



The **January 2025**

**COOTA  
HOOTA**



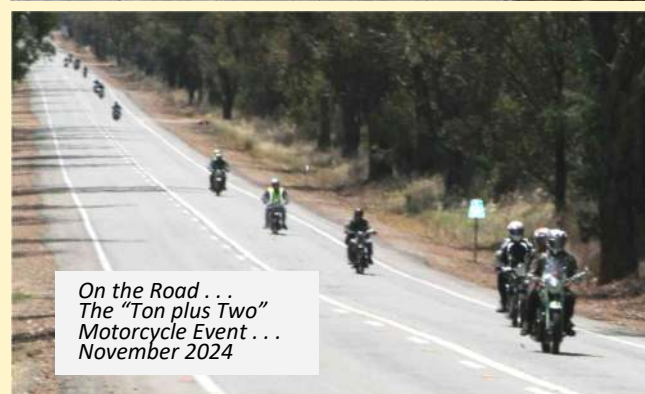
From the back cover of  
'Turning Wheels', USA,  
October 2024



Gurley, NSW



'Garangula'



On the Road . . .  
The "Ton plus Two"  
Motorcycle Event . . .  
November 2024

**Cootamundra  
Antique  
Motor  
Club**

*Dedicated to the restoration and  
preservation of Heritage Vehicles*

[www.camc.org.au](http://www.camc.org.au)  
[editor@camc.org.au](mailto:editor@camc.org.au)





Founding Member :  
**MICHAEL LIVINGSTONE**

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### *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.

### 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.

### **Club Regalia !** Call Paul Andreatta 0421 497 189

Windscreen Banners: \$10.00

Metal 'Badge Bar' Badges: \$40.00

Lapel Badges: \$5.00

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

Stubby/drink Holders: \$5.00

Window/Bumper Stickers: free to members

**Usually  
Available  
at Meetings**



**W**ell, hello again !

It's good to be back. Firstly, a huge thanks to outgoing President Jeff and Treasurer Sue, who have each completed their two years in office.

All of us appreciate and enjoy the fun and companionship our Club brings to us. Without the special efforts our office bearers bring, the smooth running of the Club just wouldn't happen.

Then there are our stalwarts, Steve, Alan, Ken, Hugh and Paul A who will continue to provide their great service.

A warm welcome to the top table to Mike Bickford, with thanks for taking on the role of Treasurer. I certainly have a good team to work with ! My ignorance and admitted lack of interest in modern communication systems means I am going to need you. So, thanks in advance.

Over the past few years CAMC has gone from strength to strength, having run many events from morning teas and lunches, day runs to extended weekends away.

Our recent Swap Meet was again very successful, ensuring our working capital and providing financial benefit to many local charities. A special thank you to Lynn and Barry.

The bike boys continue to grow in numbers, organising day runs and meeting monthly to plan the Ton Run series, which have put Cootamundra on the map as a place to visit on classic motor cycles.

I am looking forward to CAMC in 2025, which is our 45th year !

Yours with grace, space and pace,

*Mal*

PS. Having been part of the development team in the 60's and 70's and spending many thousands of miles behind the wheel of one, under arduous conditions in Africa, I guess I can rightly be described as a Land Rover nut !

Imagine, then, my consternation when son Bradley started collecting '40 Series' Toyota Landcruisers. I worried for his sanity.

I have changed and now recognise the old '40 Series' as tough, reliable and honest work horses. Brad has a 1979 model for his everyday plumbing business and has participated in Drought Angels charity drives in it. He also has an original 1967 model which just took out Best in Show at a Queensland gathering of 268 of the blighters.

Bearing all this in mind, why do I own a Nissan Patrol ? Is it my sanity in question ? Comments please, on the back of a \$50 note addressed to M J Chaplin.

The words tough, reliable and honest seem to have been replaced by safety ratings, economy and a word which I can't find in the dictionary, 'connectivity'.

Let's not forget the much abused word, GREEN, which of course is the primary colour at the centre of the visible light spectrum, at a wave length of 530 nanometres. My Austin 1800 Ute is green, so I'm doing my bit to save the planet.



