

RIVERINA SPORTS CAR



ASSOCIATION INC.

OPEN TOPICS

Edition No. 245
January/February
2024





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**Deadline for the next
issue: 1st March
2024**

(kmconch@iprimus.com.au)



Photography By:

Alan Brink, Kim McConchie,
Graeme Jeffery, Ron Bosanko &
others as attributed

And I hope all our club members had a happy and safe Christmas, and are motoring into the New Year with the happy prospects of more great club activities in 2024— mighty mid-week runs, more Sunday Lunch runs, a Day at the Races several times over, and of course the tours, bus trips , and social shed visits! Cheers, Kim McC.



COMMITTEE MEMBERS 2024

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	Bryan Liersch	0428 572 454





LIFE MEMBERS

† Roger Benjamin

† Roy Hartles, † David Fraser, † Ross Jones

Warwick Jones Peter Cooper

Gordon Nicholls Lesley Frede Bryan Liersch

Malcolm McEachern OAM

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ALBURY, NSW, 2640

www.rsca.net.au

**Contacts for Victorian registration renewals and permits
are -**

Gordon Nicholls

Bryan Liersch

NOTE: Club plate holders are required to fill in log books for every journey before you leave home.

It's a pleasure to not have to report any In Memorium this edition.

So lets remember the way we were instead.





Coming Events

JANUARY 2024

Mon 8th. NO GENERAL MEETING

Wed 10th. Mid Week Run – TENTATIVE, Weather dependent. Will advise by email Mon 8th.

Sun 14th. Shannon's Show & Shine. 9.00am til 3.00pm, Albury Showgrounds, Fallon St. Albury. MEET THERE.

Sun 21st. Cars & Coffee. 10.00am Ripe Tomato, Borella Rd, Albury.

Fri 26th. AUSTRALIA DAY.

Our Club has been asked to take part in the celebrations at Wymah Reserve (approx 45 mins, on the banks of Lake Hume) Depart Gateway 7.00am, breakfast provided on arrival, Ceremony 9.00am. Lunch 12noon.

Music 11.30 - 2.30 This is a free event. Details Gordon 0427215233.

FEBRUARY.

Wed 7th. NECC Show & Shine. 5.00pm Nolan Lane Tarrawingee.

Depart Gateway 4.00pm

Mon 12th. General Meeting. 7.45pm Commercial Club, Albury.

Wed 14th. Mid week Run. Hoping it's not 42 in the shade.

Fri 16 - Sun 18. Bairnsdale Trip. Details Peter Thompson 0427517543.

Sun. 18th Cars & Coffee. NOTE: Depart Gateway 10.00am for a short run to Gumtree Pies, Yackandandah for coffee & goodies. Lions market will be on.

MARCH.

Sun 3rd LUNCH RUN. Depart Gateway 10.00am. Coffee @ Chiltern

12 Noon Lunch will be at the Plough Inn, Tarrawingee.

A la carte menu. Names MUST be advised by TEXT to

Gordon by Mon 26/2/24.

Sun 10th. All GM Day. 9.00 - 2.00 Apex Park Wangaratta. Own arrangements.

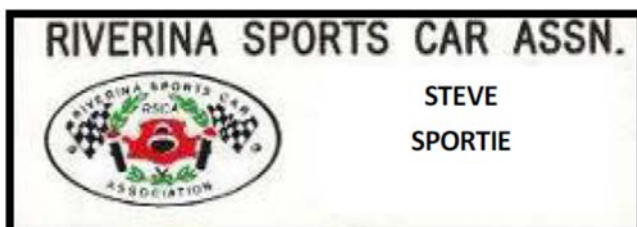
Mon 11th. General Meeting. 7.45 pm Commercial Club Albury.

Wed 13th. Mid week run.

Fri 15-17th. Chryslers On The Murray. Own arrangements.

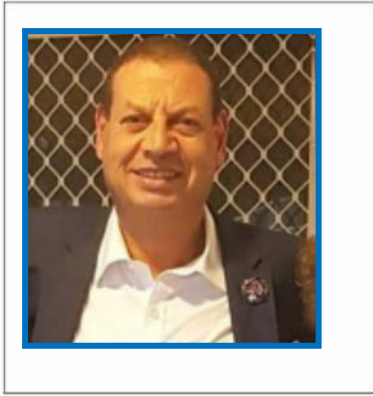
Sun. 17th. Cars & Coffee. 10.00am The Ripe Tomato, Borella Rd Albury.

