



# **OPEN TOPICS**

**Edition No. 238**

**November/December**

**2022**



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**Deadline for the next issue:**  
**20th December 2022**  
**([editor@rsca.net.au](mailto:editor@rsca.net.au))**



Photography By: Susan Campbell,  
 Ange Hunter, Kim McConchie,  
 Alan Brink, Malcolm McEachern,  
 Kevin Mayhew, Gordon Nicholls,  
 Peter Dunham



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## LIFE MEMBERS

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† Roy Hartles, † David Fraser, † Ross Jones

Warwick Jones Peter Cooper

Gordon Nicholls Lesley Frede Bryan Liersch

Malcolm McEachern OAM

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Annual Subscription \$50.00

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

**Gordon Nicholls**

**Bryan Liersch**

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

# Coming Events

## November

- Wed. 2nd. North eastern car club "show us your wheels" 5.30pm at their clubrooms, Tarrawingee.
- Sun. 6th. Both the Bright and Mulwala Rod Runs are on. Own Arrangements.
- Mon. 14th. General Meeting. 7.45pm Commercial Club Albury.
- Wed. 16th. Mid Week Run.
- Sun. 20th Monthly Cars & Coffee. Harry's B B & B.
- The Wangaratta Swap Meet and Show is also on at the Wangaratta Showgrounds. Own arrangements.

## December

- Sun. 4th. RSCA Christmas Lunch 12 for 12.30 start at the Cantina, Quality Siesta Resort. As per the last couple of years, a delicious meal will be served, together with good company in a fabulous venue. Names and numbers to Gordon Nicholls via TEXT please by Friday 25/11/22 please.
- Mon. 12th. General Meeting. 7.45pm Commercial Club Albury.
- Sun. 18th. Cars & Coffee. For those who would like to get their cars out. 10.00am Harry's B B & B. Wodonga Pl, Albury.

# PRESIDENT'S REPORT

Hi Members,

It is with great privilege that I am writing my first President's Report for the RSCA.

I joined the club in 2017 after purchasing my much-loved Abarth 124 Spider, which still sits proudly in my shed. After purchasing the car, I said to my lovely wife Ange, that we needed to join a local car club and after many calls we decided on the RSCA.



We soon began making many friends within the club and when the opportunity arose, I volunteered to become club secretary. This was one of the best decisions I have ever made as I discovered many of the members were as passionate about the club as I am. I have enjoyed the past few years as a member and secretary and am hoping to make a difference in the ongoing operation of the club. I encourage everyone to put themselves out there; if you need help, advice or information about your vehicles there are numerous members who will put up their hand to help.

Our AGM was a fun event this year, having it on a Saturday night with a buffet dinner and a special treat of a Trivia Challenge put on by Alan Brink. I think we all got to learn a few things about car history.

Congratulations to Malcolm McEachern who won the award for scribe of the year, Warwick Jones for winning the award for clubbie of the year and Ange Hunter for winning the Memorial Run.

An extra big acknowledgement and congratulations to Bryan Liersch and Malcolm McEachern for earning life membership in the club. Gentleman, you are both a couple of great guys and an inspiration to us all for the amount of time and effort you have put into the club. Thank you both so very much.

Also, well done to Bernie Campbell on winning this year's raffle. Enjoy having your car detailed.

Enjoy Your Wheels,

**Anthony Saltalamacchia**

[president@rsc.net.au](mailto:president@rsc.net.au)



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.

# RSCA AGM - 22nd October 2022

Thank you to all members who attended our AGM on Saturday the 22nd. I think all in attendance would agree that it was a lovely night with good food, good company and a bit of fun thanks to Alan Brink who kindly put together an entertaining few rounds of trivia for everyone to enjoy. There were a few new committee members to welcome aboard. Congratulations to Anthony for your successful nomination for club president. Your fantastic attitude and passion for the club and its members will keep the club in good hands for future years. Congratulations to Susan Campbell for taking on the role of treasurer and Bernie Campbell for his successful nomination for vice president. Finally, a huge thank you to Howard Anderson from everyone in the club, past and present, for 10 years of dedicated service to the RSCA as club president, it is great to see you will still be on the committee. There were quite a few awards presented and two new life members added in Malcolm McEachern and Bryan Liersch. Have a look at some of the photos from the night.