Brad's Landcruiser at the 100-year-old Royal Hotel at Gurley, near Moree NSW. Sadly it burnt to the ground on 12th December 2024, and is unlikely to be replaced.



#### **Membership Subscriptions :**

**Were due on 1st December 2024. If you haven't paid, please send \$30 to: BSB: 062 526 Account: 1006 9487**

**Don't be unregistered and uninsured !**

**WEDNESDAY NIGHT TAFF  
RESTARTS 5TH FEBRUARY !**

## Cowra / Lachlan Valley Railway - Saturday 2nd November

Saturday 2nd November saw Alan Thompson and myself as the only participants on the run to the Cowra/Lachlan Valley Railway 50th Anniversary, and the 100th Anniversary of the Railway itself.

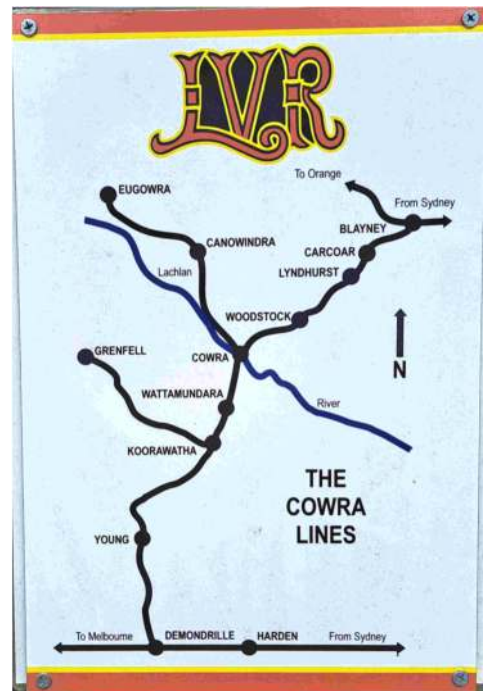
We headed off in the Morgan with wind jackets etc for a brisk run to Cowra via Young.

Upon arriving in Cowra I had arranged to meet a new Morgan owner from Forbes for a coffee before heading to the Railway. Jonno Garton has purchased his Fathers old 1956 Plus 4 from his Mother who inherited it when Jonno's Dad Ian Garton died about 20 years ago. It requires a fair amount to tinkering to make it roadworthy.

We chatted for about three quarters of an hour then headed to the station to catch the Rail Car to the Cowra workshops.

The Lachlan Valley Railway setup is fabulous with all the workshop facilities, a turntable, carriages in various stages of restoration and a Buffet Car set up as a Dining room for Lunch and afternoon teas etc. There was even a TAFE carriage still set up to teach students in remote areas. Alan was very impressed.

We said our goodbye to Jonno and his two daughters then headed back to Coota. All in all a good day out and a spirited run in the Morgan.



## Jeff Price



## MISS SIDES

of "Glenmore", Cootamundra, was our Club's Patron during the '80s. I recorded her motoring memoirs when she resided at the Retirement Village:

“ When I was a child we lived on the property "Gunbar", 60 miles north of Hay. We were isolated to the degree that twice a year we got our supplies by wagon from Carathool railway station.

In 1913 my father, who had only worked with horse-drawn vehicles, went by train to Sydney and bought a Ford car. After a lesson on how to drive a Ford he set out to drive home. (Gunbar is 700 kms west of Sydney). But Dad first drove out to Trangie (beyond Dubbo) to visit his sister. Roads were bush tracks. Dad must have been a good navigator.

My father certainly proved his versatility – going from horses to complicated and cantankerous cars with troublesome pneumatic tyres. The Ford had to be hand cranked to start the engine. It had gas headlights, and kerosene tail-lights and parking lights. Mum made covers to keep them clean.

My brothers were Edgar, Conrad, Fred and Roger. I had a sister, Evelyn. Dad and Mum took us three elder children to Sydney in the Ford to visit grandparents (unusual, because trains ran from Hay to Sydney. And cars and farm machinery were delivered by trains). In much discomfort we children perched on the luggage. It took us a week to get there. We camped at night. One night it rained and we sheltered in a shed. (Trains only took a day.)