Sun 24th. ? Jindera Swap.



Please remember to wear your name badge to all club events. It is also important for current members to make yourself known to our newer members.





PRESIDENT'S REPORT

Anthony Saltalamacchia



The Prez sez.....

Greetings Members!

Well that's another year done.

Bring on 2024. More adventures, new cars and new members. The forecast is set...

I would like to take this opportunity to wish all of you a happy and prosperous new year.

Also a very big welcome and thank-you to the three members who came forward and volunteered for Committee positions that are always hard to fill.

Firstly Peter Thompson, for stepping into the Vice-Presidents position, Peter Trescowthick taking on the roll of Club Secretary, and Harley Knott for taking on position of Treasurer.

I look forward to seeing you all next year to share more days together and new adventures.

Happy New Year to all of you!

Friendship and engines is what we are about.

See you all soon,



Anthony S.





From the Hotseat! - the Editors ramble for this edition.

Here we are, a new year has taken us all by surprise—where in the bloody hell did that come from?

I should have ducked.... And I hope the dawning of 2024 finds everyone over the shell shock and looking forward to a cracking time until, like ground hog day, it happens all over again and we look suitably bewildered one more time.

As you may have noticed, Chantelle and I have put up our collective hands to organise Mid Week runs for 2024, however we aren't able to manage every month due to travel plans, so thanks to Alan Brink and others who have offered to cover the gaps.

We are hoping to have a first run in January, not the usual practice but we will play it according to the weather forecast – if it's not favourable the run won't go ahead. The plan is a later start at Gateway—10am leave— and a drive through Barnawartha to Chiltern, then Woolshed Falls with a byo coffee break there, and via Eldorado to Beechworth for lunch at a venue to be confirmed.

I will advise the yay or nay by Monday 8th, and ask for RSVP's by email asap if going ahead.

And on unrelated but also time consuming tasks, another Round Australia drive is being planned, but as a tour rather than a rally. It's a small group tour, to be held during August, with a short and a long tour option. We have a couple of places available—see page 13 for details—and contact me if interested.

Otherwise the Editor's Christmas has been the usual mad scramble to purchase an appropriate gift for the Minister of War & Finance, and as you can read further on it became a bit of an adventure; followed by sorting out accommodation for family, significant others, extended family, friends of all of the above, and anyone else passing who saw the lights on and thought they would drop in. Seems everyone wants to lodge in Yackandandah over Christmas, it must be the pleasure of our company—or is it the food produced at regular intervals, the well stocked bar fridge, the pool, the spa..... Either way it was a great Christmas!

So this month's book review. Dashboards. Every car has them, in some shape or form, and an enlightened chap by the name of David Holland has produced a (IMHO) delightfully mesmerizing book that highlights the design and detail of dashboards from the Panhard et Levassor of 1904, to the BMW Turbo 2002 Turbo of 1973. Other bits of the cars do get a look-in, but never the whole car...

The evolution of the dashboard, the changing styles and details of instruments and controls, from functional to art deco to jet inspired design make this an interesting, and a bit off-beat, read.



LAST CALL for the 2024 Bairnsdale Bash!

The Bairnsdale Trip away

Weekend of 16, 17, 18 February 2024.

The Bairnsdale trip away I mentioned at the meeting before last, will take the following format (**below**) to which I am open to suggestions for changes.

Day 1. travel to Bairnsdale

Day 2 Visit Gippsland Vehicle Collection Maffra, and, continue to Moe

Day 3 Visit Holden Motor Museum at Trafalgar

The trip will terminate after the Trafalgar Holden Museum visit to allow members the choice of driving home, or going on to visit Melbourne for whatever reason.

Those interested please let me know by return email (kerriethompson2@bigpond.com) by the end of August, and if enough members are interested, I will continue with the event and make the necessary bookings.

The Riviera Lakes Car Club of Bairnsdale may be joining us for the visit to the Gippsland Vehicle Museum and lunch in Maffra, this is to be confirmed. The club is very similar to ours and it will be a great opportunity to connect with another club with similar interests.

If you require further initial details please ring or email me, or talk to me at the next meeting.