Brendan Thompson



A fantastic turn out for the AGM



Howard presenting Warwick with this years Clubby of the year award. Congrats Warwick.



Howard presenting Malcolm with the Scribe of the year award. Well deserved, thank you for all of your input to the club magazine Malcolm.



Memorial run award recipients Anthony (second from left) and Ange (4th from left). Presented by Phil and Julie Wilkins.



Presentation from Howard to Bryan Liersch for life membership to the RSCA. Well done.



Presentation from Howard to Malcolm McEachern for life membership to the RSCA. Well deserved.



Malcolm got Karl Richardson up the front to show us his trophy for winning the John Virgo Spirit of Motorclassica Award at Motorclassica 2022. What an amazing achievement. See page 25 for more details.

## Midweek run - 14th September 2022

As predicted by our “reliable” weather reporters, this day proved to be a beautiful clear sunny day in the midst of cool showery days. And as usual we met at the Gateway departure point at the required time with Bernie Campbell being master of ceremonies, he and Sue being the developers of this run.

So with signing on completed and maps handed around, Bernie gave the drivers briefing before we headed over the border to NSW, joining the Riverina Highway and then west to Corowa. I was the third car in an impressive line up of RSCA vehicles in my rear vision mirror. The problem with this is when the lead car makes a navigation error, we all do and Malcolm did just that not long after re-entering Victoria at Corowa. My navigator said this was wrong and that we should have made the turn back there, but I and the rest of the Club just kept following our leader like lemmings. Very soon, said leader realised his error so the embarrassing scene of an entire line up of these “expert” drivers making a U-turn ensued.



With correction completed, we then met up with the Murray Valley Highway and headed west to our morning tea venue at Bundalong. Surprisingly, we found several of our members already there, having come via a different and shorter route which I thought was strange as I always thought the drive with the group was the main aim of these runs. But this turned in our favour as the Café at least got us in two groups which helps with catering. And this catering was well done with all concerned enjoying something to eat and a lovely coffee.

## Midweek run - 14th September 2022 - continued

After an hour or so, it was time to head to our next destination, that being Wangaratta RSL for lunch. Lemming me once again followed a club car turning left out of the Café which my navigator insisted was not correct according to our map. So reluctantly, I performed another U-turn as my navigator is “she who must be obeyed” with dire consequences if I fail to do so. As it happens, she was correct as the map indicated we needed to get to Yarrawonga before turning south to “Wang” and the right turn from the Cafe was the required manoeuvre.



However, just where this south turn was at Yarrawonga was not clear on our map and I uneasily found myself leading a small group of our Club cars. So I kept going until I found a major intersection which said “to Benalla” so guessed that this was the subject turn. But having no confidence in this at all I pulled over to discuss with the vehicle behind who roared past with great confidence so I had a leader to follow again thank goodness, this country all being strange to me.

Our next navigation challenge was to turn east at a Lake of some sort but having re-met up with our club cars at an intersection along this Benalla road, I found my self behind a certain gold Volvo S60 which I figured must be Bernie Campbell, our tour leader, so I sat behind him for the remainder of the beaut drive to “Wang”.

## Midweek run - 14th September 2022 - continued

This part of the drive passed through typical flat farm land producing sheep, wheat and canola which was in maximum yellow flower burst and provided a spectacular colour background. Then through a mountain range which bristled with fruit trees of some sort before getting to our destination.

With only a few parking spaces available in the Wang RSL car park, most went over the nearby creek to park which was very close anyway, walking to the RSL via a small footbridge.

Here, lots of stories abounded of the adventures of the drive and a very nice meal was had for lunch on our reserved tables thanks to Bernie's forward planning.

People slowly drifted off home after this with us taking the easy, if a little boring, route of the Freeway. As usual, the Alfa did not miss a beat and the sunny weather meant no roof all day.

Thanks Bernie and Sue for developing this day. Being your first as official mid-week run coordinators, you have set a very high standard I feel.

Alan Brink.



## President's run - 18th September 2022

On a cold September morning after meeting for cars and coffee at BBB the group set out on our annual run.

This year was a bit different as unfortunately due to unforeseen circumstances last year's winners Phil and Julie Wilkins were unable to arrange this year's event so in true team spirit, Gordon and Janene Nichols stepped in to the role.