Dad liked to go sightseeing. I remember the Ford backing up hills to get the petrol to flow to the motor. And stopping at creeks to top- up the radiator.

... continued on page 10 >



## Garangula Gallery - Sunday 3rd November

Our trip to the Garangula Gallery on the third of November was on, then off, then on again, but those of us who travelled out there were delighted by what we found.

The Gallery is open only twice a year and it coincides with the polo competitions. So on the day it was easy to get lost looking at polo matches or finding the Gallery. One noticed that there were two charities operating that day, one at the gate and another at the entrance to the Gallery. Apparently different charities are given the opportunity to attend each opening.

We did not travel out with the group on this occasion, but we met up with lots of folk once we were there. The quality of the art was stunning and the opal collection was very impressive. We made the most of the opportunity to watch some polo being played and enjoyed morning tea from the restaurant on the grounds. The grounds were very impressive and the horses were magnificent; it was quite a spectacular day.

From there we travelled out to Jugiong and joined some other Club members for lunch at the Long Track Pantry. A great outing !



## BARNEYS AT BOOKHAM WEDNESDAY 11 DECEMBER

Wednesday 11 December proved to be another of those great outing days. After leaving Apex Park we headed via backroads to Harden, parked near the swimming pool and walked to the bakery to meet up with the McCarthys before heading inside for morning tea.

After relaxing and chatting we realised we needed to get moving to make it to Bookham for lunch. Ken led us along another back road to Bookham and we only had to cross the highway and we were there. The McCarthys had had some overheating problems so went home for a different car but still found us in time for lunch. The food was good, the setting pleasant (on the verandah shaded by an ornamental grape vine) and the company delightful.

Our Club offers us a great service. For people to survive retirement well it is important for them to have a social network and that is exactly what our Club is - a wonderful social network. Of course, some of us are not retired and have to work or even volunteer our time. The wonderful fact is that we all blend together so well.

Fortunately we had been able to park in the shade of a patch of trees so heading home was not too hot even though the weather had decided to turn into summer.

*Lyn Keating*



# The “Ton plus Two” Motorcycle Event

16th-17th November

First thing Saturday morning, the Cootamundra Showgrounds came alive with the smell of freshly prepared egg and bacon rolls, supplied by our local Can Assist branch, wafting through the air. The CAMC provided fruit juice, tea and coffee, with Jeff and Denise Price on duty.

Soon we were fully awakened by the sound and smells of the 60 pre-1956 motorcycles that lined up in chronological order prior to the rider briefing and welcome from CAMC President Jeff Price. The “Ton Plus Two” Rally was ready to roll.

The first leg took our riders through lovely country roads to our drinks break at Stockinbingal, a lovely village in the Cootamundra Shire. After a regroup we travelled to the Aviation Museum town of Temora for lunch at the coursing club, ably catered by the Temora Antique Motor Club - excellent !

The homeward leg provided a challenge for the rigid framed mounts as the roadworks that were in progress made it trying. Despite a few machine failures, we re-grouped back at base and shared some stories of our adventures.

Saturday night’s dinner was well attended by 100 guests and included partners of Rally participants and Club officials. An excellent meal was enjoyed by all and the usual awards were presented.

Our guest speaker was Grant Fuller who is a CAMC member of some 12 months and lives close to Cootamundra. His presentation was excellent. He spoke about his career in weights and measures while working for Avery in the ACT, where he became their head man locally and remotely, and did a lot of government work testing all sorts of equipment.

Grant then outlined his involvement with motor sport, mainly in motorcycles. That involved the building, tuning and preparation for many top-line racers in Australia and beyond. His fastidious attention to detail and talent as a machinist and fitters well known and he was in high demand. His motto was that he would build an engine for a small child’s Pee Wee 50 to the same standard as a racing bike for elite riders. Grant is a passionate Ducati collector, repairer and an expert in his field. Questions from the floor were relevant and interesting answers kept everyone entertained.

Award recipients were:

- Youngest rider: Jayden Roberts (17)
- Oldest rider: Dennis Fry (approaching 92!)
- Hard Luck: Ross Inman
- Furthest travelled female participant: Sharon Newall

After presenting Dennis with his award, he gave us a humorous account of his experience at the Isle of Man TT races and Castrol six-hour race. A very entertaining man with a wealth of motorcycle racing and we could have listened to Dennis for hours; we are looking forward to his return in the future.

