



The **March 2024**

**COOTA
HOOTA**



Australia
Day 2024



**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

Cootamundra Antique Motor Club

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Graeme Ducksbury (Harden)	6386 5341

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

(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



Welcome to the March *Coota Hoota* Report.

The last couple of events have been very successful for the Club, starting with the Australia Day Display in Albert Park on the 26th January. I think we had approximately 30 cars and bikes on display from both our Club and the Restorers Club. Well done to all involved. Also, I must mention Alan Thompson, who played in the rock'n'roll band at this venue and entertained us all, as he does every year.

I forgot in my last report to thank Ken Trethewey, our outgoing secretary, for all his hard work and behind the scenes organising as well as guiding me in my first year as President.

Our weekend away to Lithgow was very enjoyable and Denise has prepared a report of proceedings over the weekend.

The Stephen Ward Room at the Council Chambers/Library is undergoing renovations at present so it's just as well we are meeting in Harden on the 4th March in the McCarthy's Shed for a 7.30m start. Please bring a chair if you can.

The Kalimna Rally, hosted by the Wodonga Historic Car Club, is on in March [1st to 4th] and is a fabulous event featuring runs of various descriptions and a massive display of cars on the Sunday. Well worth attending. See Ken or Malcolm for more details. Denise and I will be in Wollongong that weekend so unfortunately will not be able to make it.

There is a run the following Wednesday [13th March] to Ganmain for Lunch with a stop for morning tea at Juneee. Departing Apex Park at 9:30am.

We'll have a busy month of March because on the 17th [Sunday] we are off to Iandra Castle for an inspection of the famous Castle. BYO morning tea. We might have lunch in Young on the way home.

See you at the Harden meeting and on the road.

Regards, *Jeff*



Part of the Australia Day Display: →
Jag Morgan Capri Beetle

Matchless

Members' Antics . . .

G'Day Hugh,

Graham with his 1936 Armstrong Siddeley Special Sports:

and Jeff with his 1959 Morgan 4+4:



TAFE
Night



Both in for rego checks . . .

"Just Hold'n on"
... *Barry*

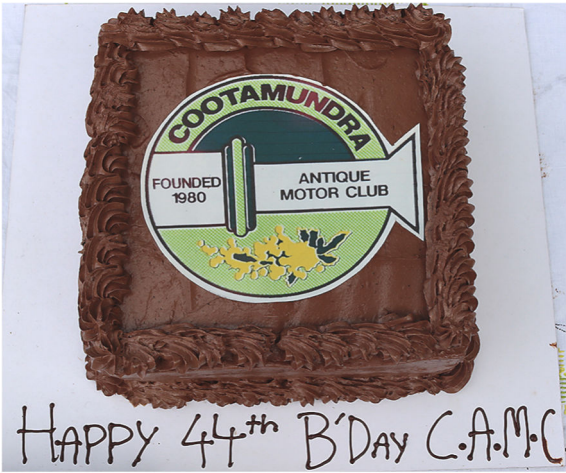
2024 Annual Birthday Run

What do you think of when you think of birthdays? Is it cake? We were served the yummiest mud cake after Gwen, one of our original members, cut it for us. It was a picture with our Club emblem on it. It was almost a shame to cut it ! I believe the leftovers went to our Monthly Meeting to be finished off ! That was a great way to complete a meeting. I have said before that our meetings are worth coming to.

Sunday the 4th of February promised to be “a stinking hot summer’s day”. Our very wise leaders decided that we would turn the lunch into a morning tea to beat the heat. And that is what we did - we beat the heat. So some of us set out at 9:00 am and travelled as a group to Jugiong where we caught up with the early birds.

It was a great day for a chat, meeting new people from other clubs and enjoying the cake with our morning tea. Thank you for coming and celebrating with us.

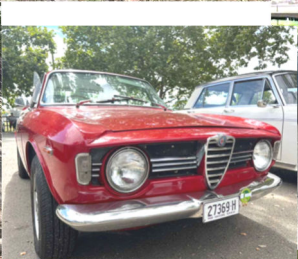
Lyn Keating



Gwen (member number ‘001’) cuts the cake while President Jeff (& Patsy Crowe in the background) look on ...



