

# RIVERINA SPORTS CAR



## ASSOCIATION INC.

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# OPEN TOPICS

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Edition No. 244

November/  
December 2023





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**Deadline for the next  
issue: 10th Jan 2024**

([kmconch@iprimus.com.au](mailto:kmconch@iprimus.com.au))



Photography By:

Alan Brink, Gordon Nichols, Kim  
McConchie, others as attributed

And I hope all our club members have a happy and safe Christmas, 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 2022/2023

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<b>SECRETARY</b>	Susan Campbell	0412 062 440
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## 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

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**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.

In Memorium. Sadly we say farewell to two members who have recently left us.

Les Eddington passed away recently. Les and Shirley were members for several years but resigned at the end of 2021 due to Les' ill health. The Committee extends their deepest sympathy to Shirley and family.

Tony Brandt passed away on 27<sup>th</sup> August, 2023. Tony was a member of our Club for many years, as is his son Neil; the club's sincere sympathy goes to Nan, Neil and Nina and extended family.





## Coming Events

### November.

**Sun. 5th. Myrtleford Show and Shine.** Should be a great crowd, just like Tallangatta. Depart Gateway 8.30am.

**Sun 12th. Lake Mulwala rod run...**or Bright rod run.  
Own arrangements.

**Mon 13th. NOTE: NO GENERAL MEETING.**

**Wed 15th. Mid Week Run.** Breakfast run this month. [DETAILS PAGE 12.](#)

**Fri 17 th. Wodonga Show & Shine.** Junction Place. 6.00 to 9.00 pm  
Details on Wodonga Council website.

**Sat 18th. Melbourne Bus Trip.** Details Warwick Jones 0412698898

**Sun 19th. RSCA ANNUAL GENERAL MEETING.**

THURGOONA COUNTRY GOLF CLUB, 12 Noon. \$27 per head 2 course meal.

PLEASE ATTEND...PUT YOUR HAND UP AND BE INVOLVED IN OUR  
WONDERFUL CLUB.

### December.

**Sun 10th. Xmas Lunch.** Join fellow members for some fellowship and an a la carte meal at the Wodonga Golf Club, Parkers Rd, 12 for 12.30. Note: PLEASE TEXT GORDON NICHOLS IF YOU ARE COMING, 0427215233, TO CONFIRM NUMBERS.

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

**Wed 13th. Mid Week Run.**

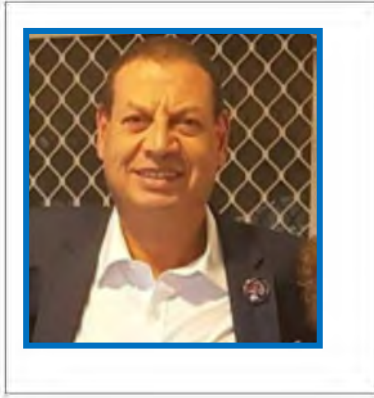
**Sun 17th. Cars & Coffee.** 10.00am The Ripe Tomato, Borella Rd., Albury.

**Mon 25th. Reindeer on the Roof.** Delivering gift wrapped car parts with a bit of luck!



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 the year is starting to wind up with our AGM on Sunday 19th November and our last General meeting in December.

It was great to celebrate the Clubs 40th Anniversary and thank you to all those who attended the week-ends events. The morning run and dinner were great and our guest speaker Kim Jones was a fantastic inspiration, along with member and musician Terry Collins keeping the jive alive!

We had our Club Memorial Run in September with the winners to be announced at the AGM. Another great day!!!!

The last month I haven't been around as I was overseas getting inspiration for a new business and thank-you to Bernie and Susan for covering for me. The wonderful part of being a member of the RSCA is the friendship and members willing to back up to help out the Club when someone goes A.W.A.L.

I look forward to seeing you all at the AGM and am hoping we can get some new blood and ideas into the committee. Please remember every position is available for people to nominate. If you believe you can help make a difference, please put up your hand to volunteer - whether it be for President, Secretary, Treasurer or committee. I encourage you all to consider a position. It's only a couple of hours a month if that and so rewarding. Editor is a great position too, oh the power of the pen is in your hands!