Regards

Peter Thompson

Ph.0427517543

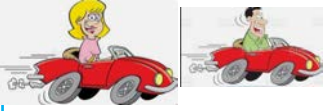
email.. kerriethompson2@bigpond.com



Day	Location	Activity	Distance	Notes								
Day 1	Wodonga	Gateway gather 7.30 for 8.00am start 1hr 15 min 95Klm	95klm									
	Bright	9.15 arrival Coffee stop, depart 10.15 drive to Mt Hotham 1 hr 55Klm	55klm	Coffee Shop TBA								
	Mt Hotham	Regather at Mt Hotham, toilet break 15 mins Depart Hotham for Omeo 11.45 55Klm 45mins	55klm									
	Omeo	1.00 pm lunch at "Fresh Air Cafe" Depart Omeo 2.15 for Baimsdale 1hr 45 min 121 Klms	121klm	Cafe prices								
	Baimsdale	Arrive Motel TBA approx 4.00pm Dinner 7.00 ish		Baimsdale International RSL Club, walking distance from hotel								
	Day 2	Maffra	Breakfast depart for Gippsland Vehicle Museum 9.30 with Riviera Lakes car club to Maffra 50 mins 65 Klms	65klm	Baimsdale International							
Maffra		Gippsland Vehicle Museum 10.30 Lunch Maffra Pub 12.30		Adults \$15 - Concession \$10								
		Depart to Moe 2.00 1 hr 15 mins 90 Klms	90klm									
Moe		Arrive Motel TBA approx 3.30/4.30pm Dinner		Moe Motor Inn \$100 per double \$10 extra single. Moe Hotel TBA TBA Cafe.								
Day 3	Trafalgar	Breakfast Depart Trafalgar Holden Motor Museum 9.30 15 mins 10Klms	10klm									
	Trafalgar	Arrive Motor Museum 9.45										
<table border="1"> <tr> <td>Adults</td> <td>- \$15.00</td> </tr> <tr> <td>Seniors</td> <td>- \$10.00</td> </tr> <tr> <td>Child</td> <td>- \$5.00</td> </tr> <tr> <td>Family</td> <td>- \$35.00</td> </tr> </table>					Adults	- \$15.00	Seniors	- \$10.00	Child	- \$5.00	Family	- \$35.00
Adults	- \$15.00											
Seniors	- \$10.00											
Child	- \$5.00											
Family	- \$35.00											
End of Trip												



It's been a while since the last road trip over a couple of nights, so thanks Peter for organizing this one— looks like a great way to get away for a good drive!



MID-WEEK RUN 15/11/2023

BREAKFAST AT THE SIESTA RESORT



The Riverina Sports Car Association must be very proud of the members' response and quality of event held Wednesday 15/11/2023.

Fifty-three members attended the breakfast held at the "Siesta Resort" Cantina restaurant at 8.00am, followed by a one hour short drive to Raymond and Tina Jones beautiful home in Wodonga where members viewed Raymond's stunning collection of desirable vehicles supported by son Stephen's outstanding Chevrolet Corvettes.

Breakfast at the Cantina was very busy to say the least with members enjoying unbridled fellowship. The cacophony was overwhelming, but fun. Stephen and Raymond with the support of excellent staff served breakfast with apparent great ease, grace and some humor to a bus load of customers, prior to attending to our fifty-three members. The food was excellent.

At 10.00am members departed the Siesta via Dick Road to the freeway and Wodonga, Leneva, Indigo Creek Rd, Cookinburra Rd, Felltimber Crk Rd to Raymond and Tina Jone's home.

Unfortunately, Cookinburra Rd was undergoing minor road works which created some dust over the travelling convoy. On arrival at our destination members were met by Karl Richardson who directed the group to the appropriate parking spaces on the vast lawn area.



Standing in all their glory were Stephen's three Chevrolet Corvettes at the entrance to Raymond's outstanding showroom and eye watering car collection.

At 12.00noon Tina and girls invited members upstairs into their home to partake in a light luncheon of various delicious foods and drinks. The club must acknowledge the immense contribution the Jones Family make to the R.S.C.A.

Tables were set with white cloths and each had a magnificent central display created by Noelene Jones adding to a Christmas atmosphere in the dining area.



Food preparation was by Noelene, Tina, Robyn McEachern, Margaret Richardson & sausages and onions by Stephen & Hans Probst, thank you all very much for an enjoyable repast.



2.00pm members dispersed and the cleanup commenced— it was, indeed, a great day!