Sunday morning’s ride took us to the village of Jugiong for a coffee and a chat before returning in gale force winds that preceded a thunderstorm that hit Coota 45 Minutes after we were safely home.

Our Committee are already planning next year’s event and the route will be decided early next year. The feedback we received from our questionnaire form was positive in most areas and the small glitches will be rectified. Thanks to those who submitted the forms - they are a great help for us in fine tuning our Rally, which is becoming very popular and a regular event on the calendar.

*Mark Loiterton*







## ***The Salvos Toy Run - Saturday 14 December***

It is not often that the CAMC has two major events in one day but Saturday the 14th of December was the exception. We started the day arriving at Albert Park at about 10.30 to line up for an 11.00 run. It was an excellent turn out but I forgot to count the cars. I just know it was difficult to try to photograph them all. Barry did the wise thing and did individual pictures of them.

It was warm enough to make us get out of the cars and stand in the shade to chat and wait until the call came for the gentlemen to start their engines. I took the hint and started the Peugeot that I was driving.

Our intrepid leader Jeff, with Denise, led the grand parade followed by the bikes. There were lots of bikes and altogether we made a magnificent long parade when the cars pulled in behind them. Some people were led astray and didn't make it to the Nursing Home because they had to wait for all the cars and bikes that had taken the correct route to pass by. Nevertheless we all successfully ended up at Albert Park to hand over the gifts, buy some thing to eat and drink and have a chat. An effective way to use a morning.

We then went home to rest up for our Christmas get together at Wallendbeen Oval at 5.00 pm.

## ***Christmas Get Together - Saturday 14 December***

We are so familiar with the lovely Wallendbeen Oval that we all knew to bring, chairs and tables, food and sweets to share. So we all moved in, shuffled around to fit everyone in under the shelter (for shade) and chatted for a while. The hungry in our midst found their food and decided to eat. Eventually we all managed to feed ourselves and wander into the shed to discover if we could fit in any more food or tempt ourselves to overeat because the sweets looked so appetising.

The sociable wandered around and caught up with lots of people; some others waited where they were to be caught up with. The Club is made up of a great group of people who relate well and appreciate each other and the chance to chat. There always seems to be plenty to chat about and the time flies by and then we start the pack up procedure and say our good-byes. On the way home we often comment on what a great group of people we have just enjoyed spending time with.

So another year is about over and our next get together is on New Year's Day when we will wonder just what happened to 2024.



## Ride Report: “Ton plus Two” Run, Cootamundra

Once again, the Cootamundra Antique Motor Club and their Motorcycle Group members held their highly revered annual motorcycle run on 16<sup>th</sup> and 17<sup>th</sup> November 2024, with this time being via a different route around the outer districts of Cootamundra, to Stockinbingal and then onto Temora and return to Cootamundra. This route is about 155 kilometres, all up.

I’m a true and long-time sucker for pre-1940 Velocettes and had my ever-faithful 1935 Mk1 KTS with me last year for the “Ton plus One” Run, and she performed beautifully, but this time, I took my favourite Velocette – a 1934 Mk1 KSS. This is a factory supplied (ordered) Special fitted with a Mk4 KTT gearbox with no kicker, 24 tooth front sprocket, push-pull throttle and rear sets. The machine is unrestored in real terms, and I’ve essentially only had to rebuild the head as part of its recommissioning (after sitting idle for 44 years in a Croydon, Sydney, garage until my purchase in 2018). Thankfully, it is unmolested and retains all its original fitments and factory patina, albeit I’ve had to fit a saddle seat cover and renew the tuned straight-through exhaust pipe extension (to finish at the rear wheel arc). For a vintage era type machine, it is truly a low flying jet and joy to ride.

The weekend weather was hot both day and night, yet almost 60 riders plus corner marshals and event assistants left the Cootamundra Showground on the Saturday morning around 9.30am onwards, after enjoying the welcoming bacon and egg roll, provided by Can Assist, complemented by juice, tea and coffee provided by the CAMC. Whilst admiring the bikes prior to the start, I noticed historic/permit plated machines coming from Queensland, Victoria, the ACT and NSW, with about 15 being pre-1931 and the balance made up of later machines. The Entry Form stipulated a cut-off of 31st December, 1955.