Tricky questions and super sprints down the main streets of Yackandandah and Chiltern were the highlights and lots of laughter all round.

Eventually we all made it to the Star hotel in Barnawartha for more laughs and heavy competition. It was great to see Julie and Phil join us for lunch. Winners are to be announced at the AGM and thank you to all who attended and managed to answer most of the questions.  
Ange Hunter



# President's run - 18th September 2022 - continued



## Midweek run - 12th October 2022

This month's run was put together at fairly short notice by Gordon Nicholls as the Campbells could not develop or attend due to Susan's recent hip replacement and happily, it was up to the very high standard that Malcolm has been setting for many years. The lack of a map was at least made up for by excellent route instructions, so good that I do not believe that anyone got lost on the day.

As usual we started near the Gateway Village on the Causeway in Wodonga with 15 vehicles and 27 people. Included with our group this morning was a potential new member in Peter Trescothick in a Porsche 911 who instantly gravitated to fellow "Porker" owners, of all things, also named Peter! The morning had threatening clouds and rain was predicted but was quite warm hence the roof down on the Alfa. Also adventurous was Darryl Baxter in his Saab convertible and later, on the run, Peter Thompson in his Ford Capri.

Going via Yackandandah, my group of vehicles was being well led by Peter Dunham in his Porsche Boxter at a fast yet sensible enough pace to both enjoy the drive and the scenery, especially along the Dederang Rd from Yack. I was enjoying sitting behind Peter Tres in his 911 which made such wonderful noises when he pressed the loud pedal.



## Midweek run 12th October 2022 - continued

Parking in various places around Mt. Beauty, we all seemed to get to the coffee shop about the same time and enjoyed the break, the conversation and the coffee. What a lovely little town this is with snow still on the nearby Mt Bogong and in a perfect environment at the foothills of our Alps.

However, on instruction from Gordon, we had some distance to travel yet so on or around 11.00 am, we left town in various smaller groups. I was a little slow in getting going as I thought it timely to put the roof up with rain threatening and suffered for this as a result due to getting caught behind a caravan on the Tawonga Gap Rd. At least I saw the scenery, which is what I would NOT have seen otherwise, and Lynne had a comfortable journey.



Eventually I passed this bloke and had nice drive through Bright and onto Porepunkah then the turnoff to our lunch stop, the Red Stag Deer Farm.

What a great place and lovely location this place is with views over a creek fed valley with alpine mountains in the distance and deer, emu and goats wandering the nearby paddocks. The restaurant is completely geared up to make the most of these views with a large outside timber deck and floor to ceiling glass walls for sitting inside on cool days like today.

Following our tasty lunch, we were given a talk on the interesting history of this farm by the son of the owner.

## Midweek run 12th October 2022 - continued

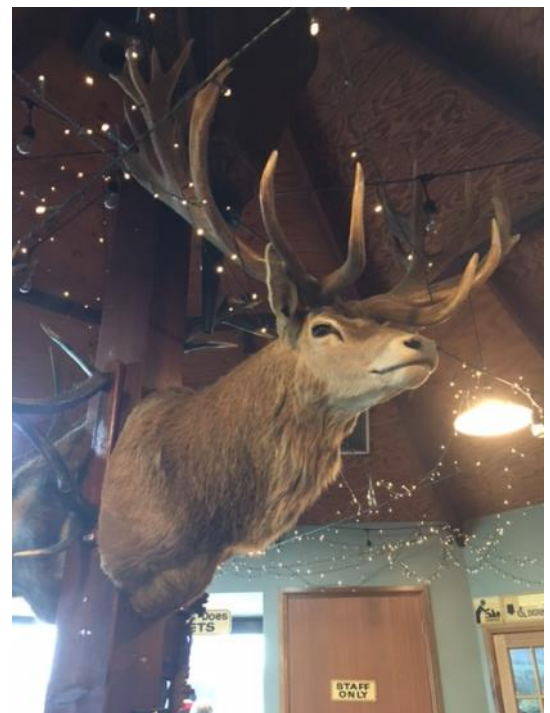
Come around 2.00 to 2.30pm, we all started to make our separate ways home. By this time, the promised rain had started so roofs kept on and a not so pleasant drive home due to the rain and rough condition of the roads. But we made it home safely as I hope all participants did.