Robyn, Hugh & Barry chatting (again!)



Alan, Steve, Keith Mal & Kent

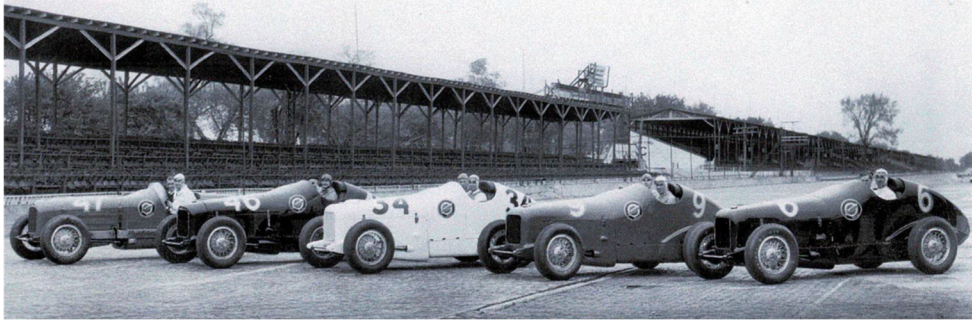


Some of our regular visitors enjoying a shady tree ...

Alan Thompson passed on this interesting snippet:

Studebaker National Museum
South Bend, Indiana, USA.

1933 Studebaker Special added to Museum Collection ! The #34 Special is the only surviving factory car with its streamlined 1933 coachwork. The car went on display on October 24th, 2023.



1933 Studebaker Factory Indianapolis 500 Team

Technical Tip...

Loctite

Have you ever read an article or been on a forum where someone has said they used Loctite during the repair process or you need to use Loctite ?

The big problem with this, is that Loctite is not a particular product but the Brand name for a range of various products used in the Automotive or Engineering industries. Using the correct product for a particular application is extremely important.

The range covers products for thread locking, bearing and seal retaining, sealants, adhesives, lubricants and anti seize, cleaners, primers and activators.

For example, in the thread locking range, there are about seven different products based on the size of the thread, how permanent you want it locked and the materials used in the application. Some of the products require the application of heat for them to be undone, not really suitable if you have used this on the fasteners on your plastic mudguard.

The thread locking products are generally applied to clean threads prior to assembly, however one product, "290" is used after the fastener has been done up and is drawn in to the thread by capillary action.

In cold weather or to speed up the product, and to ensure the surfaces are clean, a Primer such as "7471" can be used with certain Loctite products.

You should always consult the manufacturer's information or speak to the supplier if you are unsure of the correct product to use.

There are several other manufacturers of similar style products, which I am sure are as good as the Loctite range.

Grant Fuller



40 years ago, Leyland released the long awaited P76 Sedan

In the most significant local new-car release in two decades at the time, Leyland Australia unveiled its long-awaited entry for the medium car market; the P76.

Developed over five years at a cost of \$21 million, the P76 project was unique in Australian automotive history.

Leyland Australia's Managing Director, Mr. Peter J. North, said in releasing the car "P76 is the first locally produced car in which the parameters and design execution have been carried out totally by an Australian company.

"The P76 presents the Australian car buyer with a fourth choice in the medium car market - an alternative to the sameness of the vehicles in that sector - and one that offers features and standard equipment found nowhere else on our market.

"Although it is in the mainstream of automotive design, the P76 is anything but, average in either concept or execution.

It is undeniably excitingly styled and features two engines: a proven overhead camshaft six cylinder engine and an amazingly light, all-alloy V8 which gives truly superb performance.

"As a total package P76 quite literally offers more in almost every interior dimension — and boot size — than other cars of similar size and larger."

Mr. North said the P76 struck an ideal balance between convention and technical innovation, without sacrificing reliability.

The P76 range has three basic model derivatives (although a fourth model is available only as a fleet package), and pricing was as follows:

Leyland P76 Deluxe	\$3,250
Leyland P76 Super	\$3,750
Leyland P76 Executive	\$4,525

Standard equipment on all P76 models includes: hidden windscreen wipers, power assisted Ventilated front disc brakes, front anti-roll bar, six inch wheels and low profile high speed tyres (initially 6 inch rims optional on Deluxe), flow through ventilation with both face and foot level vents, locking glovebox, hazard warning lights (automatic cancelling), forward opening bonnet, water temperature gauge, sewn seat trim with full foam padding, underseal, collapsible wood-grained dashboard, side impact bars in all four doors, full width screen demisters, tool tray, 16.4 gallon fuel tank and 36 cubic ft. boot.

