



OPEN TOPICS

**Edition No.215
January /Februay
2019**



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**Deadline for the next
issue:**

15th Feb 2019



Photography by :-
Robyn McEachen
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ALBURY NSW, 2640**

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LIFE MEMBERS

† Roger Benjamin

† Roy Hartles, † David Fraser, † Ross Jones

Coming Club Events

JAN

No General Meeting

No Cars & Coffee

FEB

MON 11 Monthly Meeting .“Elizabeth Room” of the Commercial Club. Enter from the rear of the Commercial Club – 7-45 pm
Guest Speaker Alan Brink

WED 13 Mid week Run :Depart Gateway island at 9 am
Myrtleford for Morning Coffee
Benalla for Lunch ,Ned Kelly Museum
Contact Malcolm McEachern 0418 691 296

Sun 17 Picnic at the Weir.

Arrive from 4.00pm at Hume Weir Resort.

(Proceed towards Hotel Reception) large mainly grassed area to park, shady area to sit, meals, coffee, drinks available at hotel.
Bring chairs, table if required, nibbles etc..

Contact Gordon Nicholls 0427 215 233

SUN 24 Social Gathering at the Commercial Golf Resort
Meet with other RCSA members for a relaxed time at 5pm to 6pm on the last Sunday of each month. Stay for a meal if you want.

TUE 26 Car Lovers Trip to Melbourne
Bus departs at Wodonga 6.30 am sharp
Proposed visit to Shannon’s, Brooklands Mustang Motorsport. (Subject to change)
Numbers limited –Book asap.
Contact Gordon Nicholls 0427 215 233

MAR**SUN 3****RSCA Brekky Run****Depart Gateway 7.00 am**

BBQ Breakfast 8.00am

"Cotton Tree Pk "

Webb Lane Granya

Details Noel Ferri 0260 405 632

MON 11**Monthly Meeting** .“Elizabeth Room” of the

Commercial Club. Enter from the rear of the

Commercial Club – 7-45 pm

WED 13**Mid week Run** Depart Gateway Island 9.00am

Tallangatta bakery for morning coffee

Corryong for Lunch

Contact Malcolm McEachern 0418 691 296

SUN 17**Car's & Coffee 10.00 am BEAN STATION,**

(old railway precinct) Wodonga

Details Gordon Nicholls Ph 0427 215 233

SUN 17**Chrysler's on the Murray, Own arrangements****SUN 24****Jindera Swap Meet. Own Arrangements****SUN 31****Social Gathering at the Commercial Golf Resort**

Meet with other RSCA members for a relaxed time at 5pm to

6pm on the last Sunday of each month. Stay for a meal if you want.



April

- MON 8 Monthly Meeting** .“Elizabeth Room” of the Commercial Club. Enter from the rear of the Commercial Club – 7-45 pm
- WED 10 Mid week run: Depart from Gateway Island at 9am**
 Howlong Bakery for morning Coffee
 Holbrook For Lunch
 Contact Malcolm McEachern 0418 691 296
- SUN 14 Chiltern Cancer Cruise**
See Flyer PG 21
 Further information next news letter
 Details Bruce Gibbons Ph 0418 488 003
- 19 –21 Mustang Nationals Easter Weekend**
- SUN 21 COFFEE & CARS 10am at Harry’s BBB**
 on Wodonga Pl., Albury (The Old Pizza Hut)
 See where the day takes us
 Call Gordon Nicholls for Details 0418 215 233
- Fri 26 –SUN 28 Temora Air & Rail Weekend**
 Friday depart gateway 9.15am
 O/night Temora
 Saturday Air Show @ Temora Airport
 Sunday return Via Young
Numbers by 25th February 2019
To Dave Anderson 0450 749 232

PRESIDENTS REPORT



PRESIDENT'S REPORT - January 2019

This magazine is the end of another great year for RSCA with our Christmas lunch at the Barnawartha Hotel on Sunday 2nd of December and breakfast on Wednesday 12th to wrap up a very successful year.

The "Come and Try Day" organised by Greg and Neil was a new event for our club and was well supported by members with quite a few members coming along as spectators as well.

Members enjoyed the BBQ lunch put on by Bruce and his helpers as well. This event could well become a yearly event on our club calendar.

Whilst discussing calendars, Dave and Noel have 2019 RSCA club calendars for sale at \$10 each.

Our 2019 calendars are printed on thicker paper and look great.

See Dave or Noel to buy your copy, they may sell out.

Our events for 2019 will commence in early February.

Merry Christmas and a happy and prosperous New Year to all our members.

Safe motoring over the holidays and during 2019

Howard



Please remember to wear your name badge to
all Club events.
It is also important for older
members to make yourself know to our
newer members

Cars & Coffee October



A small band of 14 met for coffee at BBB'S
Lots of intense conversations and some
members we hadn't see for a while.

Attendees.