An observation quiz was a feature of the drive and seven (7) members returned their questionnaire with none correctly answering all four questions. Six members answered two questions correctly and the winners drawn out of a hat were Alan Brink & Susan Campbell.



A wonderful collection indeed! Thanks Ray, Tina, Steve and Noelene for this opportunity and the hospitality on the day.



This was a fun day with great fellowship enjoyed with car club friends.

MEMBERS ATTENDING

Peter Dunham & Peter Thompson	Porsche Boxter
Jillian & Neil Butler	Porsche
Harley Knott	Mustang
Susan & Bernie Campbell	Mercedes
Brian Giersch	BMW 220i
Greg & Cheryl Lewis	Jaguar XF
Peter & Carolyn Spasojevic	Corvette
Howard Anderson	MGB68
Harry Greenhalgh	Unknown
Robyn & Malcolm McEachern	Jaguar S-Type
Graeme Jeffery	Mazda CX5
Pauline & Warwick Golding	Ford Ranger
Lesley Frede	Mazda MX5
Stuart McMurray	Mustang
Allan Black	Saab
Bryan & June Liersch	Mazda CX5
Barbara & Doug Porritt	Mercedes 350SLC
Mary Harkness	MG3
Graham & Rose Bartel	Jaguar E Type
Hans & Ida Probst	Mercedes E250
Allan & Lynne Brink	Alfa Romeo Spyder
Jan Salan	Rav4
Margaret & Ray Tobin	Chrysler
Raymond & Tina Jones	Bentley
Margaret & Karl Richardson	Ford Falcon G6E
Janene & Gordon Nicholls	VW Tiguan
Malcolm MacVean	Jaguar XJ40
Bill Harding	Holden EH
Ross & Petra Edwards	Daimler SP250
John Carthew	Ford Falcon XC
Chris McQuellin	Abarth 595
Wayne Shelton	Corvette 78
Lorraine & Peter Daly	Jaguar XF
Ian & Gail Tuttle	Honda Accord
Stephen & Noelene Jones	Corvette x 3

On the day, 19 makes of cars were represented from ABARTH to VW.

MALCOLM J McEACHERN OAM





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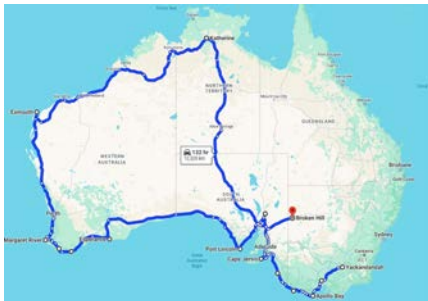
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The Great Southern Land Tour 2024—Expressions of Interest Invited.



Having completed 2 Around Australia rallies in recent years, a couple of us decided to put together a tour which still has a few decent stretches in it, but is intended to be a bit more relaxed than previous efforts. It has a short component of 1 week, or the full tour of 4 weeks, to make it do-able for people with time constraints; also it is a small group tour, with the aim of around a dozen cars to make it manageable from both the organisational and accommodation perspectives.

Starting August 5 from Yackandandah, the tour takes in the coastlines, the inland, deserts and ranges, civilised wineries and wild country as well. 26 days with 2-night stops in Blinman in the Flinders Ranges, Alice Springs, Broome and Margaret River, concluding in Broken Hill on August 30. 12,400km of good driving roads, civilised nightly stops, and many big sky moments. The first week, to Blinman, is offered as the short component, and the remainder is the full tour—although people could also opt to finish earlier if preferred. Accommodation—we have a list of preferred places (mostly cabins in camping parks) for entrants to book; in the case of Blinman we have already booked the Blinman Pub, which has 10 rooms.

Costs.

entry per car 2 people \$850 full event, \$750 part event. Inclusions: Windscreen banner and door number signs, grille badge and key fob, 2x event t-shirts. Welcome dinner in Apollo Bay and mid-event dinner in Broome; route books. Deposit by March 1st - \$250 refundable until 30 May. Remainder due by June 30.

This isn't a charity bash or a competitive event, just an opportunity to get out and enjoy driving in our great country; while interesting / classic cars are preferred, there are no restrictions on what is entered. If you are interested in more information, email or phone me (kmconch@iprimus.com.au / 0427964257) —at this time we have 9 cars entered, so room for a couple more to make up the dozen.