Speaking of which, I know from here our illustrious editor will now go on with a Pick On The President feature more than likely about an Alfa Romeo. Yes of course I got myself into turmoil even while out of the country. Over to you Kim.....

*Anthony S.*

Anthony Saltalamacchia, and it's all my own work. Again. I'm really getting the hang of this now!

**Note: Annual General Meeting Sunday 19<sup>th</sup> November At Thurgoona Country Club**





## RIVERINA SPORTS CAR ASSOCIATION INC.

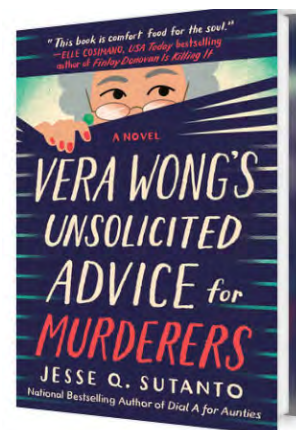


### ***From the Hotseat!*** - the Editors ramble for this edition.

Really I have not got a clue about the fears expressed by our globe trotting President de Chef de Jour, how could I even consider a Pick on the President piece when his potential plans for providing gastronomical delights gets closer by the day? And his potential for exacting a chefs revenge via the well known things that chefs put in peoples food if they don't like them path, leading to hilarity in the kitchen as they watch and cry 'Look! He ate it!!' at best, or a future medical intervention at worst. So we won't mention Alfa Romeos, but if you buy the editor a beer then bribery may indeed be possible..... and for two beers, guaranteed!

Is selling a car the most annoying thing a person can inflict on themselves? Having dealt with a wide range of the great unwashed who expressed an interest in our Mustang, I finally had a call from an—apparently—sensible person who wished to examine the car, and demonstrated a good knowledge of the A-code options, and talked like someone who wore long trousers and had graduated from using a crayon for writing. So we arranged to meet in Seymour, so he could come up from Melbourne to look over the car, which we did. He checked the obvious and the not so obvious, agreed it was the genuine article, and as a storm started to blow in, did the deal and over the phone transferred a deposit and away I went as the rain descended. Except 3 days later, no deposit in the bank. No phone call was answered. Finally a response to a message—I changed my mind and cancelled the transfer. Been too busy to tell you.

So this months book review. Like last month, self explanatory really. And it's a full suite of reading, and while it will no doubt lead to nothing, there is a certain satisfaction that, if nothing else, I could throw one or all of them at him if the opportunity presented, and possibly even leave him with a nasty paper cut!



40 YEARS OF ENTHUSJASM



## HAPPY BIRTHDAY RSCA!

Forty years in existence and still going strong – yes, worthy of a celebration.

### Coffee and the Rally

The day dawned bright and sunny – well not quite, but good enough for roof down in the convertibles. A nice easy meeting time of 10.00am at the “Toolz Down” Café in Wodonga to start the day’s activities was good for this occasion. Well, most people got there on time except for the Brinks who got lost trying to find the place. A rather portentous indication of future problems in the rally – but more of that later. What fool said it was at 6 Thomas Mitchell Drive anyway??



This was a well selected venue with an excellent choice of “goodies”, good coffee and great service. Outside tables were also convenient with lots of space on the footpath for standing and chatting – what about? – cars I suppose.