"P76 Deluxe" models feature single headlights, "P76 Super" and "P76 Executive" models feature twin headlights.

Two engines are available: an overhead camshaft six Cylinder of 2.6 litres (standard on Deluxe and Super models) developing 121 BHP and 165 lb/ft of torque; and an all-aluminium pushrod V8 (optional on Deluxe and

Super, standard on Executive) of 4.4 litres which develops 192 BHP and 285 lb/ft of torque.

Transmissions available are a 3-speed column manual and 4-speed floor mounted manual, and three speeds automatic either floor or column mounted.

Standard engine/transmission combinations are:

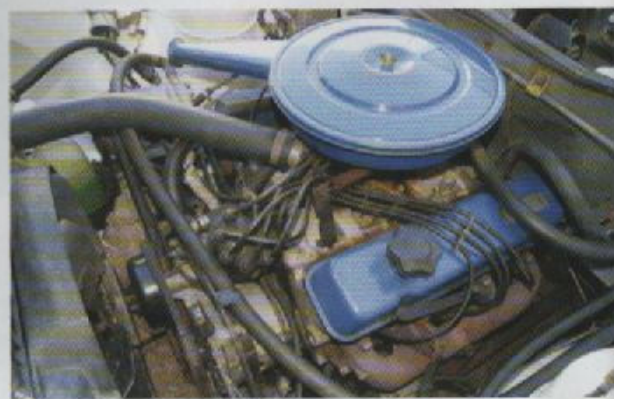
P76 Deluxe: OHC six cylinder, 3 speed column manual (four-speed floor manual and three-speed column automatic transmissions optional. V8 engine optional).

P76 Super: OHC six cylinder/ four-speed manual, floor mounted. (Three speed column or floor mounted automatic transmission optional, V8 engine optional).

P76 Executive: Three speed floor auto/V8 engine standard.

The P76 is the first Australian car designed specifically to accommodate an all-alloy V8 engine (this engine is actually lighter than the standard equipment six cylinder engine), and this has allowed significant weight savings throughout the car.

The P76 is between 150 lbs and 450 lbs lighter than a comparably equipped car of similar size. Positive benefits of this are, greatly decreased





stress on major components, less tyre wear, lower fuel consumption, higher power to weight ratio and exceptional disc brake pad mileage.

Major dimensions of Leyland P76 are:

Length	192.05 ins.
Width	75.2 ins.
Height	54.1 ins.
Wheelbase	111.24 ins.
Track front	59.5 ins.
Track rear	59.7 ins.

Kerb weight

Deluxe	2813 lbs.
Super	2835 lbs.
Executive	2905 lbs.

The P76 body is a monocoque of pressed steel construction, with forward opening bonnet and reinforced doors containing side impact rails for greater occupant protection.

Suspension at the front is by Macpherson struts and coil springs, plus an anti-roll bar; rear suspension is by coils and four link rear axle location with separate dampers.

Steering is rack and pinion with a jointed steering column to minimise cabin penetration in frontal collisions, plus a collapsible hub to minimise driver injury should he not be wearing a seat belt.

All P76 models (Deluxe, Super and Executive) are fitted with power assisted ventilated front disc brakes of 10.75 in diameter and 1" width as standard equipment.

The hand brake is located on the right side of the driver's seat and folds down after application for easier entry and exit.

Apart from the positive features built into the car, the P76 is covered by Leyland Australia's unique Buyer Protection Plan, which ensures the buyer of a better built and better backed vehicle.

There are 15 colours in the P76 paint range (including metallic) and four interior trim colours, giving the buyer extremely wide scope.

Specification - Executive

Car	1976 Leyland P76
Engine	4416 cc/V8/OHV
Power	192 bhp @ 4250 rpm
Torque	285 lb ft@ 2500 rpm
Top speed	107 mph (172 Km/h)
0-60 mph	Approx 9 seconds
Transmission	3-speed manual
Fuel consumption	15-18 mpg (15.6 - 13 litre per 100 Km.)