Warwick Jones, the Mini Club and The Magical Mystery Bus Trip!



And it's a big thanks to Warwick for organizing the bus trip, in conjunction with the Mini Club, to the Penrite Museum, and then the Healey Factory on November 18th. So if the destination is known, what's the mystery? Well no-one is prepared to put pen to paper (old school idea I know, it really should be fingers to key board in these modern times) so yours truly, the humble editor, can only assume 'What happens on the bus, stays on the bus!' Fortunately pictures speak louder than words, so thanks to Graeme Jeffery and Alan Brink, we have the equivalent of many many words!

We'll start with the Penrite Museum!



And then it was on to the Healey Factory. I know the work they do here is jaw dropping, and I'm sure I could hear the sound of Tattsлото tickets being purchased even from Yack! Did they form a syndicate? Have they won a gazillion dollars between them? We may never know—the Mystery deepens!

(If Warwick is carried into the next meeting in a sedan chair by Nubian slaves, wearing a 9 carat gold sequin jacket, a diamond studded sporran and shouting drinks at the bar, then we will know it's a distinct possibility.....)





A big thanks to Warwick Jones for organizing this bus trip, and coordinating with the Mini Club to make it happen for members of both car clubs — and there is a big temptation to head down to the Healey Factory and empty the piggy bank, good thing it's not just around the corner or I could be in trouble!



There are tall tales and true to be found in a master car salesman's vault — here's one to strike fear in the heart of anyone taking a punt on an unseen object of desire.....

A CLASSIC HORROR STORY

In fifty-seven years in the motor trade I have had many lovely journeys mostly in Mercedes-Benz cars, mainly in South East Australia. I apologise if this story is a little politically incorrect to some readers, but it happened nearly fifty years ago when Australia was fair dinkum and not so precious about behavior.

I brought a lovely old Rover 90 Sedan that had been inherited by a man in Shepparton, from his two old bachelor uncles. It had literally been only driven to church in Goulburn every Sunday. The old girl was a bit hard to start and most reluctant to stop. Deciding to take the money not the box he sold it to me. There was less traffic in those days so with judicious use of the gears and the excellent hand brake I got it back to Rutherglen. I fixed a few things and sold it for quite a reasonable profit.



The classic Rover 90 Cyclops

Flushed with success I needed little persuasion to launch myself at the next item of his inheritance the low mileage lwb cream coloured mid-seventies farm land bloody rover, what could go wrong? Man was I in for a hard time. I got a lift up there with three catholic priests, god knows how I arranged that. They dropped me off at the motel from which I emerged next morning all eager for the prearranged ride to the farm with the estate agent. Despite it being Good Friday, it was foggy and cold as buggery. I should have been warned as the agent seemed slightly mystified that I had come all that way to buy said Land Rover. We duly arrived at a pretty ordinary looking farm that looked like little had been spent on it for at least fifty years, and certainly not on the Land Rover.

There she stood! Fair dinkum, if it had been a horse I would have taken it up the back paddock and shot it! There was a dent on almost every panel, the driver's door would fly open at will, the diesel engine exhaust manifold had a crack a bull ant could walk through, the front seat material was a mangy couple of wheat bags hiding an errant seat spring that no matter how I squirmed seemed to target my fundamental rectum (not a happy prospect with a five-hundred-mile journey ahead of me)



Good runner, easy restore, drives well....

It had oil leaks from every part of its battered under carriage. The chassis was caked with mud, the engine bay was like the black hole of Calcutta, or how I imagined said venue would be, there was no test drive. It was drive this wretched beast home or walk back to Goulburn as there were no mobile phones in those days. The first kilometer revealed a speedo cable ripped from its origin, a jerky throttle movement, an arm wrenching wheel wobble, distinct lack of power but worst of all, wait for

it, a slightly SLIPPING CLUTCH!!

The opaque glass work didn't help nor the long gone outside rear mirrors when I eventually got out on the Hume Highway, no freeway in those days' kids. It is quite hilly between Goulburn and Yass and the Easter traffic was full on. The lack of power made me a slow-moving chicane on the many hills and any attempt to get somewhat out of the way downhill was thwarted by the hideous amount of wheel wobble and the eye-watering blast of exhaust fumes which incidentally, was the only form of heating as it was unseasonably cold. I am fearful of death for a least a hundred fellow motorists would have wished me to HELL on that trip! Maybe those priests might say a prayer to redirect me upwards!!