At around 11.00am, Clerk of the Course, Gordon Nicholls called us all together for a briefing on the re-enactment of the RSCA’s first event – an observation rally. So, we set off in dribs and drabs, some adventurous ones going solo while others seemed happy to follow the leader. I was happy to sit behind Karl Richardson in his lovely AC, just for the view if nothing else, however while discussing a certain navigation issue with my navigator and the ensuing divorce proposal, Karl disappeared into the distance. Then me, concentrating on my last instruction of “SO” ie. Straight On, made a big mistake in failing to ask for the

next instruction of “Turn right into Mahers Rd”. So straight on we went past the intersection and only then looking for this missing Mahers Road. With an awful feeling that we had already made a huge blunder and Tallangatta fast approaching, I knew all was not right so searched my phone for this missing road. Mmmm – yes, there it is, via Tangambalanga – okay, I know where that is so let’s go there and then re-view our options. On arrival at Tanga, I realised that we were going the wrong way so had missed most of the questions. An easy decision was then made – *give up* – turn around and just enjoy the drive back to Ludlow’s Reserve, our end point to the rally.

Being last in, we saw everyone completing their answer sheets and handing them to Gordon. Ours was easy with only two questions answered. But it was nice seeing everyone again and swapping our rally experiences.

We then had the afternoon off, so all went their own ways for nanna and poppy naps before tonight’s Dinner Dance.

### The Dinner Dance

With tables beautifully decorated in the Cantina Room of the Siesta Motel, we all arrived around 6.30pm for some early chat and drinks. Formalities started around 7.00pm with President Anthony Saltalamaccia welcoming all attendees especially our guest speaker in Kim Jones, ex-Brad Jones Racing, a local private Supercar team.

Following a great main course meal, Anthony invited Kim to give his address which provided a fascinating insight on the workings of a highly professional motor racing team. We also learned of the humble beginnings of Brad Jones Racing Team from an early Formula Ford to today’s Camaro’s and the four semi-trailers required to transport and service this team in events all over Australia. Kim took several questions from the floor before Bryan Liersch provided an early history of Kim who has known the Jones family a long while and knew Kim as a child. Anthony then presented him with a couple of bottles of Anderson (our last RSCA President) wines and a big thank you to Kim for both entertaining and educating us on the issues around a modern motor racing team.

Then came the yummy desert and the lovely background music of Terry Collins on his guitar.

On a couple of occasions during the night, Gordon Nicholls related some of the history of our Club based on old stories from our club magazines, Open Topics. These were both funny and interesting hearing that this Club has always been very active and very social, a feature which continues today.

Gordon then announced the rally results. First was to Peter and Skye Trescowthick in their Porche 911 with 14.5 points out of a possible 20 earning them a bottle of Anderson’s wine. Last place was to Lynne



and Alan Brink in the Alfa Spyder with a paltry 1.5 points who also got a bottle of wine.

The night then became a great catch-up time with Terry crooning well into the evening and providing great entertainment. Thank you so much Terry who is an RSCA member. Thanks also to Ray Jones for providing the venue for our function and a good deal on the catering.

I started to run out of steam by about 10 o'clock so jumped in a taxi to head for home. What happened after that will be up to someone else to relate – or maybe this should be kept a secret??



Over-all a great day and night thanks to the imagination of our President Anthony (Salty) who drove this on from a suggestion several months ago and who arranged much of the evening's celebration included giving each member a gift pack at the end of the night.

A big thanks also to Gordon Nicholls for coordinating the mornings activities.

Alan Brink.



**Don't forget the AGM is coming up, and The RSCA needs you!** Members are reminded that bookings for the AGM Luncheon on Sunday, 19<sup>th</sup> November at the Thurgoona Country Club, \$27 per head, are required no later than Friday, 10<sup>th</sup> November. Money is to be paid to the RSCA Bank Account at the Hume Bank. Banking details are: BSB 640 000 Account No. 111283233 and please do not forget to identify your payment with your name!



Would members please take this opportunity to become more involved in the club. We need your renewal and the committee needs your suggestions and new ideas. Bernie Campbell is also unfortunately standing down and we need someone to organize the Mid-Week Runs; and we also require a new Treasurer, Secretary and General Committee representatives. The positions are not arduous and your assistance would be appreciated so please consider our request!

# Riverina Sports Car Association



## MIDWEEK 'B & B' RUN



15<sup>th</sup> NOVEMBER 2023

This is the final run for 2023 so Robyn & I have chosen, with the help of the Jones family, to make this event a little different.

