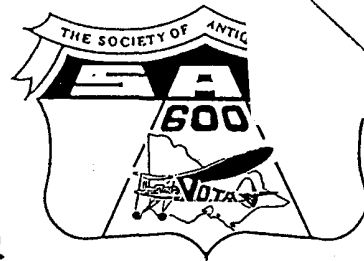


S.A.M. 600

Victorian R/C Old Timers Association



NEWS

DEADLINE FOR THE NEXT NEWSLETTER IS MARCH 5th 1993.

NEXT MEETING - FRIDAY 22 JAN 93 AT THE SEC ENERGY BUSINESS CENTRE, NORTH RD, ORMOND. AT 7:30 PM.

COMING EVENTS

23 & 24 JAN 93 - ROY ROBERTSON MEMORIAL TROPHY - P&DARCS
SAT 23: DURATION SUN 24: TEXACO

13 & 14 FEB 93 - VICTORIAN O/T STATE CHAMPS - BENDIGO VIC.

20 & 21 FEB 93 - OLD TIMER - LVMAC WARRAGUL

PLEASE NOTE! - The Warragul flying field is classified as noise sensitive. Mufflers are to be fitted to all 2 stroke engines from 2.5cc upwards.

VOTA S.A.M. 600 NEWS LETTER No 23 - JANUARY/FEBRUARY 1993

PRESIDENTS REPORT:

A happy, healthy & prosperous 1993 to you all! I trust you all had a very enjoyable Christmas & New Year. This coming year is a very important year for the Old Timer movement in Victoria. We are introducing a new contest into the calendar at Easter time, which we hope will, in the future, grow into being **THE** Victorian O/T contest of the year. We are experimenting with different rules formats at all of our club run contests, to try & make them more enjoyable to the participants & less hard on the models. As a result, we hope to get more people flying O/T contests, & from the knowledge gained, put together a submission to the MAAA Rules Committee of what changes we want made to the rules in 1995. This submission **MUST** be made this year to allow time for discussion, & for **ALL** of the SAM Chapters to vote on & agree to the final draft **BEFORE** it is submitted to the MAAA for ratification. We don't want a repeat of what happened last year, let's do it right this time!

On a sadder note, November 1992 saw the death of fellow aeromodeller, club member & friend, Monty Tyrrell after a long battle with cancer. Monty was a special character who

contributed a great deal to Model Aviation, & in recent years, particularly R/C Old Timer & C/L Vintage Stunt. He will be greatly missed.

The response to the Easter contest so far has been extremely positive, with people from interstate already indicating their intention to attend. So please, let's make every effort to ensure that this event is a roaring success. The members who have offered their services as CD's for this contest are as follows:- 2CC: Peter Donovan

DURATION: We need a volunteer!!!!
1/2A TEXACO: John Whittaker
TEXACO: Mike Pettigrew

STOP PRESS !!!
DERRY BROWN HAS
AGREED TO C.D.
DURATION. THANKS DERRY

There has been a lot of discussion recently on the subject of the Landing Circle as to whether it should stay or go. It is my opinion that it should go. The only reason that I can see for having it, is to limit the amount of fliers getting into the fly off by making the round task harder. e.g. Miss two circles and your out! The way to avoid this is to structure the flying task in such a way so that a fly off is not required. This^{is} one reason why we are experimenting with different rules formats. Having a landing circle is dangerous. The person retrieving the model is at real risk of sustaining serious injury from being hit by another model landing whilst he is in the circle. One day someone may even get killed. The circle is fine, providing you only have one model at a time landing in it! There are also more aircraft damaged or written off from attempting to land in the circle than from any other single cause. At Canowindra last year, Antony French had his hand cut open & his model damaged by an out of control model attempting a landing in a crowded circle as well as two other incidents of models missing the circle & flying into the pits causing damage to other models. No other modelling discipline would tolerate this risk. R/C Pylon, C/L Combat & C/L racing events require all helpers to wear safety helmets & restrict the numbers of competitors that are allowed to fly at any one time. All for reasons of human safety. Do we want this to happen to us? Please think about it.

Regards,

John Whittaker.

PLANS FOR SALE

R/C OLD TIMER

SUPER QUAKER 76" SPAN (MEGOWS 1941) - \$12-00
CUMULUS 96" SPAN (SHERESHAU FLYING ACES 11/1937) - \$12-00
CUMULUS 84" SPAN (SHERESHAU FLYING ACES 11/1937) - \$10-00
MYSTERY MAN 78" SPAN (WEATHERS AIR TRAILS 6/1939) - \$10-00
SCORPION MAJOR 57" SPAN (BUNCH 1936) - \$9-00
SPOOK 72" SPAN (MODEL CRAFT 1940) - \$9-00

C/L VINTAGE STUNT

GO DEVIL JNR (BOB PALMER) - \$5-00
RAMROD (MONTGOMERY MODELS) - \$7-00

ADD \$3-00 FOR POSTAGE & PACKING

PHONE JOHN WHITTAKER ON (03)754 6982 A.H.

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EDITORIAL CON'T

Unfortunately however, we do have people within our own organisations who look at the situation in England and Europe, then in their narrow minded outlook, dictate to us, that we MUST adopt the same noise rules in this country. IN A COUNTRY THE SIZE OF AUSTRALIA, WE DON'T NEED THEIR RULES FOR GOODNESS SAKE.