Josh McLennan Damond
John & Vicky Fletcher
Ian Wardell (Visitor)
Kay Benjamin
John Carthew
Jan Salan & Bruce Gibbins
Bernie, Susan & Matthew Campbell
Gordon & Janine Nicholls



Audi
Austin Healy Sprite
Nissan
Toyota
XC GS Ford
Prado Sport
VW Scirocco R
VW

November Mid-Week Runners Trip to Narrandera and Altina Wildlife Centre 14/15 November 2018

As usual, we gathered at the Causeway for an early departure as we had a gruelling schedule in front of us as developed by our Master of the Mid-Week Run, Malcolm McEachern a marvelous man who maximizes our merry motoring mayhem. Following a brief drivers briefing and the handing out of maps, we were off in good “line-astern” form on the dot of 8.00am as we were due to be in Howlong soon after for morning tea. Actually it was really a late breakfast but who cares – vanilla slices and cream buns washed down with a cappuccino taste good anytime of the day.

With rain seemingly behind us, the roof came off the Alfa so I challenged Phil Harrison in his MG B to match me for the trip to Narrandera. Somewhat doubtfully, he took me on threatening dire consequences for me if he had to stop and re-attach his roof. So in not quite the same orderly manner, we headed north via Walbundrie and Lockhart to Narrandera.

Our lunch location was a picnic in beautiful Narrandera Park and with the sky now clear, shady tables were employed at this Rest Stop area. However problems were being experienced by John Carthew in his FG Falcon GT during this leg of the journey with strange warning lights appearing on his dash. Following some professional consultation and the problem which delayed his progress repaired, John arranged to meet up with us at the Altina Wildlife Park near Darlington Point, our next destination.



Well math's has never been my strongest suit but I do know that for the distance travelled by John and the time he arrived at Altina Park, his AVERAGE speed was around 130kph!! John arrived with a big grin on his face saying just how well the GT Falcon went when pushed.

So we were all together again at Altina and following some confusion with payment method, we boarded the drays being pulled around by “Bluey” and “Lawson”



our trusty Clydesdales on a leisurely trip around the Zoo. And what a great place this is and a great way to see these exotic animals from other parts of the world. Most stopping places to view the wild animals was preceded by a Zoo Keeper who attracted the animals to the front of their large enclosures with some snack

type food so that we would see them up close. With the more potentially nasty ones such as the lions and hyenas, this person also demonstrated how they could train the animals to enable physical inspections to be carried out at the time of feeding thus avoiding the need to anaesthetize and therefore stress the animal.



And so we were well and truly entertained by the informative discourse by our Zoo Keeper drivers and the sight of these beautiful, if sometimes scary, zoo animals. This trip around the zoo was followed by a walk through the more conventional style of animal enclosures for the smaller animals such as monkeys etc. Although we did see a huge crocodile sunning itself in its enclosure, and this one was certainly no small animal



Then it was time for a cuppa and the return trip to Narrandera. On exiting from the Zoo car park, I was behind Malcolm in his Jaguar XKR. With an open highway in front of him, he “floored” the Jag and in just a few short seconds, the big rear end of the black Jag in front of me became a very small black dot in the distance! Alfie knew he could not keep up so did not even try. Malcolm tells me that when he hit 150kph, he thought he’d better slow down, or was it Robyn that applied the verbal handbrake? Wise move anyway as I have had first-hand experience of the Highway Patrol on this part of the Sturt Highway.

By now, we travelers were developing a powerful thirst and it was this that kept us pushing the speed limits on our way back to Narrandera. After checking in to our Motel and being like-minded people, we soon obtained the necessary refreshments and snacks and settled in to more relaxed conversation as a group and typically here in Oz, with the blokes up one end and the women down the other.

With great foresight and planning, our intrepid leader Malcolm ensured that our evening meal would not be too far from our “digs” and so right across the road was the Narrandera RSL, our destination. And a pretty fair meal it was too. I did not hear any complaints at all. Joining us for dinner were Warwick Heckendorf, an ex-mayor of Narrandera and his wife Roxie, old friends of Robyn and Malcolm.

Fellow guests at our Motel were a group of young police and emergency service people, in town to play for the Golden Boot, a one day footy competition to raise funds for a local charity. At night they went out dressed as Nuns and while they looked authentic enough, their hairy legs and thongs were a dead giveaway.



The next morning, we partook of a good solid breakfast also at the RSL thanks to Tour Director Malcolm who, the previous evening, had worked out a good deal with their chef.

Then it was off to the Inland Fisheries Research Centre just east of Narrandera for a very informative talk on the work that is carried out there. The talk, the video, the different types of fish in tanks, especially Agro the giant Murray Cod and the tour of part of the facility was great and made us all appreciate the work and dedication by the government employees at the Centre to their sci



On the way home we stopped at Lockhart for lunch then made our way home from there.

All in all a very well organised and enjoyable couple of days for the Mid-Week Runners.