Now, I won't have anyone say I didn't love my dear old ageing mother. Not knowing what I was in for, I foolishly told my mum I would detour the hundred and fifty klms to drop in and see her. I am glad she left me a few bob in her will because at the Temora turn off I had a hell of a decision to make? At least the traffic was less vitriolic but there where more flaming hills. I eventually made it, gave her a smelly fatigued hug, had a chat, a cup of tea and some food and a damn good lie down as I gathered strength to wrestle that dreadful beast another three hundred klms. Seeing my condition, I am sure mum said a few prayers to counteract the curses of those city people and to help me stay the course.

This epistle obviously testifies I survived but my lovely wife and daughters had to put up with a pretty grumpy dad for the duration of Easter and one strangely not wanting to drive ANY WHERE!! Everyone likes a happy ending, reconditioning comprised nipping of wayward seat spring and two new wheat bags for the seat. Some local blokes bought the mongrel of a thing for what I paid for it, to drive around their gravel pits. My rear window sticker didn't go on that horror and I have never been so happy to see the rear end of something in my life. **Happy motoring, Gordon Mackinlay.**

Winners are Grinners!

Congratulations to Ron Bosanko, with his winning entry from Sunday, 26th Nov. at the Victorian 2023 Monaro State Titles Show 'n' Shine, Kingspark, Seymour.

Category - Street modified HZ, 1st Prize!

With 146 Monaros entered for judging in various categories, it would have been a great day for a visit, and bringing home the Gold would be icing on the cake!.



Travels in the Chocolate Frog

A long time ago, in a land far away (OK, it was the late 80's, and it was Geelong) Chantelle, The Minister of War & Finance, was enamored with her Froggy— a Renault 16TS in stunning Avocado Green, with a matching green interior. With a daily commute from Geelong to Altona down the then very ordinary Geelong Road, Froggy had replaced an XU-1 Torana which, great car as it was, had challenges when it came to the daily grind. Now she had a comfortable ride, adjustable seats, a third of the fuel bills AND it had cruise control! No wonder it was the avocado of her eye! But then a child was born, and the recommended Renault placement of a baby basinet, wedged between the front and rear seat, wasn't going to cut it at all. So Froggy went to a new home, and like most R16's, probably rusted away until the rear suspension collapsed at some inopportune time, and no doubt met its end at Simsmetal....



1990— Mother, son, black dog, & Froggy

Fast forward 33 years, and I had been keeping an eye out for a good R16. I had seen some very ordinary ones of the last couple of years, and it was apparent there are very, very few of them still around and even fewer in good condition, and these usually were NOT FOR SALE! They do have a bit of a cult following as I found out. So come November, and I was chatting to a mate in Brisbane—David has restored an Alfa Sud TI to a gold standard, is now doing a Lancia Fulvia, so he is beyond help— and in the course of a 'What If' conversation mentioned looking for a R16. A short silence, and he said Wait, I'll send you some photos—this is one I found for a friend of mine, and he might be willing to sell it as he's got too many cars now. Music to my ears!

David called his friend Richard, and yes he was amenable to discussing a sale, but he would be wanting top dollar for it as it's one of the best in Australia—accident free, rust free, 135,000 kms. And it's a 16TS Special, one of 250 that finished production in Australia on 1976. David thought \$20k.... Gulp.

Still nothing ventured nothing gained, a week before Christmas I flew to Brisbane and met Richard and the R16. It was as described, it drove like a new one, and so the dickering began. Being a friend of a friend helped, Richard did admit he'd only done 200km in the two and a half years since he bought it, and it had languished in his workshop (he's an Alfa specialist, the R16 was an anomaly) till now. We settled on the price he had paid for it, still high but a lot better than \$20k!

It was Saturday night, so I decided an early start in the morning would get me out of Brisbane before the Sunday drivers hit the roads, and I would assess how far I would go each day, based on rattles, squeaks, smoke, steam and any other vehicular failing that might beset us. Port Macquarie was the goal for Day 1, Goulburn Day 2, and home Day 3. Which was a great plan, allowed for vehicle issues, but totally ignored the driver.... Oh yes, the weakest link was going to become clear!