Thanks to Gordon for developing this run and the beautiful locations chosen for “smoko” and lunch and also his coordination on the day.

### Run Participants

Peter Dunham & Sally-Anne  
 Peter Spasojevic & Carolyn  
 John Carthew & Jan Salaan  
 Peter Thompson  
 Gordon Nicholls & Janene  
 Peter Taylor & Ronnie  
 Clive Faul & Michelle  
 Ray Tobin & Marg  
 Malcolm McEachern & Robyn  
 John McInnes & Denise Bell  
 Alan Brink & Lynne  
 Hans Probst & Ida  
 Stuart Mc Murray & Dawed  
 Daryl Baxter  
 Peter Trescothick

Alan Brink.



## Twin Cities show 'n' shine - 16th October 2022

The Twin Cities Classic Car Club were fortunate to have a sunny day for their annual show and shine and swap meet. Although there were lots of wet and muddy patches they organised the parking of show cars and swap sites around the many roads at the show grounds and it seemed to work well.

Yours truly arrived fairly early, checked out the variety of cars on display... didn't find much of interest at the swap sites, enjoyed a coffee and saying g'day to lots of members. How good is it to have these events happening again!

Those I spotted...apologies if I missed anyone.

Ron Lutton.. BMW,. Gordon Nicholls.. Ford EB V8,. Craig Lemke.. MGA, Gary Humphries.. Triumph Herald,. Richard Heather.. Holden FX,. Bryan and June Liersch.. Mustang Convertible,. Mike Donahue,. Bruce Doughty.. Falcon XY GT,. John Adams.. MGTD,. Gary Filer,. David Buckley.. Mustang,. Matt Liersch.. Mustang,. Adrian Meredith.. Mustang,.

Gordon Nicholls

## Malcolm McEachern; the Map Man!

How does one define the skills of RSCA map maker Malcolm McEachern? Well, I followed the fine thread of the McEachern dynasty back to where it all began! Malcolm's great, great, great Grandfather, Amadeus, was a mate of a young sailor named James Cook who had shown the ability to use a sextant and chronometer to make charts. They drifted apart for a time whilst James did officer training, however, their friendship resumed when Cook was selected to captain a ship named the Endeavour and a middle aged McEachern was a Midshipman. Hence the beginning of the Amadeus McEachern chart and map making skills. These skills were enhanced when he travelled to Australia with the first fleet. In the new town of Sydney, he met and married a young convict girl named Margarett with whom he had 12 children.

We skip forward to approximately 1880 to find a McEachern descendant, George, had not only inherited basic mapping techniques but also had shown an interest in the new form of lighting called electricity! He received a few electric shocks along the way, however, this didn't stop him and new wife, Sarah, moving to Melbourne where he took up a position in the State Electricity Commission, (SEC). As he climbed through the ranks his family and salary grew, so George, Sarah and their 4 children purchased a Ford model T. On weekends they would venture to sparse areas not far from Melbourne so that he could sketch the scenery, terrain and tracks thus maintaining the three things of importance to him, family, mapping and cars!

Another jump forward in time to about 1930. The great depression had begun and then Prime Minister James Scullin told Australians to "tighten their belts as this is the recession we have to have!" (Paul Keating used this line some years later.) Malcolm's father Archibald was apprenticed to the SEC and to supplement his electrical apprenticeship salary he enjoyed fossicking for gold in the bush around Melbourne. He had inherited the sketches etc from his Grandfather George so used these map reading skills to find the occasional gold nugget or two. Cars were still on the radar. The first sportscar he bought was an old rag top Jaguar wreck that he restored and the Jaguar passion was born in the McEachern family. The depression reduced as World War two progressed, then ended. Archibald had a vision about being self-employed as he was sick and tired of the daily trek into the heart of Melbourne for work. Wodonga on the Murray River beckoned!