Again, this year, some of machines gathered at the start are truly noteworthy, and the following list indicates the breadth of the quality that gathered, some being;

- Stunning late 40’s and early 50’s Matchless and AJS singles
- A great looking restored GCS running JAP V-twin from 1915
- The rare as rare 1912 LMC 500 single out on its maiden voyage
- Two superbly finished early Harley Davidsons running sidecars
- A knock-out big flathead Indian in what looked like original paint
- Plus, the bike of the meet, as far as I was concerned, the perfect and magnificently restored mid-30’s Empire Star BSA owned by Ken Robinson (Orange, NSW) – WOW!

The rest of the rolling troupe was not to be shirked at either, and included;

- Vintage and veteran Triumphs and some superb examples again this year
- Vintage and veteran Douglas machines
- An original and unmolested 1924 AJS single plus a restored 1915 V-twin
- A Rudge, another Rudge and plus another Rudge – and great to see at this year’s event
- The wonderful 1911 Norton ridden by Laurie Deller
- A well used 1939 Mk2 KSS Velocette ridden by the young Dennis Fry (who’s 92 next year)
- Plus, Panthers, BSA Slopers, Sunbeam twins, Scott and on it goes - jaw dropping stuff.

This year’s route was firstly along minor roads out towards Stockinbingal for a planned drinks and comfort stop, then onto Temora through some very open country and long stretches of straight road, arriving at Temora Greyhound Track around noon for a splendid BBQ and salads lunch, with watermelon wedges for a cool finisher. I did notice the drinks fountain needed attending continually due to the heat of the day, with my phone indicating 35 degrees.

And yes, the new route showed that some of the smaller and older machines are best suited to the slower course towards Young, yet breakdowns were once again managed well and no-one got left behind, albeit the last of the back-up trailers didn’t get back to Cootamundra until very close to 5.30pm that afternoon, so things got busy for those guys helping riders make it back to town in time for dinner.

I’m thinking that some of the troupe that started at the showground must have got back to Cootamundra early in the afternoon, as they were sending their machines along throughout the day at a pace that could only be described as fast to very fast. Personally, and although I did give my Velo a good squirt or two throughout the day (when the road ahead was clear and uncluttered), I didn’t care too much for the continual fast pace of many of the other guys jumping in and out of the rolling troupe(s) and hope our next year’s run has this side of the event tempered and considered around the slower bikes and slower riders – mainly so that everyone can enjoy the day (as they should).

Well, after the heat of the day, and the long ride back to Cootamundra from Temora, I was very pleased to arrive at the town limits and frankly, couldn’t wait to get off my machine and shut her down, finally.

The Presentation Dinner was again held later that night from 7pm at the Services Club, with our thoughtful Showground Campsite manager Wayne, pre-arranging for the courtesy bus pick-up at 5.45pm – good man Wayne. This gave us all enough time for a beer or two before the actual dinner and presentations section of the event.

Our Presentation Dinner host was CAMC’s Mark Loiterton who knows his way quite well around the front of a group and the use of the microphone, and my congratulations go out to him for his handling of the night’s activities.





Mark called CAMC member Grant Fuller to the front for a few words as our Guest Speaker.

Grant went on to detail to the audience his almost accidental introduction into the world of motorcycling via a commentary given around a slide show. This introduction into all things motorcycling, being originally driven by the need from his motorcycling and motorcycle racing contacts for the exact fitment, the exact detailing and the exact measurement of all things that attach, turn, spin, and are needed in the world of competition and the striving for victory.

Grant's work life of all things 'measured' came about through his apprenticeship at Avery Weights and Measures, and from and through that, he ended up working as the lead-man for the Australian Commonwealth Government doing all things that governed over 'stuff that needed absolute detailed testing and measuring' (and I hope he doesn't mind my take on the summing up of his brilliant career). It was also good to see that Malcolm Chaplin knew exactly what Grant was on about !