My own experience, (which dates back to the 1940s & 50s , when I was Aeromodelling in those days.) has been that, there have always been more problems created for Aeromodellers, by people from within the Aeromodelling fraternity itself, than from the general public. These types of proposals are often made by people with a narrow minded, self interest, to the exclusion of others and sometimes also with a pecuniary interest as well. They try to make themselves popular with the majority and therefore appear to be authoritarian and powerful to the uninitiated and unwary.

Max Hayes. Ed.

QUIT SMOKING????

And now I will reveal a well kept secret; everything you always wanted to know about electricity! Forget all that nonsense about magnetic fields and the flow of electrons along a conductor, for it's just that, nonsense, a myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is...SMOKE! When you think about it, it all becomes startlingly obvious; smoke makes all electrical things function. If smoke escapes, the component stops working. For example, the last time you had to grovel under the car to replace the starter motor, didn't it start smoking before it ceased working? Of course it did! The wiring loom in your car carries smoke from one device to another, pumped around the system by the alternator, and when a wire springs a leak it lets all the smoke out and everything stops. The starter motor requires lots of smoke to work properly, so it has a very thick wire going to it. The battery stores up lots of smoke dissolved in the battery acid, which is why they were once called accumulators, until it became apparent that we clever home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery it will escape through those little holes in the top, which is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

DICK KORDA'S Powerhouse

FOR many years Dick Korda has been one of the first names that springs to mind when the talk turns to American duration models or gliders.

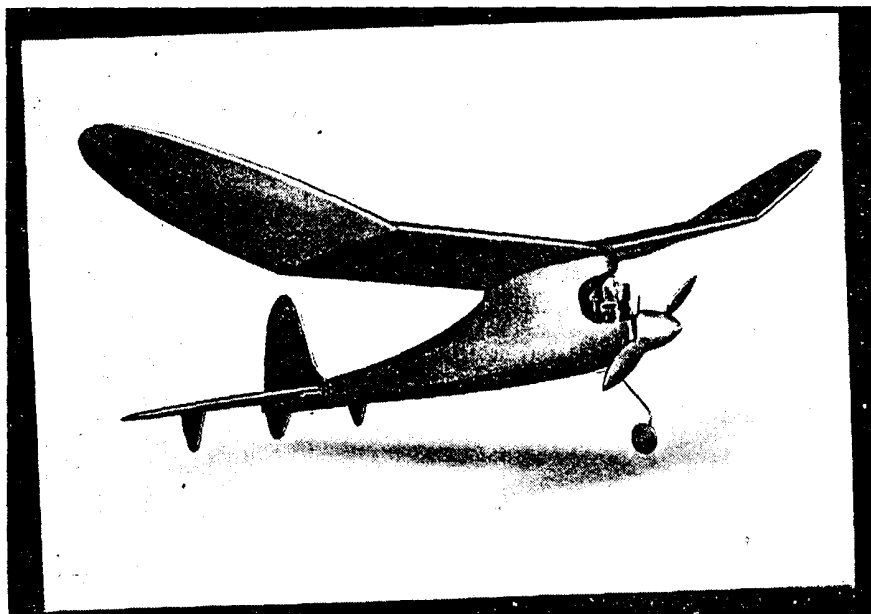
In 1939 Dick won the much coveted Wakefield Trophy and his glider successes include the U.S.A. Nationals Towline Championship. In 1946, the star member of the Cleveland Balsa Butchers turned to free flight and the Wakefield Cup was soon flanked by numerous power trophies.

The many wins of the Powerhouse include the New England, Dixie, Middle Atlantic and Western Championships. At the 1946 Michigan State Meet, Korda's de Long 30 Powerhouse raised the Class B record to 35 minutes 44 seconds. This flight was bettered on the same day with over 50 minutes, but unfortunately the model passed out of the timekeeper's sight after only 21 minutes.