Naming the P76

The name of the P76 derived from the car's codename while in development (Project 76). The official line was that the P76 was an original Australian designed and built Large Family Car, with no overseas counterpart and that P76 stood for "Project 1976". Motoring writer Tony Davis suggests that the project number came from the back of Leyland chief Lord Stokes' watch which he read during a business meeting.

P76 today 40 years on.

The P76 continues to have a loyal following of owners who have great enthusiasm for the car. There are at least nine P76 owners clubs in Australia and New Zealand. ➔



Lithgow Trip (Abercrombie House / Zig Zag Railway / Small Arms Factory / Mount Panorama) - Friday 9th - Sunday 11th February

We left Friday morning from Cootamundra and met with a total of eight cars and 17 participants at Young Railway Station enroute to Lithgow.

Our first meal stop was the Information Centre at Blayney in the shady outdoor setting, followed by travelling in convoy to the historic Abercrombie House (built in 1870) at Stewarts Mount, west of Bathurst. The owner and occupant of the house for 56 years, Christopher Morgan and his family, allowed us to view the house even though he had closed it for a few days for maintenance. Parking on the grounds was near a row of Austin Sheerlines in varying degrees of decay, next to two Austin Sheerline ambulances, maintaining a presence since 1951. Fortunately, a fully restored example was keeping watch over the remnants of its team.

The house was constructed from a large boulder of granite found near the site, complemented by sandstone features in a Scottish/English design. Inside the heritage home, the grandeur of being lovingly restored was apparent. Beautiful timber features and stair cases, ballroom with ornate gold leaf plasterwork ceilings, dining and drawing rooms and beautiful bedrooms and corridors, all sympathetically furnished with antiques and treasures from the past. The gardens, surrounded by metal fences made in England, outbuildings, including the stables and carriage building with loft, were constructed in the same materials and surrounded by 100 year old trees. The restoration of this historic home is the life work of the Morgan family and we were most honoured to have the opportunity to hear first hand the details.

Leaving Bathurst in the heat of a 35 degree day, we visited the Fossil Museum and a World renowned collection of minerals and reconstructed dinosaur skeletons. We arrived at our motels late afternoon and dinner was booked at the Zig Zag Motel Restaurant providing a fabulous Italian cuisine.





The Zig Zag Railway at Clarence was the meeting place for another two participants (Tim & Ting) and we all boarded the first carriage ready for the arrival of our heritage steam locomotive. The train heads down the mountain stopping briefly at Top Points then continuing to Bottom points. Each stop allows the passengers to disembark and get photos of the train engine as it manoeuvres around the train to the opposite end to recouple for the next stage of the journey. It also takes on water and allows more Sydney passengers to embark. It then climbs back up to Clarence via Top Points taking about one hour and 45 minutes for the entire journey through tunnels, over viaducts, all while navigating a steep valley.

We proceeded to The Tin Shed for lunch and enjoyed seeing the local architecture comprising small miners cottages built very close together on the way to the Small Arms Factory Museum. The Museum exhibits over 1,600 firearms and other factory made military and commercial products. A smaller group visited the exhibit of 120 precision-engineered machines.

Dinner Saturday night was at the Lithgow Workies Club with a live band and a gelato bar offering an ice-cream for dessert.

The Sunday drive home was via The Bathurst Mount Panorama Museum to ogle the cars and bikes of each era that dominated the mountain together with the personalities and sponsors who drove them.

A really enjoyable weekend away with great friends and shared interests. Managed to call in and see Ross Delaney on the way home (now in Young rehab) to show him the photos of the trip. Thanks to Ken for organising a well planned and interesting trip.

Denise Price



... pics by
Denise & Barry

MINUTES of the FEBRUARY MONTHLY MEETING

Held on Monday 5th February 2024
at Cootamundra Library (The Stephen Ward Rooms)

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

Present

Ken Trethewey, Peter & Sue McCarthy, Malcolm & Linley Chaplin, Alan Thompson, Graeme & Robyn Snape, Brian Ridge, Paul Andreatta, Jeff & Denise Price, Paul & Janet Ballard, Tim & Ting O'Keeffe, Steve Redden, Hugh McMinn, Judy Hill, Peter Rickett, Gwen Livingstone, Phil Vincent, John Simpfordorfer, Andrew Wight, Ed Hamilton, Geoff Wilcock, Richard Gordon, John Sutton, Barry Gavin.