Attendees were;

- | | |
|------------------------------|-------------------------|
| • Robyn & Malcolm McEachern | Jaguar XKR Coupe |
| • Marg & Ray Tobin | Dodge Lancer |
| • Lynne & Alan Brink | Alfa Romeo Spider |
| • Ida & Hans Probst | Mitsubishi GTO |
| • Eileen & John Carthew | FG Ford Falcon GT |
| • Jan Salan & Bruce Gibbens | Holden Monaro GTS Coupe |
| • June & Bryan Liersch | Mustang |
| • Tina & Raymond Jones | Jaguar XKR |
| • Kate & David Young | XF Ford Fairmont Ghia |
| • Phil Harrison | MG B |
| • Carolyn & Peter Spasojevic | Mercedes |
| • Peter Enright | BMW 528 |
| • Jeanette & Joe Achammer | Honda CRV |

WHEELS AT WESTMONT

Another well attended event to support the community

Attendee's

Gordon Nicholls
 Warwick Goulding
 Greg & Lyn Harris
 Kerry Bedford
 Allan Brink
 Neil & Barbara Sutherland
 John Heritage
 Dave Anderson
 Wayne Shelton
 Phil Wilkins
 Ray Tanner
 Daryl Maclagan
 Morrie & Margaret Badbury
 John Carthew
 Anthony Saltalamacchia
 Harry Greenhalgh
 Gary Filer
 Adrian & Terri Meredith
 Peter Spasojevic
 Greg Sims
 Ian Tuttle
 Chris Gay
 Jim & Cheryl Grice
 Max Stewart
 Bryan & Will Liersch

Allison
 MGB
 XY Wagon
 EH Holden
 Alfa
 260 Z

Chev Impala
 Datson 1966
 HX Holden

XW GT
 XC Ford
 Fiat Arbath
 Mercedes Benz 300SE
 MGTC
 XB Ford
 Jag
 Mustang
 Honda
 Wolsley
 FJ Holden
 XW GT
 Mustang





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FOR SALE

2006 Allison Roadster.

Lightweight 700kg/130kw
Toyota 3SGE - 2 Litre / 5 speed
Coilover suspension, comfortable clubman.

Fun track day car.

Vic reg Nov 19. Allison. Engineer Cert.

\$25000 neg.

Contact

Gordon Nicholls 0427 215233.



FOR SALE

1976 rubber bumper MGB. Body good, was in dry store for ten years prior to my ownership. Rides really nicely and you do not feel every bump like some MG's

Low mileage, Blue paintwork in generally good condition, some wear and tear marks. New tyres, **engine sweet as a nut.** Has both soft top and plain cover (new).

Currently on H plates. \$12,000
ONO. Paul Tinley
0459 505 822.



“H” plate requirements update.

The RSCA is currently updating it's photographic records of all vehicles on “H” plates in both NSW and Vic.

Some Vic members that have had vehicles for some years may be required to bring vehicles in to be photographed as this is a new requirement.

Note also that should a member dispose of a vehicle with a “H” plate, the plate must be removed and returned to RMS or VicRoads.

This is the owners responsibility, plus the RSCA must also be notified of disposal and plates having been returned.

Also note, no vehicle on a “H” plate can be used for any sort of commercial operation, for example it can not be used to hold a sign advertising a business or used to transport parts for sale to a swap meet.

Remember that your membership renewal must be paid before the 31st Dec 2019 or your “H” plate vehicle is unregistered.

Any questions contact Bryan Liersch Historic Vehicle Registrar,
0428-572454 or my66mustang@bigpond.com

ANNUAL SUBSCRIPTIONS

DUE BY 31ST DECEMBER 2018.

INVOICES WILL BE FORWARDED BY EMAIL

IN .PDF FORMAT IN THE NEXT WEEK.

PLEASE CHECK YOUR INBOX.

**IT IS CRITICAL THAT HOLDERS OF CLUB PERMITS ARE FINANCIAL
MEMBERS OF THE RSCA.**

Neil Butler is your new Treasurer.

Please give him a break over Christmas and pay your subscription early

STAR OF THE SHOW

I took the GT to Jindera Show & Shine on the 14th October & Corowa Show & Shine on the 4th November...was lucky enough to win Car of the Show at Jindera & Best Overall at Corowa.

Cheers Dean Star





Euroa SHOW & SHINE



Julie Wilkins



RACV British & European Motoring Show 2019



Open to all vehicles manufactured in England and Europe

Featuring the annual MG Club Concours

Celebrating 70 years of the Rover P4 75

60 years of the Daimler SP250 Dart,

Austin/Morris Mini, Jaguar MK2,

50 years of the Ford Capri MK1, Triumph TR6

Mercedes Benz 280SE 3.5,

40 years of the SAAB 900Turbo



Display cars \$15.00
(inc. all occupants)

Motorbikes \$10.00
(inc. passenger)

Display vehicles or
motorbikes driven by
L or P drivers
may enter free.