Grant, now being a keen motorcyclist and a strong participant with the CAMC, gave a fantastic account of his race participation days and outlined his true love (in addition to that for his wife of course) for the 1970's Ducatis in particular, due to their level of design finesse and quality – sadly, he believes that that level of the 1970's workmanship and craftsmanship is no longer.

After Grant's presentation, we also celebrated the attendance and participation at the "Ton plus Two" Run of the ever remarkable and ever pleasant Dennis Fry (NSW) who turns 92 next May (in 2025). Of course, Dennis has already committed himself to the "T+3" event and I'm hoping our Mark Loiterton can again coax him to the stage for his humorous recount of his racing days at the Isle of Man, the Continental Circus tours and the Castrol Six Hour to name a few.

Afterwards, (and because I was the past recipient), I too had to come to the front of the room and outline the history (my embarrassing history in fact) around the trophy titled *The Simply Emergency Roadside Repair*. This year, the trophy being awarded to Ross Inman (QLD). Ross has a wonderful GCS V-twin but, sadly, it broke its (repaired the day prior to the Run) number two exhaust rocker and failed to proceed prior to our arrival at Stockinbingal. It's now up to Ross to pass this 'Breakdown Brad' award on in 2025.

Furthermore, and somehow, I got stung by John Simpfendorfer and Hugh McMinn, and was called to the front once again to accept, from Hugh, a kind and thoughtful gift of a Guinness 6-pack – that's a whole other story that I'll leave to some other Guinness-enhanced day ! Aside, it was very much appreciated and thank you both.

Later, we wrapped up the evening meals with desserts and a few last drinks before all heading off to a good night's sleep, but not before Mark Loiterton again reminded all of the Sunday Run to Jugiong, commencing from the main street at 8.30am. Due to my commitments back home on the farm (with many calving cows at the moment) I couldn't stay on for the Sunday's event, but I understand from Michael Jordon (NSW, riding two veteran Triumphs over the weekend) that this ride is a delight and not to be missed (next time).

My acknowledgement and very sincere thanks, on behalf of all of those that attended this year, go out to the CAMC marshals and their assistants that stood in the hot sun without shade for most of the Saturday ride, and to all the CAMC team and friends that were part of this great event.

I'm certainly looking forward to the "Ton plus Three" Run in 2025.

**Brad Martin (The Oaks, NSW)**

## **MOTORCYCLE GROUP CHRISTMAS LUNCHEON - SATURDAY 21ST DECEMBER**

The Motorcycle Group met at the Coota Ex-Services Club on 2st December for its final gathering for 2024.

### **Some "Title Awards" handed out on the occasion were:**

- John Simpfendorfer, "Crack the Whip", for keeping us in line
- Doug Hulford, "Superb Organisation", for marshal co-ordination on the T+2 Rally
- Grant Fuller, "Motivational", for encouraging a few of us to attend the Pheasant Wood Track Day
- Kveta Fuller, "Pit Crew", for Pheasant Wood Track Day
- Michael & Angelika Fuller, "Catering", for Pheasant Wood Track Day
- Phil Vincent, "Brutus", for making sure only paid Rally entrants enjoyed lunch at the T+2 Rally
- Peter Hearne, "Exposure", for his expert photography at our Rallies
- Hugh McMinn, "Logistics", for keeping the T+2 bookings on track
- David Gatto, "Support", for Doug for the marshalling
- Craig Golden, "Patience", for never losing his cool
- Peter Hunt, "Determination" for attending the Ride Day at Pheasant Wood
- Jeff Price, "Guidance", for advice from the top
- All marshals, "Commitment" for continued help with the Rallies
- Geoff Black, "Beverage Advisor", for the best choices
- Trevor O'Toole, Mark Kingwill, Simon Hanlon, Daryl Watson, Ray Gordon, "Encouragement", for the Track Day participants
- **Susie, Jenny, Karen, Maureen, Leanne, Sonya, Clare and all the other partners for putting up with us males !!**

**Mark Loiterton**

*[ Also Mark L for excellent publicity work, events reports and great "MC-ing" at the T+2 Dinner - ~~Ed~~ ]*

### **"Miss Sides" - continued from page 4 . . .**

When a railway line was opened from Griffith to Hillston, Dad took us three elder children to see it. We travelled cross country. He decided to cross the railway line. He put us out of the car, put a log beside the line, drove across ... and banged into the other line ! The hood collapsed, but Lizzie survived.