Sunday morning, and my host's hospitality and a 3 course breakfast meant that early, flying start was a somewhat later, waddling out the door start. 9.30 and it was already getting warm—why can't the silly buggers have daylight saving like civilized people do? - and it was off to the Gold Coast, as was half the population of Brisbane apparently. And they seriously can't drive. A few road works, I got past the theme park traffic and started to get a bit of confidence in the Frog. And my, isn't it getting warm now. Hmmm, and humid. Still with 2 of the 4 aircon units wound down it was bearable, but then decided to duck into Ballina to get a cold drink and have a look at the town where Chan and I used to camp back in the BC days. My it's grown. And busy. And now I noticed the temperature gauge creeping up in the town traffic—so I ducked off to the foreshore to check coolant and what-not, and plot a course out of town that avoided the main centre.



Practicing Parisian parking in Ballina

Onward and the temperature went back to a reasonable reading, so pushed on. And the car was fine, but I was now melting. Coffs Harbour, slow traffic, more road works, the Big Banana was to be a photo opportunity but a busload of pensioners were collapsed from the heat in front of it. And that damned temperature gauge is now hovering just below the red..... fortunately we got through and with a bit of pace on, the gauge returned to where I like it. But it was now 2.30, I saw a big thermometer showing 36C as I left, and yes, the weakest link was now apparent—and it wasn't the Chocolate Frog. At around 3pm I arrived in Nambucca Heads, found a half way decent motel with an RSL and bottle shop near it, and called it quits for the day. Half a dozen Pale Ales in the fridge, stand under a cold shower until I felt human again, and once dressed took said beers and a packet of Twisties out to a seat in the garden overlooking the beach, and chilled. I think I was almost asleep when I heard "Hullo? Are you from Room 6?" Gawd, what now? And so I met Graeme. A sprightly elder chap, well dressed in a decent shirt, clean and pressed cargo pants, long white socks, and sandals. Basically the total opposite of my attire at that time. He was very keen to know all about the Chocolate Frog parked on the other side of the building—so I admitted ownership, and when I offered a good look at the car his excitement level cranked up a couple of notches. Once there, he told me he was driving a new Merc—waving his hand at a new hybrid block of flats that cost a squillion dollars— but he considered it quite boring, and I then heard half his life story, starting from buying an R16TS as his first new car in 1970. When I offered a sit in the drivers seat his day was made, and I could see memories coming to life by the silly grin on his face. A nice chap indeed. But it totally distracted me from trouble shooting the overheating— oops.

A 6.30 start, and as I backed out of the car park one of the motel doors was flung open and there was Graeme, half dressed in his underwear and pajamas, coming out to wave goodbye! I wish I could have got a picture.... But onwards!



Port Macquarie for breakfast by the seaside, and what could be more appropriate than a croissant & coffee?



Pushing on, and the little Frog is getting along at a good pace—cooler air makes a difference, and I'm getting confident in a stop in Goulburn over night. We get a few waves, a couple of thumbs up, but mostly puzzled stares of what on earth is that? It's all good until around the back of Newcastle—more road-works, more slow moving traffic, the days getting hot again and the temperature gauge is heading to the red again....but the traffic opens up, and away we go, hooray! Off to Freemans Waterhole for an early lunch, and the weather is alternating between hot and sudden showers. Around behind Gosford, and its with interest a fairly newish Range Rover that been cutting through traffic 10 minutes before now appears, barely visible in a billowing cloud of steam on the side of the road, with the baseball cap wearing driver not appreciating the applause from the passing cars. Conscious of Froggy's issues, I restrained myself—no point tempting fate. And then, as we negotiated the new freeway around Pennant Hills, we got diverted off to a temporary excursion up my Sydney nemesis, Pennant Hills Road. At 2pm, school coming out time for max traffic. With the temp gauge hovering under the red, I baled into a side road, switched it off, opened the bonnet, and blamed Graeme....

It was quite apparent that the thermo fan—its only fan—wasn't switching on. I did have the foresight to have bought a multi-meter with me, so checked power—OK. Checked the relay function—OK. Direct wired the fan motor—OK. Which left the switch in the side of the radiator. With no wire, just the meter leads, I was able to bypass the switch, on came the fan, worked a treat, and away we went again.