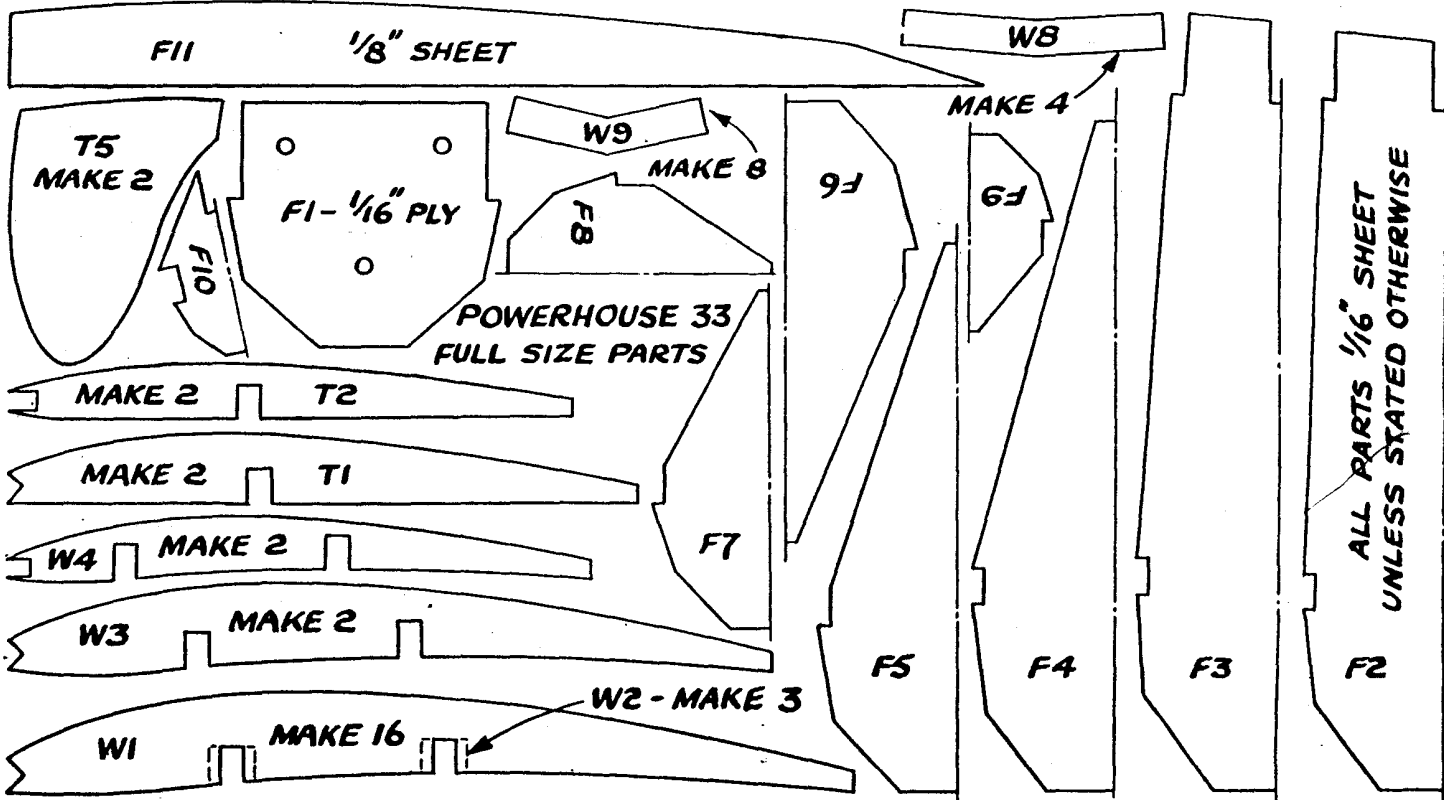
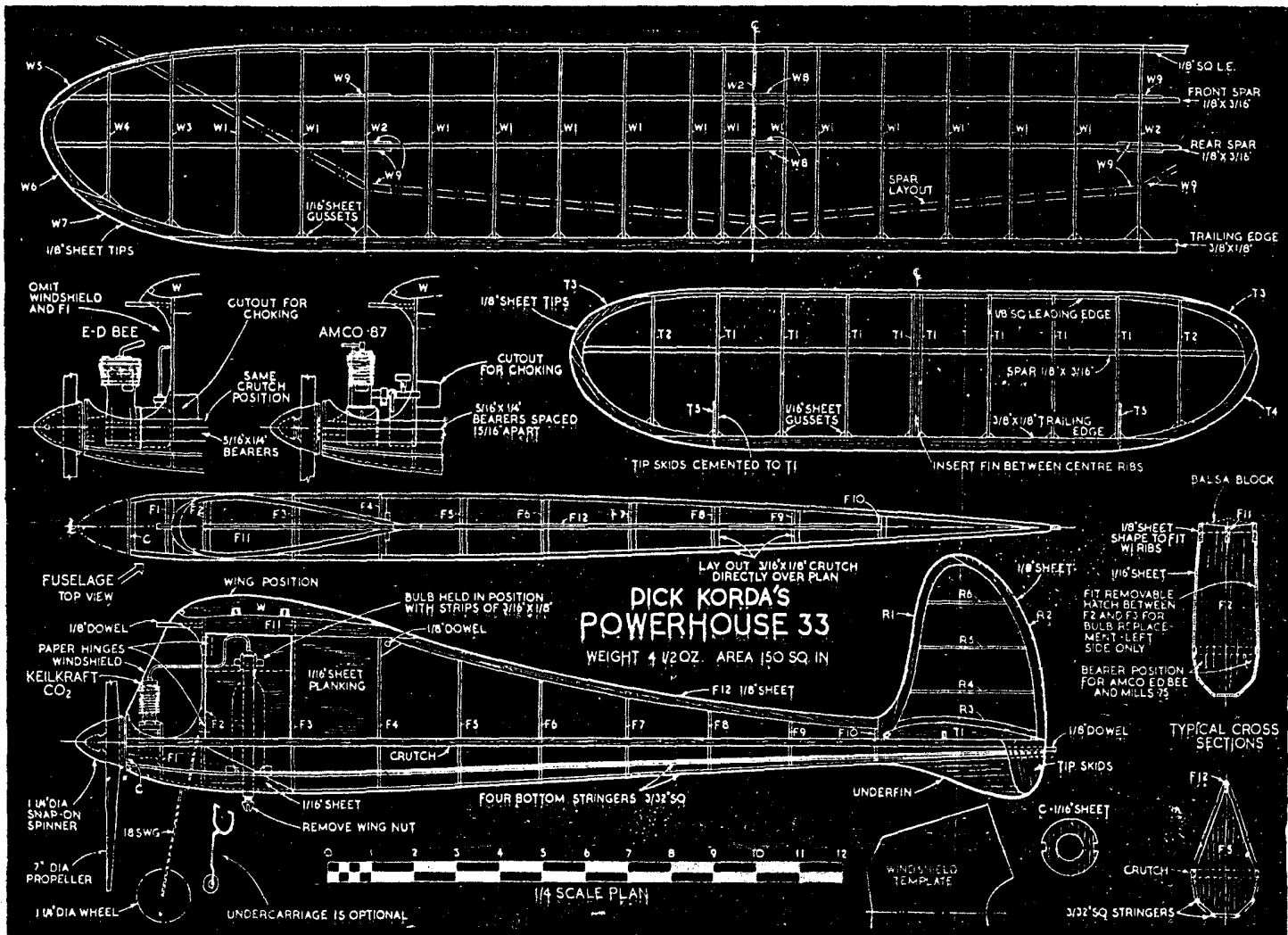
In America the Powerhouse design is kitted in no less than six different sizes—for the various A.M.A. classes. The spans of these models are 26-in., 33-in., 36-in., 41-in., 56-in. and 64-in. Most suitable for the requirements of British modellers—with few good engines available in the larger classes—are the 33-in. CO₂ and the 41-in. Bantam versions. Plans for both these models and FULL SIZE PARTS are given in the adjoining pages. The 41-in. model is particularly suitable for the E.D. Comp. Special or similar 2 c.c. diesels. The 33-in. version was originally designed for the American Herkimer CO₂. We have substituted the Keilkraft engine as this is similar in size. Incidentally, the 33-in. Powerhouse won the Junior, Senior and Open CO₂ contests at the 1948 Nationals—with 4-55, 7-28 and 11-37 respectively.