Spectators \$8.00
RACV Members \$5.00
Children free



Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 www.aomc.asn.au/britishandeuropean2019 fb.com/infoaomc

2019 CHILTERN CANCER CRUISE



A unique event dedicated to the memory of local resident John Jamison. This is a car and bike show with a difference.



Please bring your car or bike and display it on the banks of Lake Anderson, just a short stroll to Chiltern's historic streetscape. Set-up a picnic by the lake or take a leisurely stroll around the lake or to one of the quality food and coffee shops in nearby Conness Street.



The relaxed atmosphere is enhanced by enthusiasts sharing details of the vehicles without a hint of competition. This day is all about friendship, sharing your passion and relaxing. It is also about fundraising with all donations going to the Albury-Wodonga Cancer Foundation.

Come along, bring a friend and enjoy yourself.

This year's event is held in the memory of all cancer patients who have lost their fight against cancer.

All money raised will be donated to the Albury Wodonga Regional Cancer Centre

Where: Martin Park, Alliance Street, Chiltern

When: Sunday, 14th April 2019

Time: Between 9.00am and 2.00pm

Donation: \$5.00 per vehicle

For more information: Bruce Gibbens 0418 488 003

Proudly Supporting

Albury Wodonga Regional Cancer Centre Trust Fund Inc.





GREAT AUSTRALIAN RALLY

“RALLYING FOR A CURE”

Organised and conducted by the
All British Classics Car Club Vic Inc.

**AFTER A 12 MONTH BREAK, WE WILL
RETURN BIGGER AND BETTER**

ON

20TH JANUARY 2019

**AT OUR NEW VENUE:
CRUDEN FARM**

**60 CRANBOURNE-FRANKSTON ROAD
LANGWARRIN**

The Great Australian Rally “rallying for a cure” has grown to become Victoria’s largest veteran, vintage and classic car rally

The rally is designed to promote the pleasures of heritage motoring and providing much needed funds to Peter MacCallum Cancer Foundation.

Please note the Rally’s date of Sunday 20th January 2019 in your events calendar and give consideration to holding your club’s Concours, your Club’s promotional display or a display of your ‘special’ vehicles.

Starting locations will stay the same at Melbourne, Rowville and Hastings.

Entry forms with full details will be available towards the end of October

Please contact Rex Hall on E-mail rex@abccc.com.au for further information



January February Calendar Girls

The Bolwell sports cars were produced by the brothers Bolwell in Aust between 1962-1979, plus some concept & show cars at odd intervals. In approx. 2009 they resumed a very limited build of a new model (V6 Camry powered).

The first car was a modified Ford V8, this was a paddock basher that promptly met its sad demise. Following a couple of years working with Lotus Cars in the Old Dart, Campbell Bolwell returned to Aust & proceeded to build chassis very similar in style to those which he worked on in England.

The first model sold was the Mk4, after all, he decided, who would want to buy a Mk1, the first design for sale. These were produced in kit form using different sizes of tubing for the chassis & Triumph Herald front suspension.

The array of engines & transmissions used was very widespread, inc, Cortina, Datsun 1400, Mazda rotary & in the case of this particular car, Alfa Romeo.

There were also a couple of modified chassis to take Holden mtrs etc. In all approx. 200 Mk4 were built.

Bolwell is still in existence today building components for Kenworth, ADF, & other industries. They also built the bodies for the TD2000, the MGTD look a like, & that was a superbly made body shell. Thanks to Alan Black for the use of his car.



In 1963, with the introduction of the **EH, General motors- Holden** caught up with the other 2 American manufacturers in Aust by offering more powerful engines with good economy. Since the advent of Ford's Falcon & Chryslers Valiant with more power (up to 50%) GMH had seen their market share slip below 50%. Whilst the EJ had been a major upgrade in style it was still an 48/215 underneath.

The EH put to an end to the "wheezing" grey motor that was doing all it could to keep up with the modern English & European 4cyls, let alone the Zephyrs & Veloxs in the performance stakes. Now with the "red" motor, esp the 179 they had a vehicle that that could give all of the competitors a good run for the buyers money, while maintaining good fuel economy. It also received the restyled body that seemed to hit a soft spot for buyers. About the only thing it lacked to make a huge difference was Disc brakes & a 4 speed gear-box.

EH Holden's were a favorite with country & city folk, towers of caravans, race car drivers & kids who seemed to take a shine to the 179 badge for belt buckles, or, just souvenirs!

This car was probably the most important vehicle since the original in rebuilding GMH's public perception for many years.

No wonder they are so collectable today.

Thanks to Kerry Bedford.



CHOPPERTOWN

In November, we chose a different venue for our cars and coffee. Chopper town is a new enterprise featuring a retro hot rod and chopper bike theme, including coffee shop/cafe, clothes and barbershop. It was to include a workshop area with projects in progress however they are so busy it has been moved off site.