Firstly it will be a Breakfast & Brunch run, commencing in Lavington with the finish at West Wodonga.

8.00am - Meet at the Siesta Resort, - 416 Wagga Rd Lavington

CANTINA RESTAURANT \$20.00 per head Full Breakfast

10.30am – Depart Siesta Resort Lavington for interesting Midweek Run to Wodonga.

11.30am – Assemble members cars for club photo shoot as directed.

Then, view Raymond's collection of beautiful and very collectable vehicles in his truly magnificent showroom.

12.00noon – Tina will provide a light luncheon for all attending Midweek Runners

**NOTE!** A \$100.00 cash gift will be on offer following a (5) question & answer quiz generated from the short Midweek Run, plus other valuable giveaways associated with the run, to celebrate this day and forthcoming XMAS.

(JUDGES DECISION IS FINAL – NO CORRESPONDENCE ENTERED INTO)

**BOOKINGS WILL BE ESSENTIAL** ..... Malcolm J McEachern

**robmal72@bigpond.com**



**CHILTERN CANCER CRUISE - CAR AND BIKE SHOW**

Proudly supporting: Albury Wodonga Regional Cancer Centre Trust Fund Inc.

All money raised goes to:

**SUNDAY, APRIL 14, 2024**  
**9.00AM - 2.00PM**

New emphasis on family fun including a raffle drawn on the day, model aircraft display and miniature jeep rides. This one is for the whole family!

Barbecue and drinks available.

Plus an "Honor board" for those wishing to display a picture of loved-ones touched by cancer.

**DONATION \$10.00 PER CAR OR BIKE**

Celebrating the memory of the late motoring enthusiasts John Jameson, Kelvin Duke & Bruce Gibbens - dedicated supporters of the Chiltern Cancer Cruise.

Proudly supported by:

Proudly coordinated by:

## ROB PHILLIS

5 TIMES AUSTRALIAN  
SUPER BIKE CHAMPION  
17 AUSTRALIAN  
TITLES



We were very lucky to have Rob Phillis as a guest speaker for the October meeting, and he certainly had some entertaining stories of his motorbike racing career to tell; and I say very lucky because, as he described:

“I averaged 12 good crashes a year in the World Supers. I reckon I’ve had 200 crashes and broken 49 bones. I’ve had three brain hemorrhages now. I had another brain hemorrhage that last crash in 2015 [at Lukey Heights, Phillip Island] but not a bad one; it was just a small bleed. I’ve broken 17 ribs, both my scaphoids nine times each, and four or five vertebrae. I cracked a vertebra in that last crash as well, and dislocated my shoulder.” Lucky to have him indeed!

Known as Mr. Superbike, he gave some great descriptions of his beginnings, his early career in Australia, and then International success that followed. He was asked does he wish he’d done more on 500 GP bikes, and his answer was forthright and too the point—F\*\*\* yeah!! As for had he ridden the Isle of Mann TT, his answer made it pretty clear as well as having a strong sense of self-preservation, he’d observed that the regular riders in the TT, when on a track, usually weren’t competitive—the mindset to be racing for best time between unforgiving stone walls, houses, trees, and no run off areas to be seen wasn’t the same as a circuit race, surrounded by the other bikes and fighting for a position at close quarters. Mind you he then gave a very descriptive, let’s say blow by blow, account of the consequences of sliding across a series of ripple strips face down, and the subsequent damage to male pride, still better than a stone wall you’d have to agree! A bloke who definitely speaks his mind and has had a motorsport career to provide many stories, opinions, and probably a few character assessments as well, he’s still working hard restoring houses for a living, and it’s a big thanks to Rob for taking the time to come along, and to Shane Ried for organizing his night with us.