## When in Rome (or in this case Milan)...

*(Kevin Mayhew identifies a half-day activity for those planning a trip to Italy)*

While this article has absolutely nothing to do with my favourite marque, it does (hopefully) provide an insight into one of the best museums of motoring history to be seen anywhere. The Museo Storico Alfa Romeo (Arese) is located a short bus ride from Milan and with a regular shuttle service delivering you to Arese you can decide on (a) a visit to the museum, or (b) shopping at a centre that makes Chadstone look rather small..?! Those who know me will understand that I chose the former, following a recommendation from the Concierge at the hotel. The site is located in a six-storey building that has been updated in recent times and displays the history of Alfa Romeo. There are design blocks (clay) showing the evolution of some designs that made it into production... and a few that (thankfully) – didn't! And there are cars from the early 1900's, right through to the present. Caution – it is very easy to get 'lost' somewhere over these six floors as I discovered, but there are helpful assistants dotted throughout the building to point you in the right direction. And if you are looking to pause a while, there are small theatres to rest in to watch a myriad of movies that Alfa Romeo has featured in and others to provide you with a deeper knowledge of the company. The site by the way, is owned and run by Alfa Romeo itself, including rooms for conferences and a great little café where the cappuccino's are excellent and 'treats' most Italian (welcome). It is recommended that you put aside at least 2 hours to see all of the exhibits, and even more if you wish to browse the souvenir shop at the conclusion of your visit, for those 'friends at home' or a memento of your visit. Now I understand that many readers will not be interested in Alfa Romeo... and may not get to Milan, so I have included a few pictures to provide an insight into what you are missing.



The Alfa Romeo Montreal was just a concept car when it was revealed for the first time at Expo 67 in Montreal Canada. Somehow the name stuck. It is a 2+2 coupe using a 1.6-litre engine with a body designed by Marcello Gandini at Bertone.

And while car lovers usually appreciate the aesthetic of the body design, interiors were in the main utilitarian by modern standards. Some famous Italian design houses are responsible for the design of various models of the Alfa Romeo including Pininfarina, Bertone and Zagato. Thinking about it now you might just want to give yourself 3 hours for a visit....Either way, I hope you enjoy the pictures.

Kevin Mayhew



*An early attempt by AR at aerodynamic design. It may have worked at one level but...*

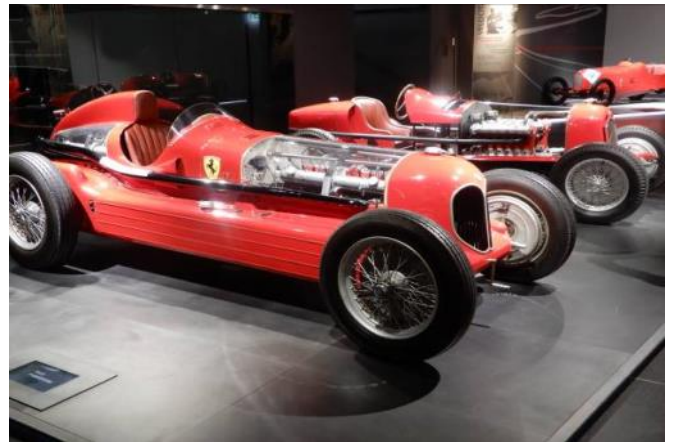


*One of the few displays not in Alfa Romeo Red! The wonderful 1938 \*C 2900B Lungo.*

*Alfa Romeo also made aircraft engines and there is a fine display of some of their efforts*



*Alfa Romeo also has a rich motoring history dominating Formula One from '50 to '87 both as a constructor and engine supplier.*



## Getting to know our members

This section of the magazine will be dedicated to getting to know some of our members. Please email the editor if you would like to be included in future editions, you can follow the headings below or even add some of your own. Thank you Malcolm for suggesting this and being the first participant. Here goes....

NAME: Malcolm John McEachern

AGE: 79 years

BORN WHERE: Regent, Victoria, Australia

CURRENT ABODE: Wodonga

PROFESSION/S: Electrical contractor, retail lighting, hire car operator, TopCats motor garage

PARTNER: Robyn

PETS: None

FAVORITE FOODS: shepherds pie, spaghetti marinara, roast lamb.

CAN YOU COOK & IF SO WHAT: Yes – B.B.Q meat, all Spaghetti dishes, roast lamb, fish.

FAVOURITE TIPPLE: whisky, brandy/congac, craft beers.

FIRST CAR: 1949 Ford 10/10 Estate

FIRST FENDER BENDER: 1962 Ford Falcon windowless van crossing intersection - Albury

EVERY DAY DRIVER: Ford Territory Titanium Diesel

FIRST SPORTS CAR: Jaguar MKII 3.8lt

OTHER CARS OWNED Nissan 300ZX, Mazda MX5, Nissan 370Z, Jaguar XJS 5.3lt, Jaguar MK5, Jaguar MKX, Jaguar Ser II 4.2lt & 5.3lt, Rolls Royce Silver Shadow 6.75lt.