Those who attended enjoyed their coffee etc. and a chat plus a browse, before departing to continue their day. I plan to visit a number of different cafes for C & C next year however February will be at Harry's BB&B Wodonga Pl., (normal venue).

Gordon Nicholls.



Those who attended:

The Nicholls' Holden 48/215,
 Terry & Anne Gay El Camino,
 the Gricey's Isuzu Florian,
 Bruce & Jan HQ Monaro,
 the Tobin's M/B 280SL,
 ,Adrian & Terri XB Fairmont sedan,
 Stuart McMurray & Les 66 Mustang,
 Kerry Bedford EH Holden,
 Harry & Averil Greenhalgh
 & Dave Anderson Benz,
 Hans & Ida Mitsubishi GTO,
 Bernie Susan & Matt VW Sirrocco,
 Daryl Baxter & Glen Parry Saab 900,
 Wazza & Pauline Golding,
 Greg & Lyn Harris XY Ford,
 Alan Lechmere,
 Barb & Neil Sutherland Datto 260Z,
 Greg Simms Mustang,
 John & Vicki Fletcher Mustang,
 Phil Harrison MG Midget,
 Neil Butler Porsche 911,



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RSCA Jackets

Our old style jackets are no longer available. The Committee decided to look for an alternative, and the decision has been made.

There are 2 styles now available - Jacket with removable hood
Short-sleeved Vest

Both styles are available in Mens and Womens sizes.

The colour selected is GRAPHITE. (no other colour is accepted)

The RSCA will no longer carry stocks of these items, so the items need to be ordered directly from **Albury Uniforms and Schoolwear** who will embroider the RSCA logo onto the item. **Talk to LESA on 02 6040 9381**

Cost to RSCA Members - Jacket \$147, Vest.\$75 (includes RSCA logo)

It's as easy as going to their shop at **419 Wagga Road, Lavington** and taking your membership card to confirm you and your partner's RSCA membership to get the

reduced price. Select your style and size and make the payment.

The jacket styles are shown on the next page (thanks Malcolm).

Albury
UNIFORMS
& SCHOOLWEAR

RSCA REGALIA

Contact Warwick Jones on 0260 212 377 (b/h) or 0260 214 195 (a/h) if you wish to purchase any items.



Club Jacket with Badge \$147.00



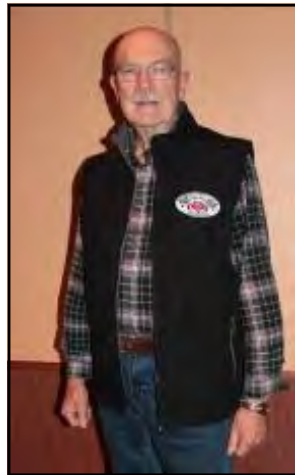
Bucket Hat \$15.00



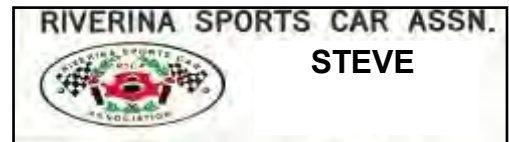
Lapel Badge \$6.00



Polo Shirt with Badge \$32.00



Club Vest with Badge \$75.00



Replacement RSCA name \$5.50



Laminated Car ID \$2.00



Baseball Hat \$17.50



Stubby Holder \$8.50

RSCA Cloth Patch \$5.00



Self Sticking Car Badge \$2.50

Car Grill Badge (65mm Diameter) \$30.00



Petrol - the lifeblood of all we love and Mick gives us a tankful of how best to use it

When it comes to petrol, I reckon the oil companies have been holding us to ransom for decades and can be more slippery than governments.

What I get cranky about is the extent to which modern fuels can be a problem in older cars. New fuels in new cars? No problem, as they're designed for it. The sorts of cars we like, however, often need work to cope. Everyone loves a GT Falcon or an SL/R Torana, but they are anything but happy with some of the stuff that comes out of the bowser. A good example is ethanol blend fuels. We're told how fantastic they are and how they perform better. They don't – certainly not in older machinery.

Ethanol attacks a lot of the seals in a typical carburettor and you can have a car running badly in a matter of days and it will cost money to fix. Of course the oil companies are not keen on getting involved in this, so you are on your own.

It's a bit of a minefield and deserves thinking about. Ideally your old car is set up for modern fuels to the extent the valves have hardened seats, while the ignition timing and jetting is set up right. In general, they're going to like higher-octane fuels, though the situation will vary from one vehicle to another.

For example, the [Unique Cars Chevrolet C10](#) tends to foul plugs on 98 at idle, and is happiest with 95, while the [Ed's old Kingswood](#) (which has had relatively recent carburettor and ignition work) prefers 98. In any case, work out what it needs and get advice from your workshop if you're not sure.