## *The Sunday Mitta Mitta Pub Run*

*(A damn fine way to spend a Sunday, even if I do say so myself)*

I suppose I do have to say so as it was muggins here who organized it, and with the weather looking amenable if a bit drizzly first thing, Chantelle and I headed out from Godzown (Yack) to meet the members gathering at the Causeway for a very civilized 10am start. All the boxes had been ticked —

We'd done a recce to the pub during the week, so knew the roads were OK ✓

We'd established the pub had the correct number of people booked for the day ✓

We had the maps, the attendance sheets, and the names of who we were expecting to show up ✓

We had reminded everyone that it was the first day of Daylight Saving, so put those clocks forward ✓

We were in two cars, because nothing seems to go wrong if we bring two cars..... ✗

It was a Benz morning, Chan was driving her CLK500, and I was in the SL350 convertible and anticipating getting the top down when I heard the squeak...which became a louder squeak...and by half way it was sounding like the power steering pump was about to become a very expensive and messy proposition, so I handed over the plans to Chan and made a steady bee-line back to home. Where on jumping out of the car to park it in the shed, I realized the sound wasn't from the front of the motor. Nor the back of the motor. It was the damn heater fan, which seldom gets used in this car...so back to Tallangatta to meet up with the Sunday drivers at the bakery for morning tea. At least it's an easy fix....

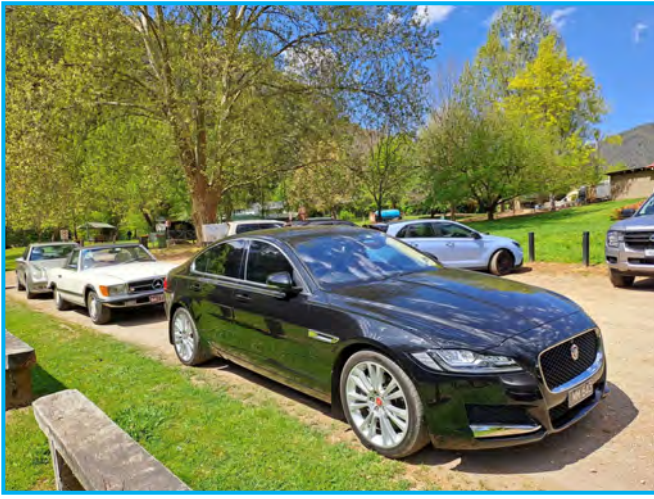
With 48 people booked for the run, there was a bit of time between first and last arrivals, ready to partake of usual fine beverages and bakery delights on offer; and what do you know, here's two other members out for a morning coffee! It didn't need a lot of convincing for them to join the rest of the run, bringing the numbers up to 50 and that matched what we'd booked—perfect!



A spirited drive for many to Mitta via the Omeo Highway, a couple of Porsches were seen disappearing into the distance—was I driving that slowly? Umm no— and right on



lunchtime we settled in at the pub and started the serious business of ordering drinks and perusing the menu, followed by the usual settling down to a damn good natter around the tables. Service was, I think,



reasonable given the number of people at the pub that day apart from our group; although one downside was the combination of roadworks around the pub, with caravan owners who practiced random parking, meant we couldn't get the cars in together for a group shot—and trying to get just the crowd together for a group shot was beyond my cat herding skills! Maybe next time....



A nice drive home, a wave to the motorcycle cops setting up in Tangambalanga to raise some revenue from the unwary (Ha! Saw them first!!) and overall seems to have been a successful day. Same time next year?

(With the number of people, the usual attendance list became a bit of a dogs breakfast, so if you were there, please raise your hand! Ahh good, thank you. Hope you enjoyed the day!) Cheers, Kim.



Planning is underway for the 2024 Bairnsdale Bash!