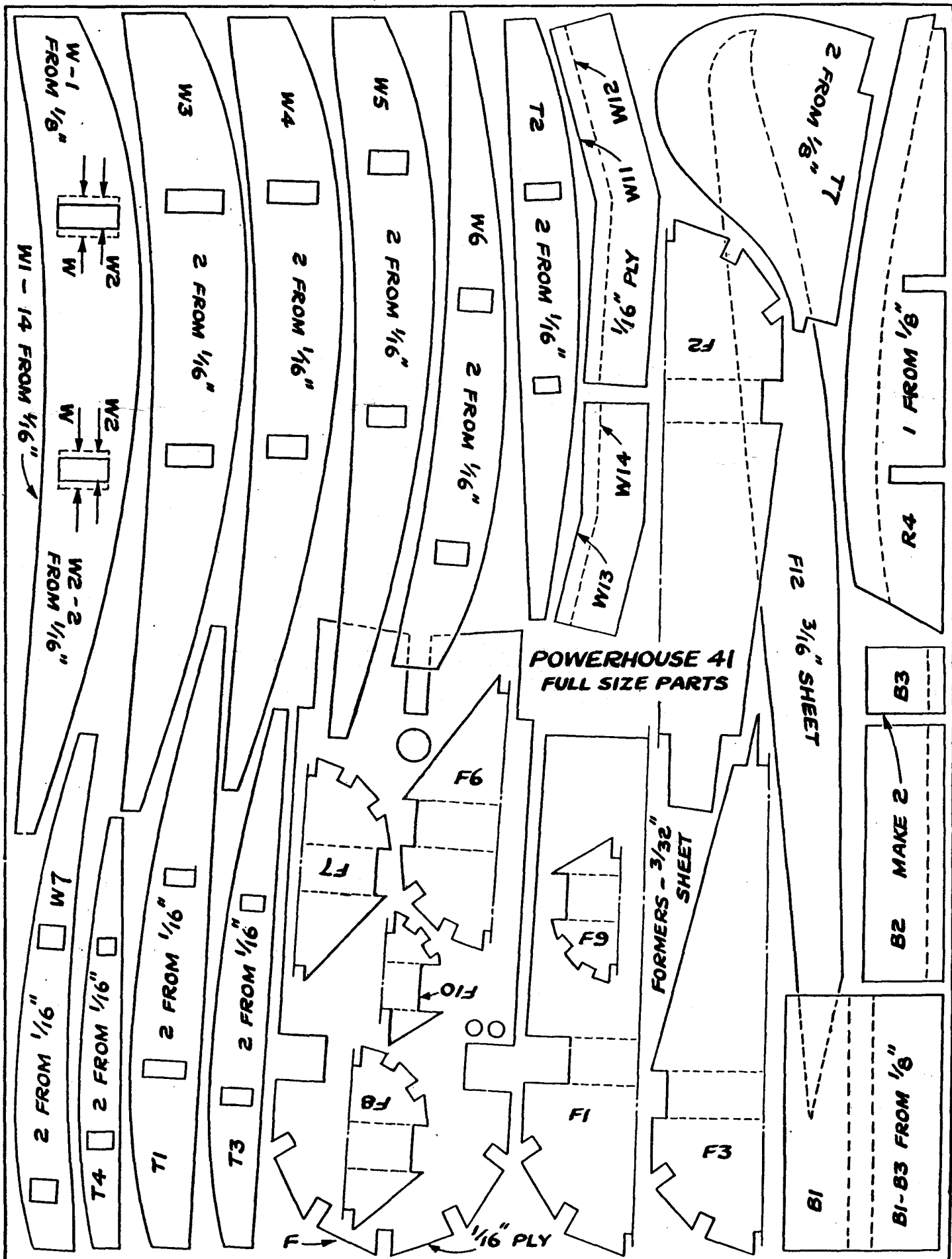
We shall start off with building instructions for the 41-in. model. Construction will require a 30-in. long work board, model knife, fretsaw, glass-

(Turn to page 8)



Plans for 33"
version overleaf





**POWERHOUSE 41
FULL SIZE PARTS**

FORMERS - 3/32\"
SHEET

F12 3/16\" SHEET

B2 MAKE 2

B1-B3 FROM 1/8\"



TEKNI-FLO 'HYDULIGNUM'—BRITAIN'S FINEST GAS PROP

FYLDE MODEL COMPANY, 165 Hightield Road, Blackpool



● Dick Korda and his original POWERHOUSE 33—fitted with O.K. CO₂ motor.