There is a difference between brands of fuel. I've had some poor experience with Shell, while I and Tony Whelan, the owner of Wilson Carburettor Service in Melb, lean towards BP as first choice and Caltex second.

If you're out and about with the car, there will be times when your first choice of fuel isn't available. It's no big deal, but do make use of the first opportunity to dilute it down with the good stuff.

While I'm on the case, I'm not a fan of additives and the like – set the car up properly.

Really, you should aim to have the fuel system in good shape – no leaks – and the car regularly topped up with fresh juice. These days petrol can go off in a major way in a month or two. Let it sit for a few years and you will be surprised at just how destructive it can be.

So the kindest thing you can do is not just jump in and start the engine every blue moon, but pump up the tyres, take it for a proper drive and stick some fresh fuel. Believe it or not, the investment in time and petrol will be a whole lot less than the consequences of a neglected car.

Ref :Mick McCudden 11.11.2018 Unique Cars





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A paddock full of Ponies, a cracking bunch of Cobras, and a fine selection of Shelbys!

Late October saw the Mustang Owners Club pulling together what was billed as the largest collection of Mustangs in the Southern Hemisphere, for the 2018 Mustang Roundup, held in the spacious grounds of The Deaf Institute in St. Kilda. This event was also holding the Shelby Nationals, so it promised to be worth the trip down south to join the herd of horses (well, horse powers!) for a day of Mustang displays, rare variants, concours and survivors, parts & accessories for sale, and of course the various iterations of Shelbys gathering at the event.

Friends in Melbourne, Bruce and Leanne, had offered a bed for the night before, as Leanne was taking her Mustang to the show (it's a 2017 5.0 manual, registered HRSTNG -just so there's no mistaking who owns it), so it was a bit of quick car prep for the drive down, pack some cleaning gear for the removing of bugs, tar, grot and dust on arrival, a change of clothes and a bottle of red and hit the road – of course it was one of those pre summer blazing hot days, so the top stayed up. I didn't need sunstroke, dehydration, or windburn! Happily, the car was faultless, the number of idiots on the road to avoid minimal, just an ongoing matter of historic commercial vehicles heading to Yarra Glen for a meeting on the Sunday. I do love an old Commer, Austin furniture van, Bedford tray truck and especially an early International Harvester – but not when they were flat out at 60km/hr, and of course always on the windy bits of road with double lines. Usually with a caravan or two stuck behind them for good measure..... Each overtaking opportunity was enjoyed to the max.....

Sunday morning saw us heading in early to the display, yes with the top down, and our timing was good as we joined a bunch of Shelby Cobras and a couple more Mustangs heading up Punt Rd, a little convoy that got a lot of attention as we went – very hard to miss when the Cobras were close to open exhausts! Once into the grounds, we joined the respective areas for the cars age, and started a day of looking, pointing, chatting, poking, peering and nodding as we did the rounds.

The expectation of 400 cars was exceeded, to the pleasure of the organisers, and there were some standout cars displayed. Ones that caught – no, actually grabbed – my attention were two '69 Boss 429 cars, with the rare hemi motor - essentially a street dragster used to homologate the big-block engine for NASCAR while Ford used the smaller-engined Boss 302 to homologate the Mustang for the SCCA's Trans-Am road racing series. And there were plenty of those on display as well, plus all the Shelby versions of Mustangs from the early GT's, the GT-H Hertz rental specials, and the later developments of the 67 – 69 series cars. The display of Shelby Cobras included two original 427S/C Cobras from the mid 60's, as raced in the Cobra-Vette wars at places like Daytona and Sebring against the L-88 Corvettes – both cars the stuff of legends! No Vettes at this display, however!

Particularly impressive was the effort that went into judging the Concourse cars – having seen various levels of both professionalism and well intentioned amateurism when it comes to car judging, these guys were very well prepared with detailed descriptors of what the cars had as manufactured, including expected variations in things like paint strokes on components, label locations depending on plant of origin, options and mid-year changes, bolts and nuts (very important to get the correct patterns on the bolt heads), and had a set of mobile ramps to put the cars on for the all-important underneath inspection – no lying on the grass with a fading torch banging your head on the diff here, it was very well organised, and the scoring was quite transparent for the owners. There were still a few, shall we say quiet discussions, as some point or another was questioned, but the usual outcome was acceptance of the judge’s findings, and probably some corrections to the car before the next event. Best of all, the cars being judged were driven to the event – I didn’t see any trailer queens being presented, unless they had hidden the transport in a back street of course!

So having seen a lot of fine examples covering every year of production, bought a heap of raffle tickets (I’m still waiting for that phone call...), met a whole lot of interesting people happy to talk about everything and anything, often not even car related, and mentally costed how big the next shed would have to be to house everything I wanted to add to the fleet, never mind the cost of the actual cars, and decided The Minister of War & Finance would express some displeasure at the idea if I was brave enough to run it by her, it was head back up the Melba to home. A much nicer day to drive with the top down all the way, there is a speed where the buffeting is acceptable - although I’m not sure my friends in uniform would have found that to be a good reason should they have taken an interest in measuring what it is!