## Proposed 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](mailto: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

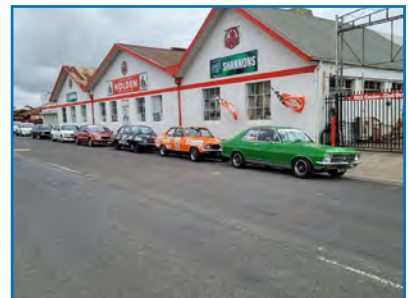
Peter Thompson

Ph.0427517543

email.. [kerriethompson2@bigpond.com](mailto: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		Coffee Shop TBA
		drive to Mt Hotham 1 hr 55Klm	55klm	
	Mt Hotham	Regather at Mt Hotham, toilet break 15 mins		
		Depart Hotham for Omeo 11.45	55klm	
Day 2	Omeo	1.00 pm lunch at "Fresh Air Cafe"		Cafe prices
		Depart Omeo 2.15 for Baimsdale	121klm	
	Baimsdale	Arrive Motel TBA approx 4.00pm		Baimsdale International
		Dinner 7.00 ish		RSL Club, walking distance from hotel
Day 3	Maffra	Breakfast		Baimsdale International
		depart for Gippsland Vehicle Museum 9.30	65klm	
		with Riviera Lakes car club to Maffra		
Day 3	Maffra	Gippsland Vehicle Museum 10.30		Adults \$15 - Concession \$10
		Lunch Maffra Pub 12.30		
		Depart to Moe 2.00	90klm	
		1 hr 15 mins 90 Klms		
Day 3	Moe	Arrive Motel TBA approx 3.30/4.30pm		Moe Motor Inn \$100 per double \$10 extra single.
		Dinner		Moe Hotel TBA
Day 3	Trafalgar	Breakfast		TBA Cafe.
		Depart Trafalgar Holden Motor Museum	10klm	
		9.30		
		15 mins 10Klms		
	Trafalgar	Arrive Motor Museum 9.45		
				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!

## *You can't keep a good car down! And if there's two of them.....*



Members may be interested in the following tour by some enthusiasts in their pre war MG's.

Over our last few winters in the Coffs Harbour area, through mutual friends, we had come to know Steve and Judy Woods. Steve is an MG enthusiast with a TC, an MGA and 2 MG Y-Types.

He had restored the TC some time ago and mentioned that they had been invited to the Springtime T type rally in Canberra. They also decided they would join some others in a tour of the Snowy Mountains in their T Types.

The reality of a trip like this in 1930's and 1940's cars is quite remarkable (I owned a TC at one stage!). Steve and Judy drove the TC from Coffs to Canberra and enjoyed the weekend there. They then left the ACT on the following Monday in company with 2 other couples, one in an MG TA, and the other in an MG TB.

The itinerary was Monday night in Jindabyne, Tuesday in Omeo via Kanchoban and the Nariel valley (a lot of gravel road), Wednesday in Bright via My Hotham, Thursday in Tumut via Jingellic and Tumbarumba, and back to Canberra on Friday.

We met the 3 couples for coffee out near the Weir on the Thursday morning, and they were having a great time in terrible weather. If you remember that really wet week (they went through 8 inches of rain in the Alps) they persevered in slow, underpowered cars that are not known to keep the weather out, a testament to their enthusiasm.

Steve and Judy then drove home to Coffs. A great effort amongst modern traffic in a 76 year old car.

The photos show Steve and Judy behind their black TC and David and Laurel behind their MG TA.

Gordon Nicholls.



# Tallangatta Classics Inc **SHOW N SHINE** & Swap Meet

Sunday 29/10/2023 was fine and warm after some dodgy spring weather, so it was understandably popular with a lot of classics cars and lookers attending.

The Tallangatta showgrounds were in pristine condition and the oval was chock a block with display cars and swap meet sites. A good number of RSCA members made the trip, I'm not sure if anyone picked up a trophy but they probably deserved one!



Those who attended:

Gordon and Janene Nicholls, Craig and Colleen Rattenbury, Bruce Walford and Liz Spencer, Allan Brink, Darryl Baxter, Peter Dunham, Harley Knott, Craig Lemke, Warwick and Pauline Golding, Bryan and June Liersch, Mick and Lyn Donahue, Peter and Carolyn Spasojevic, Richard Heather, Kerry Bedford, Kim McConchie, Bruce Howie, Bruce Doughty. Sorry if I missed anyone, Gordon Nicholls.



