

SEPTEMBER

Sun 01	CAMC Fathers' Day Swap Meet Setup: Volunteers required !	Lynn or Barry Gavin
Mon 02	Monthly Meeting - 7:30pm (Cootamundra Library)	
Sat 07 - Sun 08	Pheasant Wood Races (Saturday night in Goulburn).	
Wed 11	Weekday Run to Woodstock (via Cowra).	
Sat 21	Motorcycle Group Meeting: Coota Ex-Services Club at 3:00pm.	ALL welcome
Sun 29	Afternoon Run to Illabo Hotel: Depart Apex Park 1:30pm.	
???	Altina Wildlife Park: Dates to be decided.	

OCTOBER

Sun 06	Coolamon Fire Engine Muster: Invitation to display vehicles in main street (long weekend).	Chris & Jo Berry (0419 090 504)
Mon 07	Monthly Meeting - 7:30pm (Cootamundra Library)	
Thu 10	Weekday Run (TBA).	
Sat 19	Motorcycle Group Meeting: Coota Ex-Services Club at 3:00pm.	ALL welcome
Sat 19 - Sun 20	Warbirds Down Under: Temora Aviation Museum.	

NOVEMBER

Mon 04	Monthly Meeting - 7:30pm - in HARDEN	
Tue 12	Weekday Run (TBA).	
Sat 09	Motorcycle Group Meeting: Coota Ex-Services Club at 3:00pm.	Final planning
Sat 16	"Ton plus Two" Motorcycle Run	
Sat 16	"Ton plus Two" Motorcycle Run Dinner: Coota Ex-Services Club.	

Members who volunteer at non-profit organisations and charities (including the Temora Aviation Museum, Junee Roundhouse Museum and Meals-on-Wheels) may travel in their historic vehicles as these are Club sanctioned runs. Wednesday night sessions at Cootamundra TAFE are also Club sanctioned events.