For other Mustang owners, its worth the trip for the next event just to appreciate the many variations of the cars, and the enthusiasm of the owners who bring them out to show. It was a top day.

Bugs and bird poo removed, shiny and ready for the adoring crowd

Following pics: Boss 429; Cobra 427 S/C; Concoours judging; Pony line up; and then in no particular order everything else I’d like in the shed!

Kim McConichie





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COME AND TRY DAY AT LOGIC

We had 23 starters for the day with many members and guests observing and a few riding as passengers.

The cars ranged from the fabulous GT40 of Bernie Mylon through to elderly but competitive Fords, Porsches, Marilyn Monaro, Jaguars and Terry Gay's remarkably quick little Peugeot. Malcolm McEachern turned in some nice times in his beautiful Jag that sounded as wonderful as it looked and he beat the Porsches by 3 seconds per lap pretty consistently.

The weather was definitely on our side after a very dodgy week of rain and high winds. A very special thank you to Greg, the Clerk of the Course for his absolutely faultless management of the day. He and Neil Sutherland were spot-on with the grouping of the vehicles, the scrutineering process and the channelling of vehicles on and off the track in carefully coordinated groups of similarly ranked vehicles and drivers – not an easy task and they were flat-out all day with only a lunch break to catch their breath.

Driving with Greg was a pleasure! I really didn't understand how my Porker would get around corners the way it does in the hands of an expert and Greg showed me how early I would otherwise have been braking approaching a corner. I now have a rudimentary understanding of picking the correct line for a series of curves – something new to me after all these years of Wednesday drives! Like many of us, the last time I received driving lessons was from my mum in 1965 in a very early VW. From that time until now, I have probably bumbled my way around, having a few prangs but with no formal instruction.

EARLY START



A very special thanks to Owen, Bruce and Jan and their helpers for providing the BBQ and food for the day – a magnificent gesture and a lot of preparation for our initial track day.

Finally, thanks to all who participated and supported the event – I'm sure there shall be more of the same next year.

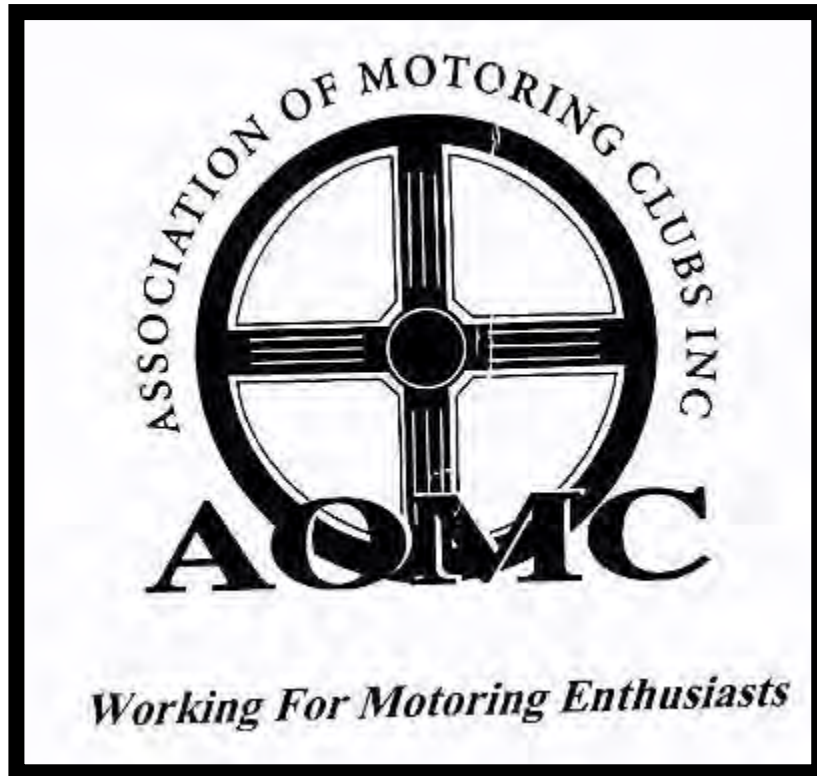
Participants for the day were:

Joe Achammer	Mercedes
John Allott	Porsche 928
David Buckley	Mustang
Allan Brink	Alfa
Neil Butler	Porsche 996
Gary Davies	Ford Falcon
Kelvin Duke	Toyota special
Jason Frede	Subaru
Terry Gay	Peugeot
Own Gibbens	Monaro
Gary Humphrey	Ford XR8
Neil Kilby	Mazda MX5
Allen Lechmere	Toyota 86
Matt Liersch	Special
Kim McConchie	Alfa
Malcolm McEachern	Jaguar
Stuart McMurray	Mustang
Bernie Mylon	GT40
Jeff Siedel	Subaru
Peter Spasojevic	Porsche
Bob Towers	Toyota 86
Wayne Van Kerkhof	Ford Falcon
Phil Wilkins	Datsun Fairlady



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Welcome to New Members

Ian & Susan Leckie Chev Corvette 1978
Mark & Lynne Nelson MGB Roadster 1971

See you at our next outing

Disclaimer

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Tonneau talk items.