# Lies, Damned Lies, and...it's finally finished!

(well, almost)

And so it came to pass that the things I could blame on the Poms had all been dealt with, and the final assembly could be completed. From here on in, anything wrong was clearly going to have my name associated with it!

Before getting into badges, grilles, and bits 'n bobs, I decided that with enough of the wiring now intact and unlikely to erupt into fireworks, it was time to run it up and see what happens. Fresh fuel, booster battery, crank it over...and over...and over ...and realize the booster battery was actually flat. Next day, Take 2. It stuttered into life, and finally settled into something approaching a reasonable idle. Back it off the hoist, down the drive a bit, brakes on and it stopped. And, with the pedal on the floor, stayed stopped. Yes, the master cylinder was seized on. Yes, it was now facing uphill to the shed. Yes, on gravel, not concrete. Yes, I swore. A lot.



Being an old school under floor setup, I was able, lying on the gravel, to get a screwdriver in and ease it off. Only took half an hour. Then it wouldn't start. Nope. Not going to, can't make me. I had to tow it in with the ride-on mower, back onto the hoist, and get the confounded cylinder out. It hadn't been out for a VERY long time, and trying to apply Penetrene from a squeeze bottle to a nut and bolt directly above your head has certain ramifications. But I now know how it tastes, and not everyone can claim that!

Once out it was off to Wodonga Brake & Clutch for a rebuild, and naturally the bore is a very unusual size...so off to a specialist (Ka-Ching! Ka-Ching!!) and while it was there, check all the calipers and wot-not, fortunately all ok and free to move.. And while it was going nowhere, get all the badges and trims and things on.

Ah the front guard badges—to get them on there's a little inner guard panel which has a couple of screws to hold it on, allowing a small child's arm to get into the guard cavity to apply the 4mm nuts to the little bolts that fix the badges on. The handy tool here is the magnetic probe that gets the nuts out of cavity when they slip from your fingers...more swearing, but finally success. The inner panels need a stubby screw driver to get the screws in, naturally I slip and the screw driver disappears into guard cavity. Naturally you can't get an arm in far enough to retrieve it, and the magnetic probe doesn't pick it up either. I lose a day proving that looped wire, bbq tongs, double sided tape on a stick, and a small child's arm, aren't going to get it out; and because of the shape of the panels, you can't actually see the damn thing. And of course its going to rattle...and clunk...when you go for a drive. I order an endoscopic camera on-line, and wait impatiently for it to turn up.



In the meantime the master cylinder is back, so its reinstall, bleed the system—it's a single circuit so no nightmares experienced—and I work on getting it running well enough to drive. God it's awful, AND I can hear the screw driver going clunk. Awful because I prepared the car for 6 months off the road, not 3 years and 6 months off the road. Drop the fuel line from tank to fuel pump, and what should be an inspired gush is a pitiful dribble—the pickup is blocked. Blow that out and watch the crud coming out and now it's how much crap is in the tank? Quite a bit actually—bloody unleaded doesn't sit well for a long time, and the fuel preserver I had added was meant to be good for 1 year, 3 and a half stretched the friendship. And of course the fuel pump filter was as solid as a solid thing...

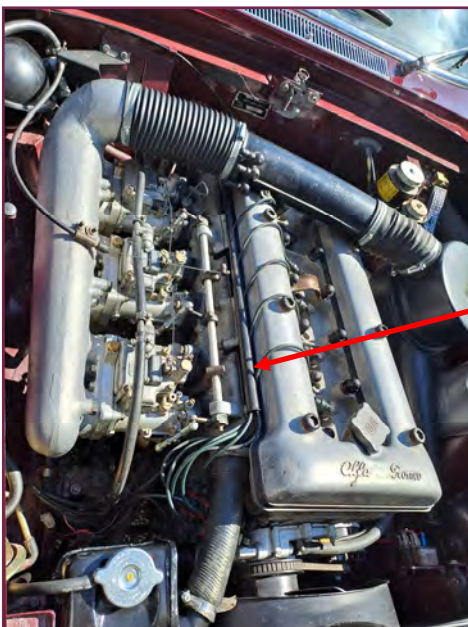


It does run, after much cleaning, more swearing, a fuel flow is consistent and the carbies have had the tops off and cleaned out, jets cleaned, everything bar taking them off because that is a job that leads to madness and divorce. Better but not great, 3 cylinders still showing lean when driven and a misfire. Oh look, there's a spark off one of the plug leads. The designers, in their wisdom, run the very skinny leads through a steel tube, from where they poke out through holes along the way. And they rub. And if its