CURRENT SPORTS CAR/CARS: 1971 Jaguar XJ6 ser I 4.2lt, 2006 Jaguar S-Type 3lt, Jaguar 2017 XE 2lt.

FAVOURITE TV/MOVIE/BOOK: The Sopranos, Thelma & Louise, all Jack Reacher books.

MONEY NO OBJECT – WHAT CAR: Bentley Continental GT

FAVOURITE CLUB EVENTS: - Midweek runs & trips away (1 week)

FOOTY TEAM – AFL/NRL: - Collingwood/Storm

FINAL COMMENT: - This club has provided us with friendship and fellowship. It's not all about cars - mostly about people and good times.

## Karl Richardson's 1936 AC 16/80 sports car wins John Virgo Spirit of Motorclassica Award trophy at Motorclassica 2022

Last weekend was the culmination of many years dedication and toil for Karl Richardson and his family and friends. Karl had an interesting youth working at various horse trainers stables doing mucking, riding and various tasks in preparation for a career as a jockey. This was not to be. He later worked at Albury Chrome Works and became an invaluable employee at these works, learning the craft of plating metals. Karl was later employed by a master coach builder, Dave Gittings, whose operation at Jindera was the beginning of a career in coach building. Dave took Karl under his wing and as master taught his every skill to this raw under-study. Almost treating Karl as another son and upon his mentors untimely death the family granted Dave's vast assortment of tools to Karl and henceforth KJR Coach Building was established. The family also made available to Karl the AC 16/80 which Dave had obtained in very poor condition from Queensland many years earlier. This chassis lay dormant again for some years until Karl began the total restoration of the vehicle which he now owns. Karl has created and manufactured all panels, from drawings and photographs of similar vehicles, only 44 of which were built from 1932 – 1939. Karl's wife Margaret and sons Philip, David and Andrew have been an integral part of this restoration. Margaret with patience and support, Philip & David with mastery in timber skills and Andrew with super moral and physical attention.



## The man of the moment with his trophy



David Cornell attending to the 86 year old engine, Philip Rainbird who created very desirable upholstery and Steve Ortripp whose paintworks were flawless. Karl was encouraged to enter the car into 2022 Motorclassica before taking the vehicle on extended forays with personal or club runs to avoid stone and soil damage to the underbody. This was most difficult as the restoration has taken 10 years and the urge to go driving was overwhelming. Jimmy from Fatal Finishing was engaged to give the car its show car finish however one condition was that it must be transported to the event in a covered trailer. This was supplied by Kim Jones, previously from BJR racing fame and with help the car was in the Melbourne event. More than 160 cars were displayed at the historic Royal Exhibition Building, Melbourne.

The categories were,

(pre 1918)	The Golden Age of Motoring
(1919 – 1945)	Vintage & Post Vintage
(1946 – 1960)	Post war
(1960)	Modern Classics
(1981 – 1992)	Super Cars
(1992 & later)	

Owners wishing to enter vehicles had to provide certification of history and works committed to the restoration and or preservation of said cars. The vehicles were scrutinized prior to entry into the great hall and judging was carried out during the next two days by a team of specialists. A trophy was awarded to the best judged vehicle in each category and two final awards were made. First to the best judged vehicle in the show, this was won by a vehicle entered by Lindsay Fox ( 1937 540K Mercedes Benz Cabriolet B ). Next was the most sought after trophy “The car that best represents the overall theme, spirit and concept of Motorclassica”. The “John Virgo Award” Essence of Motorclassica Award presented to Karl Richardson for his perfectly restored 1936 AC 16/80 sports car embodying all that Motorclassica represents.



Members of the support team at Motorclassica 2022 Left to right;

Robyn McEachern, Margaret Richardson, Raymond Jones, Tina Jones, Malcolm McEachern and in front man of the moment Karl Richardson.

# RSCA annual subscription notice

“Your Annual Subscription Invoice for 2023 will be forwarded to you during the first week of November. If it does not arrive please check your Junk Box. If you would particularly prefer to receive a hard copy of your invoice, please notify me by email at [lesleyf@bigpond.com](mailto:lesleyf@bigpond.com)

Many thanks,

Lesley.