POWERHOUSE

(Continued from page 4)

paper, steel pins, hand drill and a pair of half round nose pliers. The building instructions are intended to be used in close conjunction with the plan. Many small sheet gussets are used on the model to prevent warping—and should not be omitted on any account.

FUSELAGE

Lay out the two main "crutch" members on the top view of the fuselage, adding the $\frac{3}{8}$ -in. \times $\frac{1}{4}$ -in cross braces. Use pins to hold this frame in position on the drawing. When dry, lift up from the plan and insert the fuselage formers (F-F11). Bolt the landing gear bracket in place with the landing gear already attached—or substitute a conventional two-wheel undercarriage if you usually fly from rough ground. If a conventional spark ignition engine is being used, this is the time to install the coil, condenser, timer and battery box. Note the position of these components on the plan. Now add the fuselage stringers.

In the case of a diesel version, omit the battery box and install an Elmic timer to operate the fuel cut out. The E.D. Comp. Special is shown on the drawing and the bearers are lowered and spaced wider apart than on the standard (Bantam) version.

Fill in between the bottom stringers with $\frac{1}{8}$ -in. sheet balsa. Cut the slot for the retracting landing wheel. Add the $\frac{1}{2}$ -in. \times $\frac{3}{8}$ -in. wing mounts and the wing blocks. Go over all joints with several coats of cement.

WING

First cut out the front and rear spars—tapering the tips in accordance with the layout. Slide all the W1 ribs on to the centre panel spars. Then add the ply dihedral keepers and the tapered tip spars. With all the ribs in position, add the leading and trailing edges. The outboard laminated L.E. is added last of all. Sand to the correct sections after the cement has dried.

TAIL SURFACES

Tailplane construction is also started by sliding the ribs on to the spars. The trailing edge and tips are next added, followed by the laminated leading edge. The final sanding of the leading edge should be carried out after the cement has set.

Cut the fin parts from $\frac{1}{8}$ -in. sheet and install the small movable tab. Cover both the tailplane and fin before joining them together. Slit the covering between the T1 ribs to take the fin.

COVERING

The original models were covered with Silkspan, given one coat of clear dope and several of coloured. High visibility colours were used—such as red, orange and yellow.

Silkspan is not available in this country, so any of the power model coverings available should be used. Go over the model with fine sandpaper to start with. Cover the curved surfaces with small pieces of paper. The rudder, tailplane and wing panels can be covered

with one piece to each side (except the tips). Three coats of clear dope followed by three of coloured are recommended. Confine the coloured dope to the fuselage and fin. Be sure to put your name and address on the model.

FLYING

Dick Korda used the Arden 19, Bantam 19 and the Ohlsson 19 in his original models. The largest recommended powerplant is the Ohlsson 23. Note that 4-5 of downthrust is featured. High pitch 8-in. diameter airscrews were used on the record flights—but experiment until you find the best suited to your own model.

Balance point should be on the rear spar. Hold the wing and tailplane in place with heavy rubber bands. Set the airscrew so that it will stop horizontally—to avoid breakages on landing. Use the rudder tab to correct any excessive turning tendencies. Spinning tendencies are usually traced to warped flying surfaces.

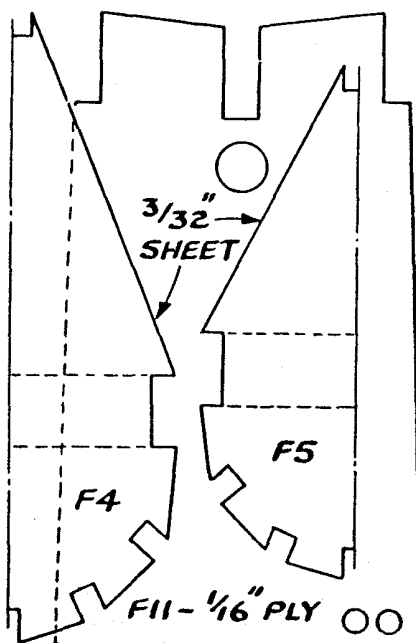
POWERHOUSE 33—CO₂ VERSION

Construction of the CO₂ Powerhouse is very similar to that of the larger model—so we shall only detail the differences in powerplant installation. Follow the plan carefully and no difficulties should arise.

The standard model needs no undercarriage, although one may, of course, be fitted for contest work. Mount the CO₂ engine on F1 and support the CO₂ bulb with a frame of $\frac{3}{8}$ -in. \times $\frac{1}{2}$ -in. strips. Insert a hinged door between F2 and F3—for access to the CO₂ bulb. Remove the wing head nut to save weight and use a screwdriver to screw up the piercing needle of the bulb holder. Cover the front with celluloid to form a windshield.