Apologies

Keith and Lyn Keating, Peter Hunt, Doug and Jenny Hulford, Gary and Denise Webb,, Craig Golden, Denise Rickett, John Rickett, Lyn Gavin, Kaitlyn Shoard.

Visitors

Nil.

Confirmation of Minutes of the January Meeting circulated via email by the Secretary, and available at camc.org.au

Moved: Paul Andreatta Seconded: Graeme Snape CARRIED.

Business arising from the January Meeting: NIL.

SECRETARY'S REPORT

Correspondence In:

1. Five other club magazines
2. Older 'Unique Cars' magazines
3. SWSCU statement and term deposit letter
4. CHMC affiliation confirmation
5. RSL of Australia letter requesting three cars for ANZAC Day. Secretary to respond with cars confirmed. Need to know where and what time.
6. Peter Hunt's email read out and discussed re "Ton Plus Two" Run. Jeff Price to arrange Showground bookings.

Correspondence Out:

Nil.

Adoption of Secretary's Report: Moved: Steve Redden Seconded: Paul Andreatta CARRIED.

Treasurer's Monthly Report

Sue McCarthy spoke to the written reports which were handed out to members.

Adoption of Treasurer's Report: Moved: Sue McCarthy Seconded: Paul Andreatta CARRIED.

Swap Meet Report

Barry Gavin reported that the following needed to be attended to:

Insurance, Showground booking (29th August to 1st September), Catering, Flyers.

Prep Meeting 19th February (7:30pm) at 7 Warren Street, Coota (would be good to have a few more members attending).

Plates Registrar's Report:

Alan Thompson reported no new registrations. A few in the wind. Letter from NSW Historic Motoring Association discussing new format classic car plates, some registration issues and seat belt issues. TAFE to resume from Wednesday night (verbal approval given, formal approval not yet received). Alan indicated that it would be good to have a few more members attending, outlining costs (\$100 per semester).

Editor's Report:

Hugh noted that he needs Australi Day photos. Meals on Wheels now added to *Coota Hoota* as approved Run.

Events Co-Ordinator's Report:

Ken Trethewey spoke to the events calendar. Lithgow Trip departs Apex Park at 9:30am on Friday. Sunday Afternoon Tea Runs to start in March with 1:30pm start. Berthong Dam Run discussed. Weekday Runs - Talbingo added for June. Iandra Castle Run 17th March - tickets can be bought online (\$20). Denise Price to send link to Secretary to send out to members.

Webmaster's Report:

Hugh reported that he and Steve are working on various issues.

Motorcycle Report

John Simpford reported on the "Ton Plus Two" Motorcycle Run (lunch in Temora this time). Need for Showground booking for breakfast/departure.

Captain's Report:

Paul Andreatta presented the following: The Wheel to Barry Gavin for his EH Holden, the Bugger Up Trophy to Tim O'Keeffe, and Club Mug to Jeff Price for arranging a "Morning Tea" Run for our Birthday Run to beat the heat. Paul welcomed new member Richard Gordon and advised that he had sent a Sympathy Card to former members Ken Smith on the passing of his wife, Denise.

Membership Officer's Report:

Hugh reported that there were no new member applications.

GENERAL BUSINESS

1. Barry suggested some social events such as a Video night and ,Damper Day'
2. Mal suggested a 'Goon's' Night
3. Moved Mal Chaplin, seconded Alan Thompson, that the Club sponsor two races at Historic Winton. CARRIED.
4. Moved John Simpf, seconded Phil Vincent, that the Club purchase three tables for various Club events. CARRIED.
5. Discussion on the structure and positions in the Motorcycle Group. Leave to that group.
6. Emergency Contact List discussed. Hugh will have a look at the mycco system and advise.
7. Paul Ballard gave an update on Ross Delaney, who is now in rehab in Young.
8. John Simpf advised that he had heard from Ken Harrison, who is on the mend.
9. Sue McCarthy gave a report of her run-in with a cow !