3pm, and I'm close to Goulburn. The car is running sweetly, the weather is passable, there is only one possible course of action—head for home! Chan is quite surprised when I ring her from a fuel stop to tell her I will be home around 7—I think she was planning a quiet night—and it's the Hume to home. 110-115km/h, and now I'm passing things other than slow trucks. And from what I observed, overall the worst drivers are in Tesla 3's, irrespective of state, just clueless to basic lane discipline, not looking before changing lanes, not looking before pulling out of lay-bys, and sitting in the right lane at around 85km/h, because there's a right hand turn into a charging station in 58 kilometers. Aaargh!!



The perfect car for Yackandandah!



1100 kms in 12 and a bit hours, best seats in the world, and could do it again tomorrow. That's why we love a Froggy!

Christmas comes, the kids are here for a few days, and now the opportunity to recreate the picture from 1990 can't be ignored.

2023, Mother, son, (pretend) black dog and the Chocolate Froggy.

A perfect end to the year!

RSCA REGALIA

Contact Warwick Jones

b/h 0260 212 377 a/h 0260 214 195



Car Grill Badge
\$25



RSCA Cloth Badge
\$7



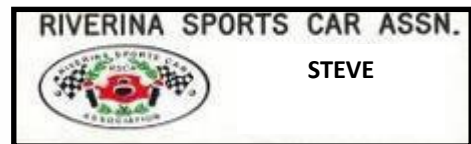
Car Grill Badge
25 Years \$20
(65mm Diameter)



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Car Badge
(Mid Week Runners)
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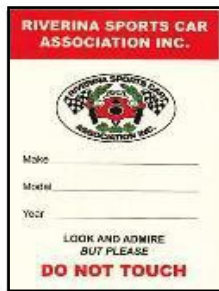


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NEW! Removable hood!

Polo Shirt
With Badge
Mens & Womens
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TONNEAU TALK

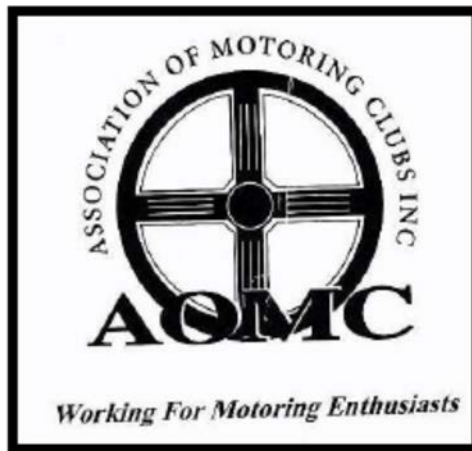
We welcome our new members this month—

Craig and Lindy Tenteye , with a 1967 Plymouth Belvedere II (wow!)

Barbara and David Johnson, driving a 1990 Mazda MX-5 (nice!)

Terry Sullivan, steering a 1984 Statesman Caprice (classic class!)

See you on the next run!



Attention NSW members on H and D plates

Log Book entries for NSW vehicles on H or D plates TfNSW now has a permanent NSW Police liaison officer attached to the Historic and Classic Industry Working Group. Recent reports and social media posts have led to that officer providing the following suggested message to clubs.

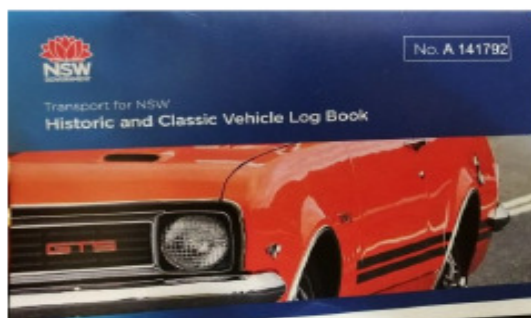
This is quoted verbatim for your advice:

"When completing a log book entry, the person who is completing the log book entry for the day should ensure that they are recording their "Full Name".

It is important that the log book entry is completed correctly and before first use of the vehicle on that day, abbreviations, initials or "ditto" marks do not fulfill the requirements of the conditions of the log book.

One entry is required in the log book for that day regardless of how many drivers use the vehicle. The instructions are in the front of the log book. Remember, log books allow personal use of vehicles and are an important part of the registration and insurance process, incorrectly entered or log books not completed could result in police action or non-payment of an insurance claim."

Club members are advised to heed the advice of the Police liaison officer.



TONNEAU TALK

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Myer Centrepoint

NOTICE

New financial members who haven't received their badges
and new member kits.

Please contact Warwick Jones on 0412 698 898

Or Email wambjones@bigpond.com

to arrange a time for collection.

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