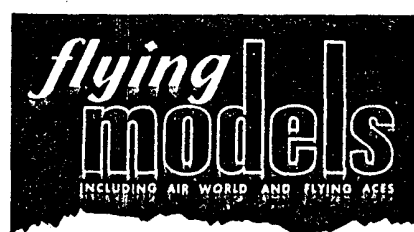
The E.D. Bee, Amco '87 or Mills '75 are all suitable for this design and installation for the first two diesels has

POWERHOUSE 41 PARTS



been detailed on the plan. Add $\frac{1}{8}$ -in. \times $\frac{1}{4}$ -in. hardwood bearers immediately underneath the crutch—spaced $\frac{1}{8}$ -in. apart (all three engines). No fuel cut out is provided in the Bee, but the Amco or Mills should be linked up to a diesel timer (positioned between F2 and F3). A fixed twin leg undercarriage is best for these diesel versions. The C.G. will be further forward than the CO₂ model, but this can be counteracted by a little negative incidence on the tailplane.

Here are a few tips for CO₂ engine operation. Do not allow the bulb to "pour" the liquid into the cylinder—hold the model in a nose up attitude when starting. Keep the bulbs warm for extra power—but do not actually heat them as this is DANGEROUS. Korda used an 8-in. \times 4-in. airscrew on his original model. (C.G. $1\frac{1}{2}$ -in. forward of T.E.) ●



For the Best in American Model Aviation, read this exciting new magazine

Contributors to this 68-page (11 in. \times 8 $\frac{1}{2}$ in.) American magazine include such well-known modellers as Frank Zaic, Bill Winter, Walt Schroder, Calhoun Smith, Gordon Light, H. A. Thomas and many more. The Editors of the Model Aviation Series recommend FLYING MODELS to all who wish to "keep up" with the latest American developments.

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TAKE ANY ENGINE REPAIRS ON
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NICAL ADVICE ON ENGINES,
A VISIT. WE OFFER FREE TECH-
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A MISTAKE, NEITHER WILL YOU
THE PRINTERS HAVE NOT MADE

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STEEL CONNECTING RODS FOR BROWNS
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NO OTHER SHIP CAN CATCH THE SPOOK!

SPOOK 48 IN. Specifications: Wing span 4 ft.; flying weight with Ohlsson "19," 18 oz. Wing loading 8 oz. per sq. ft. Can be flown as class "B" with Ohlsson "23," Hi-Speed or Brownie. Kit complete with cement, dope, covering and wheels. **\$1.50**

SPOOK 72 IN. Wing span 6 ft., flying weight 3 lbs. Power with Brown, Ohlsson "60" or other **\$3.95** class "C" engines.....

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\$25.00

AUSTIN TIMER
\$1.25

VOIT AIR WHEELS

21	Non-Inflatable	1.00
21	Inflatable	1.25
31	"	1.50
41	"	1.75
18"	TAIL WHEEL	1.15

1993 SAM 600 EASTER FUN FLY/CONTESTEASTER SATURDAY 10 APRIL 932cc DURATION -

CONTEST FORMAT: Models may be hand launched. Contestants are to supply their own fuel. (Any blend may be used provided it does not contain any substance banned by the MAAA). All other rules shall be as per the current MAAA rules book.

DURATION - (a) "B" CLASS: Models with an engine capacity up to & including 0.32 cu.in. (2 Strokes), or 0.51 cu.in. (4 Strokes).

(b) OPEN CLASS: e.g. Standard Duration

CONTEST FORMAT: Both events are to be run **concurrently**. There shall be 3 official flights, the **longest** flight only shall count, 2 attempts at each flight, 2nd attempt is the official flight. The contestant with the longest flight is the winner. (See Note 1. below). The landing circle rule shall **NOT** apply. All other rules shall be as per the current MAAA rules book, with the following exception:-

Any model entered that is fitted with an **ANTIQU**E **SPARK** IGNITION ENGINE shall receive a **40 SECOND** engine run.

EASTER SUNDAY 11 APRIL 931/2 A TEXACO -

CONTEST FORMAT: Rules as per the current MAAA rules book.

TEXACO (OPEN) - e.g. Standard Texaco

CONTEST FORMAT: There shall be 3 official flights, the **longest** flight only shall count, 2 attempts at each flight, 2nd attempt is the official flight. The contestant with the longest flight is the winner. (See NOTE 1. below). The landing circle rule shall **NOT** apply. All other rules shall be as per the current MAAA rules book. **PLEASE NOTE**, those contestants wishing to use **STANDARD** 4 Stroke Glow Fuel will receive an extra 2.2ml/kg (1cc/lb) of model weight. Standard 5% Nitro 4 Stroke fuel shall be supplied.

EVENT START TIMES:

2cc & 1/2A TEXACO: Pilots Briefing 9:00 AM, Event starts 9:15 AM. (Entries Close 8:30 AM)

DURATION & TEXACO: Pilots Briefing 11:30 AM, Event starts 12 Noon. (Entries Close 11:00 AM)

NOTE (1): In the unlikely event of a tied score in either DURATION or TEXACO, a countback of next best flights shall determine the place getters. There will be **NO** fly off.

TROPHIES SHALL BE AWARDED FOR 1st, 2nd & 3rd PLACE IN EACH EVENT & CLASS.

!!THE S.A.M. PREAMBLE WILL APPLY TO ALL THE ABOVE EVENTS!!

CONTROL LINE RALLY:

A Control Line Rally is to be run on Sunday morning. Roving judges shall choose what they consider to be the best model overall and a Trophy shall be awarded to the lucky Pilot.