Meeting closed at 8:30pm.

Superload at Gundagai - 1st February

Having heard that the 'Superload' (a massive transformer) would be spending the day at South Gundagai, I decided to go and have a sticky-beak. So I called Steve Redden and asked if he would like to join me, and we set off in the Cressida.

All was going well until I accelerated reasonably hard getting onto the freeway at Coolac, which caused, for some reason, the car to start overheating. Anyway, I had some water on board which we put in, but we decided to return to Coota at a gentle 80-90 km/h, which worked out okay.

On our return, we realised that we still had sufficient time to set off in Karen's Falcon, do the return trip, and be back in time for a rego check booking at 2pm.

The pictures pretty-much tell the story. The load was a 477-ton transformer, and the rig was 125 metres long and 5.8 metres wide ! There were three prime movers at the front and two at the back. The load was underslung, presumably to negotiate bridges and tunnels.



Events Calendar

MARCH

Fri 01 - Mon 04	Kalimna Rally (with the Wodonga Historic Car Club)	
Sat 02 - Sun 03	Canberra Festival of Speed (Inaugural Event): Thoroughbred Park, featuring events for all Historic Racing categories. www.canberrafestivalofspeed.com	More on Websites
Mon 04	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 28 February on 6386 3365.
Wed 13	Lunch Run to Ganmain (morning tea in Junee). Depart Apex Park at 09:30.	
Sat 16	Motorcycle Group Meeting: Central Hotel at 3:00pm.	ALL welcome
Sun 17	Visit to landra Castle: Depart Apex Park at 09:00. Self-guided Tours from 10:00am to 2:00pm. Bookings essential. BYO Morning Tea, if desired. Possibly Lunch in Young after visit.	Jeff Price More on Websites
Mon 18	Swap Meet Meeting: 7 Warren Street, Coota, 7:30pm.	
Sat 23 - Sun 24	Weekend Run to Altina Wildlife Park (Darlington Point) & Narrandera. Depart Coota from Apex Park at 08:30. Early Lunch (venue TBA). Altina Tour at 1:00pm (hopefully see the baby Red Panda!), then stay at Narrandera overnight. Lunch in Ardlethan (the Kelpie town) on the way home on Sunday ?	Hugh McMinn More on Websites
Sun 24	Afternoon Tea Run to Wombat & Yandilla Tea House: Depart Apex Park at 01:30pm.	

APRIL

Mon 01	Monthly Meeting - 7:30pm (Cootamundra Library)	
Sat 06 - Sun 07	Tarcutta Classic Vehicle Club Girder Fork Motorcycle Rally: Details and forms on Website.	Dave Edgar 0480 231 223
Thu 11	Visit Grant Fuller's Shed at Tumblong (then lunch in Adelong). Depart Apex Park at 09:30.	
Sat 20	Motorcycle Group Meeting: Central Hotel at 3:00pm.	ALL welcome
Sun 21	Afternoon Tea Run to Coolac: BYO ! Depart Apex Park at 01:30pm.	

MAY

Mon 06	Monthly Meeting - 7:30pm (Cootamundra Library)	
Tue 14	Weekday Run to Koorawatha (Lunch), perhaps via Murringo for BYO Morning Tea. Depart Apex Park at 09:30.	
Sat 18	Motorcycle Group Meeting: Central Hotel at 3:00pm.	ALL welcome
Fri 24 - Mon 27	Historic Winton Races. Staying at Painters Island Caravan Park on Friday, Saturday & Sunday nights. More on Websites.	Ken Trethewey
Sun 26	Afternoon Tea Run to Jugiong (local Pub/Motel) Depart Apex Park at 01:30pm.	

JUNE

Mon 03	Monthly Meeting - 7:30pm (Cootamundra Library)	
Wed 12	Weekday Run to Talbingo (Lunch), via Tumut (Morning Tea). Depart Apex Park at 09:30.	
Sat 15	Motorcycle Group Meeting: Central Hotel at 3:00pm.	ALL welcome
Sun 23	Afternoon Tea Run to Bethungra Tea House Depart Apex Park at 01:30pm.	

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.