Sometimes we were all dressed up to go somewhere special and Lizzie wouldn't start.

There came the time when Dad cut the back off the Ford, and made it into a ute. And then the loads it would carry ! Finally, just the engine was used to drive a saw, to cut firewood.

In 1925, Dad bought an Austin 20 tourer seven-seater. It had a starter that really worked ! It had sanky wheels which were heavy to change compared to the Ford. Edgar taught me to drive the Austin 20.

When Edgar got his licence, the policeman wouldn't ride in the rattle-trap Ford, and wrote out his licence. Dad got the policeman to write out my licence, too.

I was fortunate having the Austin with a self-starter. Girls on nearby properties (blocks we called them) had to manage Ford cars which required hand cranking. Edgar, whose love was mechanical things, taught me that you must always listen to the motor. How to tow was important, because broken-down and bogged cars were common.

In the dry, dust covered us. In the wet, cars would slide into the ditch. You ploughed channels, avoiding the wagon tracks. Mobs of cattle moved faster than our cars. I remember missing trains at Carathool because of wet conditions.

I remember a time I was driving the Austin to Hay by myself. I became bogged until towed out by a couple of young men in another car. Soon I encountered them bogged; and I rescued them. We continued on to Hay in this condition.

In 1927 we moved to "Glenmore", 12 miles from Cootamundra on the road to Gundagai. Edgar bought an Austin 7. Its low profile caused the need to wash dust or mud from your face when you reached Cootamundra.

In the '30s Dad bought a big Vauxhall 25 sedan. Now we were out of the dust. We often went on trips to Gunbar.

My brother, Roger, joined the RAAF. He was killed over Germany. During the war, Edgar fixed trucks and wirelesses.

After the war, Dad ordered a new Vauxhall, but died before allocation of the car. Because of a scarcity of new cars, my mother accepted a Hillman Minx. Mum couldn't drive, so the honour fell on me. I thought it was a wonderful little car, with a nice shape and a proper boot. I liked the idea that Hillmans were jacked up from the front bumpers rather than under the axles.

Once I had to tow the big Vauxhall 25 home with the Hillman Minx and it handled the job fine. The Hillman was still good after 15 years in our hands.

In 1960, I bought a Vauxhall Victor from Jack Masling's AER Motors, Cootamundra. I kept the Victor for 30 years, and finally saw it into Cootamundra Antique Motor Club in the hands of Warren Hartshorn of Gundagai Road - a road my Vauxhalls travelled thousands of times. **"**

**M. L. Sides** (as recorded by John Collins) [ Great story John. Keep 'em coming, longest serving Ed ! - *current Ed* ]





Photo by Barry Gavin

**Owners:** Alan & Jill Thompson  
**Town:** Cootamundra, New South Wales, Australia  
**Vehicle:** 1960 Lark Regal Convertible 60V-L6  
**Note:** See the back cover and page 11.

Jill and I have owned this 1960 Lark convertible since 2007. We attended the International Meet in South Bend and, after the meet, travelled across the USA. First, with Ford Stoecker in his Studebaker truck, then by train to California where we stayed with Bill and Pat Oliver. While we were there, a lady rang Bill to ask if he could help her sell her father's car, a '60 Lark convertible. After viewing the car, a deal was done and, with the help of Bill and some Aussie Stude friends who were exporting some cars to Australia, the Lark was home in Cootamundra, Australia, by early November 2007.

The Lark was in very reasonable condition—straight rust free body which had had a respray at some time—seats needed recovering, but as it had always been garaged, the soft-top was quite serviceable. The only problem which was apparent at time of purchase and test run was the very tired engine with no oil pressure. Fortunately, I had a good engine from a '63 Lark (full flow) which I overhauled, requiring only standard rings, bearings etc., which is now installed and running sweetly. The only external changes I have made are dual exhaust and fitting 15x6 wheels (from a locally built Ford Falcon) and radial tyres. I've left the car left hand drive, even though we are right hand drive here in Australia.