CONCOURSE D'ELEGANCE:

A Trophy shall be awarded for the best concourse model of the weekend. This model must have flown at least once & shall be chosen by roving judges.

The fun flying of Free Flight, Control Line & R/C Old Timer & Vintage models (Subject frequency availability) shall be encouraged as part of the weekends activities.

ENTRY FEES:

SENIOR: \$5-00 per event or \$15-00 for all 4 events.

JUNIOR: \$2-00 per event or \$6-00 for all 4 events.

CATERING WILL BE PROVIDED AT THE FIELD ON BOTH DAYS.

BENDIGO ACCOMMODATION

Motels

All Seasons International Motor Inn ★★★★★ (Flag) 171-183 Mclvor H'way, Bendigo, 3550. 2.5km SE of PO. Tel: (054) 43 8166, Fax: (054) 41 5221. Accom. 51 units/suites. Licensed restaurant & conference/function facilities.

Bendigo Colonial Motel ★★★★★ (Flag) 483 High Street, Golden Square, 3555. 4km S of PO. Tel: (054) 47 0122, Fax: (054) 47 9529. Accom. 34 units/suites. Lic. restaurant & conference/function facilities.

Julie Anna Motor Inn ★★★★★ (Flag) 268-276 Napier Street, Bendigo, 3550. 1km N of PO. Tel: (054) 42 5855, Fax: (054) 41 6032. Accom. 33 units/suites. Lic. restaurant & function facilities.

Bendigo Haymarket Motor Inn ★★★★★ 5 Mclvor Road, Bendigo, 3550. 500 metres E of PO. Tel: (054) 41 5654. Accom. 14 units.

Cathedral Motor Inn ★★★★★ (Best Western) 96-102 High Street, Bendigo, 3550. 500 metres SE PO. Tel: (054) 42 5333, Fax: (054) 42 5195. Accom. 31 units/suites.

Golden Square Motor Inn ★★★★★ (Golden Chain) 371 High Street, Golden Square, 3555. 2.3km S of PO. Tel: (054) 41 3788, (008) 03 3129, Fax: (054) 41 6353. 12 units/suites with spa baths.

Heritage Motor Inn ★★★★★ (Best Western) 259-261 High Street, Bendigo, 3550. 2km S of PO. Tel: (054) 42 2788, Fax: (054) 42 2873. Accom. 24 units/suites. Licensed/BYO guest restaurant.

Homestead Motor Inn & Apts ★★★★★ (Best Western) 508 High Street, Golden Square, 3555. 4.2km S PO. Tel: (054) 47 7455, Fax: (054) 47 0826. Accom. 24 rooms, 4 units.

Lakeview Motor Inn ★★★★★ (Best Western) 286 Napier Street, Bendigo, 3550. 1.5km S PO. Tel: (054) 42 3099, Fax: (054) 43 8166. Accom. 33 units. Licensed restaurant & conference/function facilities.

MODERN Motor Inn ★★★★★ 186 7306 S. V. Bendigo, 3550. 1km LOS ANGELES (054) 41 5777. 25 joining licensed

Motor Lodge ★★★★★ (Best Western) 569 Napier Street, Bendigo, 3550. 5km N PO. Tel: (054) 48 4700. Accom. 15 units. Restaurant.

Bendigo Gateway ★★★★★ (Golden Chain) 401 Eaglehawk Road, Eaglehawk 3556. Tel: (054) 46 9688, (008) 03 2263, Fax: (054) 46 9017. Accom. 19 units.

Bendigo Motor Inn ★★★★★ (Golden Chain) 232 High Street, Kangaroo Flat, 3555. 6.5km S of PO. Tel: (054) 47 8555, Fax: (054) 47 0720. Accom. 31 units. Licensed restaurant, 'Super Sleuth' weekends, convention/function facilities.

Central Deborah Motor Inn ★★★★★ (Flag) 177-183 High Street, Bendigo, 3550. 1km S of PO. Tel: (054) 43 7488, Fax: (054) 41 2180. Accom. 26 units/suites. Licensed restaurant, conference facilities.

Sandhurst Motor Inn ★★★★★ (Flag) 211 High Street, Kangaroo Flat, 3555. 6km S of PO. Tel: (054) 47 8855, Fax: (054) 47 8128. Accom. 18 units.

Welcome Stranger Motel ★★★★★ 56 McKenzie Street, West Bendigo, 3550. 3.4km NW of PO. Tel: (054) 43 6305. Accom. 17 units. Licensed restaurant, conference/function facilities.

ANA Downtown Motor Inn ★★★★★ 46 View Street, Bendigo, 3550. 200 metres W of PO. Tel: (054) 43 9155, Fax: (054) 41 5907. Accom. 32 units, conference/function facilities.

Bendigo Central Motor Lodge ★★★★★ (formerly Golden Heart) 181 View Street, Bendigo, 3550. 250 metres W of PO. Tel: (054) 43 9388. Accom. 30 units. Guest restaurant. Conference/function facilities.

Calder Family Motel ★★★★★ 296-298 High Street, Kangaroo Flat, 3555. 7km S of PO. Tel: (054) 47 7411. 12 units.

City Centre Motel ★★★★★ (Budget) 26 Forest Street, Bendigo, 3550. 300 metres W of PO. Tel: (054) 43 2077. Accom. 15 units.

Elm Motel ★★★★★ (Budget) 452-454 High Street, Golden Square, 3555. 3.8km S of PO. Tel: (054) 47 7522. 15 units. Goldseekers Tours - metal detectors sales & hire.