inside the tube, of course you can't see it... more work needed here. Still it is drivable if you're prepared to show it no mercy, the full throttle performance is OK but midrange is dodgy. It idles nicely though!

The camera turns up, I test it by sticking it down the bathplug hole to see how the S bend looks, (urk! Shouldn't wash the dog in the bath I guess), and then play Hunt The Screwdriver. Once I find it, its straight forward—its lodged, handle up with the shaft between a panel join. And a wire loop gets around it and it's out. All up 3 weeks, 2 days, and twenty minutes worth of time wasted, and I now stuff a rag in the gap when working in places like this. And I'll probably never need the camera again—but its here to loan out if you need one!

So it looks great, its getting better with everything I do to it— it's going to be replace all the plug leads with conventional leads next, but that also needs 6 spark plug tops because...oh never mind. As I said, anything wrong was clearly going to have my name associated with it, and so far that's exactly how its panning out!



Skinny wires in a steel tube, what were they thinking?

## **REMINDER: THE FABULOUS RSCA ANNUAL RAFFLE IS ON AGAIN!**



Time is running out to purchase a ticket (or tickets) in the raffle.



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Tickets to be drawn at the Annual General Meeting, to be held at the Thurgoona Country Club on Sunday, 19<sup>th</sup> November.



To purchase tickets, pay direct to the RSCA bank account in multiples of \$20 and Neil will allot you the appropriate number of tickets. Do not forget to identify your purchase with your “name tickets”.

BSB 640 000 Account No. 111283233



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### *From the RSCA Rumor File:*

We all know Warwick can absolutely bamboozle us when it comes to regalia, but he seems to have taken it to a new level. The blurb is 'Discover fashion that celebrates real women of all sizes and ages. Shop our collection of stylish and comfortable clothing and accessories made from Bamboo...'

Is this bloke branching out, turning over a new leaf, possibly stalking, or what?



# RSCA REGALIA

Contact Warwick Jones

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



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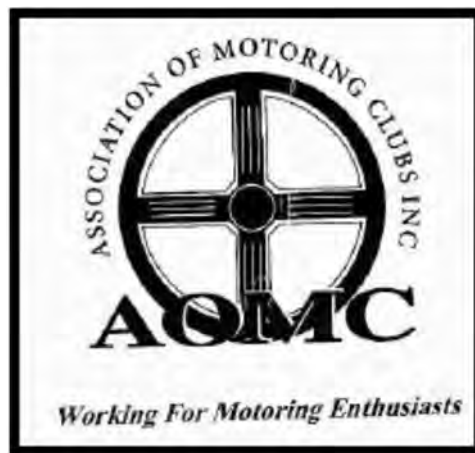
# TONNEAU TALK

We welcome our new members this month—

Bill and Molly Appleby, driving a 1966 MGB - Another classic joins the club!

*(Maybe they could see the Cars for Sale section, and make it one each!)*

***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

Bank details are as follows

Hume Bank BSB 640-000 A/C 111283233

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](mailto:wambjones@bigpond.com)

to arrange a time for collection.

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Rally Around Victoria can fit into busy lives by being only a 3-day long weekend of fun, philanthropy and memorable drives. You will see parts of Victoria you may never have

seen, and will no doubt want to revisit again. There is a maximum of 60 cars entered, so you will get to know everyone along the way!

The best bit? You'll get to witness firsthand the impact that your fundraising has on children and communities. It will be a unique and truly special experience for all.



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