Not only the driving skills of Terry Gay had to be admired but his athletic ability also. During the calm morning a gust of wind caught the Start, Finish gazebo and it took off. Terry, using his AFL skills, ran then jumped into the air and grabbed a leg pulling it down and stopping it from flying on to the track!

How sedately the Come and Try members drove in the first couple of sessions then however the RED mist began to fall. Engines revved, tyres squealed and with a couple of drivers it was a case of the Fox chasing the Rabbit or was it a Jaguar chasing a Porsche?

There's a new RSCA saying, "Spinners are Grinners." Phil, John and Dave found their tyre adhesion limits on the day but they were all smiles after the experience!

Neil Butler had new tyres on the Boxster just prior to the event. They had done about 400 km. By the end of the track day they had done 3400 km! (Neil needed to see how they went at speed!) Oh by the way. How many km did you do at the C & T day Malcolm?



43rd

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17th - 19th May 2019

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www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



RACA Christmas Lunch.

The day started with early morning thunderstorms, just enough to settle the dust and cool things down, making for pleasant conditions with no need to look for shade to park under on arrival.



The venue was the Barnawatha Star Hotel, a pleasant fifteen minute drive for those traveling from the greater metropolis of Albury Wodonga - just enough time to enjoy the drive, but not so long as to be hanging out for the first drink (or to use the loo).

It was good to see several members choosing to take their pride and joy for a spin.



The Star Hotel was a pleasant surprise. Our host Ann and Rod have modernised the pub but it still has that country feel, friendly service, great meal well presented and efficient service.

There was more than sixty members in attendance enjoying a drink, food and good conversation, at least some of which was around the subject of sports car. Mention was also made of the great day at the Logic Centre and the wish to repeat the exercise - practice makes perfect.

The 2019 Club Calendar was available for members at the door with Dave Anderson doing the honours playing shop keeper collecting the monies which go to local charities. As always the calendar has a good and varied selection of club members cars, well photographed. If you haven't already go a copy make sure to get one - or two!!



A big thank you to Dave Anderson for organising the cars to be photographed, to Harry Greenhalgh for taking photos which make our cars look so good, to Noel Ferri and Neil Butler for their input and oversight and a special thank you to Hugh McMinn from Cootamundra for the fantastic job he does on the layout and printing, much of it at his own expense so that there is a larger sum to go to charity.

Congratulations also to those who chose the Barnawatha Pub for the Christmas Lunch venue, and for those who didn't make the day, a destination worth a visit on one of those Sunday drives.



I will leave you with a prayer for the coming year.

May your engine start first time.

May those with British cars see the angel of darkness - "Beelzebub Lucas" remain captured in his dungeon.

May those with Italian cars see the Tin Worm hibernate all year

May those with American cars find the income to pay for their fuel bill

May those with German cars see the funny side when their cars "do" break down

And may the sun shine down on every RSCA club event.

Have a great 2019..

Allan Black





Aussie Classic Car Show
"Cruise to Yarra Glen"

SHARE THE PASSION

Friday 26th January 2018
 Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

The show for all the great Aussie makes Holden, Falcon, Valiant BMC and those lesser known Aussie vehicles

Trophies for outstanding vehicles
 Trophy for the best Aussie Muscle car
 Club displays encouraged
 - The best display will receive an award.

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Enquiries 03 9890 0524
www.aussieclassiccarshow.com.au
 Presented by Association of Muscle Cars
 All proceeds from this event go to charity & public housing projects
www.aomc.org.au/aussiecarshow2018

Minis on the Murray Muster

Mini Run plus Show and Shine

9th and 10th March 2019

(Victorian Labour Day Weekend)



Vehicles of British heritage welcome



Trophies will be awarded for the ten best cars plus a Peoples choice.

Contact, Event coordinator **Doug Reid**: 0412 412 650 Secretary **Paul Tinley** 0459 505 822 for more information. Web: www.minisonthemurraycarclub.com.au

Saturday 10th March. Mini favourable run, leaves St Ives Hotel on the Lincoln Causeway Wodonga at 1.00 pm for a local run to places or roads of interest in the area.

Saturday evening dinner at St Ives Hotel on the Lincoln Causeway Wodonga, 7.00pm

Sunday 11th March Show and Shine at Hovell Tree Park, Albury. Starts 10.00am: Presentations 1.30pm : Entry Fee (per car) \$10.00 : Spectators FREE



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