Golden Hills Motel ★★★★★ (Budget) 145 Marong Road (Calder H'way), Bendigo, 3550. 3.4km NW of PO. Tel: (054) 43 1333, Fax: (054) 41 7077. Accom. 21 units. Licensed restaurant. Conference/function facilities.

Mclvor Motor Inn ★★★★★ 45 Mclvor Road, Bendigo, 3550. 1km E of PO. Tel: (054) 43 8444. Accom. 20 units/suites. BYO licensed restaurant & function facilities.

Oval Motel ★★★★★ (Budget) 194 Barnard Street, Bendigo, 3550. 1km NW of PO. Tel: (054) 43 7211. Accom. 27 units. BYO licensed guest restaurant.

Riverside Motel ★★★★★ Calder Highway, Bridgewater, 3516. Right on Loddon River. Tel: (054) 37 3200. 37km NW Bendigo. 12 units. Restaurant.

Caravan Parks

Ascot Lodge Caravan Park & Leisure Gardens ★★★★★ (Big 4 Tourist Park), 15 Heinz Street, White Hills, 3550. 4.2km N of PO. Tel: (054) 48 4421. 100 En suite cabins, cabins, vans & powered sites.

Bendigo Caravan Park ★★★★★ (Big 4 Tourist Park), 263 High Street, Kangaroo Flat, 3555. 7km S of PO. Tel: (054) 47 7733. Ensuite cabins, cabins, vans & powered sites.

Golden Nugget Caravan Park ★★★★★ (Top Tourist Park), Midland Highway, Epsom 3551. 8km N of PO. Tel: (054) 48 4747. Ensuite cabins, cabins, vans & powered sites.

Mclvor Highway Caravan Park ★★★★★ Mclvor Highway, Junortoun, 3551, 6km E of PO. Tel: (054) 49 3335. Ensuite cabins, cabins, vans & powered sites.

A-Line Holiday Village ★★★★★ Calder Highway, Kangaroo Flat, 3555. 10km S of PO. Tel: (054) 47 9568. 16 sites & holiday units.

Arakoon Resort ★★★★★ Mclvor H'way, Axedale, 3551. 16km SE Bendigo. Tel: (054) 39 7309. 60 sites & on-site accommodation.

Central City Caravan Park ★★★★★ 362 High Street (Calder H'way), Golden Square, 3555. 3km S of PO. Tel: (054) 43 6937. 250 sites, cabins, on-site vans.

Orana Caravan Park ★★★★★ Marnie Road, Bendigo, 3550. 4km SE of PO. Tel: (054) 43

Marong Caravan Park ★★★★★ Calder Highway, Marong, 3515. 15km NW Bendigo PO. Tel: (054) 35 2329. Ensuite cabins, cabins, vans & powered sites.

Robinley Caravan Park ★★★★★ Calder Highway, Maiden Gully, 3551. 7km NW Bendigo PO. Tel: (054) 49 6265. Powered sites, cabins, on-site vans.

GUEST HOUSES BED & BREAKFAST

Ravenswood Homestead, Calder Highway, Ravenswood, 3551. 17km S of Bendigo. Tel: (054) 35 3284. 7 rooms/suites. B & B, dinner by arrangement.

Villa Heidi, 35 McKenzie Street, Bendigo, 3550. 500 metres W of PO. Tel: (054) 41 4265. 2 rooms, B & B, dinner by arrangement.

420 High Holiday Flats ★★★★★ 420 High Street, Golden Square, 3550. 3km S of PO. Tel: (054) 47 0261. 9 fully self-contained units.

Navron Holiday Flats ★★★★★ 466 High Street, Golden Square, 3555. 3.8km S of PO. Tel: (054) 47 7669. 7 fully self-contained units.

Backpackers Hostel, 362 High Street, Golden Square, 3555. 3.2km S of PO. Tel: (054) 43 6937. 4 bunk rooms.

City Family Hotel, Charing Cross, Bendigo, 3550. 500 metres S of PO. Tel: (054) 43 4533. Licensed restaurant.

Home Host Connection, 112 Queen Street, Bendigo, 3550. Tel: (054) 41 5133. A reservation service.

Marlborough House, 115 Wattle Street, Bendigo, 3550. One block up from the Cathedral. Tel: (054) 41 4142. 5 rooms, B & B. Dinner & functions by arrangement.

Nanga Gnulle Country Home, 40 Harley Street, Bendigo, 3550. 4km S of PO. Tel: (054) 43 7891. 2 ensuite rooms. B & B, dinner by arrangement.

Old Crown Hotel, 238 Hargreaves Street, Bendigo, 3550. 500 metres E of PO. Tel: (054) 41 6888. 20 rooms. Licensed restaurant.

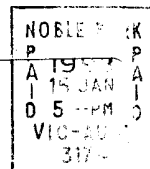
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AT THE MEETING ON JAN 22 WE WOULD LIKE TO HAVE A "SHOW & TELL", SO PLEASE BRING ALONG YOUR NEW PROJECT WHETHER IT BE HALF BUILT OR FINISHED. DONT BE SHY, THERE IS ALWAYS SOMETHING OF INTEREST TO SOMEONE, OR YOU MAY EVEN GAIN SOME IMPORTANT KNOWLEDGE OR HINTS TO HELP YOU WITH YOUR NEXT PROJECT!



INCLUDE THE
POSTCODE
IN EVERY ADDRESS