I'm heavily involved in the local Cootamundra Antique Motor Club which is a very active all makes club (Jill and I have the only Studebakers—the '60 convertible and a '61 Cruiser). The club has at least two social runs a month, so both cars are frequently used. We also attend all the Australian

National Meets which have been held in all states of Australia. We also fly to New Zealand for their National Meets.

The photo, taken by Barry Gavin, Club Photographer, is at the Cootamundra War Memorial in Albert Park. ☞ Alan



by Fred K. Fox © 2024 feature writer

**An Important WWI  
(known before WWII as the Great War)  
Memorial Marble Column**



On the back cover of the October 2024 *Turning Wheels* we featured a 1960 Lark convertible parked by a war memorial. The Lark is owned by Alan & Jill Thompson of Cootamundra, New South Wales, Australia. Their convertible was covered on pages 21-22.

On page 11 of the October issue, under "Back Cover" is information on Cootamundra's Albert Park. Mentioned were the Honor Rolls for World War II, the Korean War, and the Vietnam war. It should have also mentioned that the memorial on the back cover with the gilded Honor Roll inscribed in the sides of the base. The memorial was unveiled on November 11, 1923 in remembrance of Cootamundra soldiers that participated in the Great War. ♦

[ With respect, to be clear, the names are of those who fought but didn't come home ]



... funny,  
thanks John  
(Simpf)

# Events Calendar

## JANUARY

Wed 01	<b>New Year's Day Gathering at Kevin &amp; Judy's residence</b> McConaghy Street, Coota (next to Showgrounds). BYO.	
Mon 06	<b>Monthly Meeting 7:30pm</b> (Cootamundra Library)	
Thu 16	<b>Weekday Run to Chocolate Factory in Junee.</b> Morning tea in Bethungra. Depart Apex Park at 9:30.	
Sun 26	<b>Australia Day in the Park.</b> From 8:00	Which park ? LOL - Ed
Sun 26	<b>Sunday Afternoon Run.</b> Destination TBD.	

## FEBRUARY

Sat 01	<b>Temora Antique Motor Club Birthday Breakfast</b> - Greyhound Club, Gallipoli Street, Temora. From 9:00am. \$15 for a slap-up brekky. Numbers needed by 24th January, please.	Julie Colwill 0407 741 255
Sun 02	<b>CAMC Birthday Party - Jugiong</b>	
Mon 03	<b>Monthly Meeting 7:30pm</b> (Cootamundra Library)	
Tue 11	<b>Weekday Run to Tumut.</b> Morning Tea in Gundagai. Depart Apex Park at 9:30.	
Sat 15	<b>Motorcycle Group Meeting.</b> Cootamundra Ex-Services Club. 3pm	ALL welcome

## MARCH

Mon 03	<b>Monthly Meeting 7:30pm - in HARDEN.</b>	
Wed 12	<b>Weekday Run.</b>	
Sat 15	<b>Motorcycle Group Meeting.</b> Cootamundra Ex-Services Club. 3pm	ALL welcome
Fri 28 - Sun 30	<b>Velocette/Vincent Rally, Oberon NSW.</b> All machines eligible. Free entry, PAYG meals & accommodation. <a href="mailto:methanolmartin@gmail.com">methanolmartin@gmail.com</a>	Brad Martin 0424 077 237

## APRIL

Mon 07	<b>Monthly Meeting 7:30pm</b> (Cootamundra Library)	
Sat 19	<b>Motorcycle Group Meeting.</b> Cootamundra Ex-Services Club. 3pm	ALL welcome
Thu 17	<b>Weekday Run.</b>	
Fri 25	<b>ANZAC Day.</b>	

## MAY

Mon 05	<b>Monthly Meeting 7:30pm</b> (Cootamundra Library)	
Tue 13	<b>Weekday Run.</b>	
Sat 17	<b>Motorcycle Group Meeting.</b> Cootamundra Ex-Services Club. 3pm	ALL welcome
Sat 24 - Sun 25	<b>Historic Winton.</b>	

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 the Cootamundra TAFE are also Club sanctioned events.