## Part One – preparation.

It was, we agreed, a bloody good idea.

While good ideas can strike any time, it's been my experience that a bloody good idea tends to be accompanied by a bloody good bottle of red, the presence of others who agree it's a bloody good bottle of red and we should open another, and a topic of conversation that gets everyone animated.

End of the Repco ReTrial in 2019, and over dinner – with drinks, of course – once the highlights of the month on the road were recounted, the question came – What next? Rerunning an Ampol Trial got a mention, could you repeat a Redex Trial? Too much gravel, too hard to co-ordinate given what we'd learnt over the past month, well what about a tarmac event, what about driving Toranas around Australia and staying on the black stuff this time, what about 2022 and the 50<sup>th</sup> Anniversary of Peter Brocks first Bathurst win? With a core of Torana owners in the discussion this became A BLOODY GOOD IDEA! Add Todd Martin to the mix, and the germ of not just a bloody good idea, but a bloody inspirational idea, began to take hold.

In 2002, Todd Martin – AKA Muscle Car Events - organised an XU-1's On The Mountain meeting at Bathurst to celebrate the 30<sup>th</sup> anniversary of the same, and over 100 XU-1's turned up; in 2012 he organised the second XU-1's On The Mountain to both celebrate the 40<sup>th</sup> anniversary, and also to be a tribute to Peter following his death competing in Targa West in 2006. Again around 100 XU-1's. So, Todd, 2022?

If Covid lockdowns did nothing else for us, they did help the idea take shape as online discussions between the Torana owners and Todd developed a structure to an event which would see Toranas – LC and LJ GTR's and XU-1's – start at Bathurst, do a lap of the map, and finish back in Bathurst in time for the last race that the Holden brand would be represented. Combine the cars doing the lap with a meeting of XU-1's at the event, we figured that's an event the SuperCars management might just take an interest in ... more on that later. As an idle thought, I reckoned we could call it Doing a Blocky for Brocky (good bottle of red may have been involved), or if that was a bit too casual, Around the Block for Brock. Bloody big block...

Every couple of years an XU-1 Owners meeting takes place, cancelled in 2020 but in 2021 it was held early in the year in Tamworth – another Todd Martin orchestrated event – and it was announced that Around The Block For Brock was going ahead! There were a few things to consider – it was to have a max of 20 cars going, although 15 would be ideal; it would be all tarmac; unlike the Repco ReTrial where 44 cars had starts at 30 second intervals, the Toranas would travel as a group; and it



was to happen a month later than the RR, so appreciably warmer up the coast of WA and across the Northern Territory. Our HQ had aircon in 2019, wasn't going to happen in 2022...

In anticipation of the announcement, Chantelle and I had already started planning for the event – we had decided we would enter both our cars, and based on our experiences in 2019 had figured out what was needed for both reliability and sanity – a tall diff with a wide ratio gearbox, bigger radiator with thermos fans, replacement seats with something that included tilt and lumbar support, raise the suspension, remove the back seat for a fridge and luggage, dynamat insulation under the carpet, insect screen on the radiator, replace all the suspension bushes, install two way radio, powered windscreen washers, horns that a driver of a road train could hear, upgraded (i.e. new!) alternator, new seat belts, LED headlights so they could be on all day with minimal power draw, 5 new tyres, new supplementary wiring loom to get all the electrons to work properly, find a spot for a 2.5kg fire extinguisher, and find a reliable co-driver – and do it all twice!

So, preparing a car for this sort of event takes a bit of thought and planning, seeing what can be sourced locally and what's a bit harder to find in the neighbourhood, and now preparing two cars adds another level of complexity to it all. It was mid 2020 when we started, giving us 2 years to get them sorted, tested, and good to go with time to spare. Yeh, right – the best laid plans...

Decision time too – replace the motors, both being original XU-1 motors and thus kinda valuable? I knew some owners were doing just that, replacing original motors with purpose built engines to ensure there weren't going to be tears before bedtime if the unthinkable happened, however I decided not to go that route for a few reasons – putting tall 2:78 diffs in place of the original 3:36 would mean a significant reduction in revs while toodling around the country side; adding larger radiators would reduce any heat stress in the hotter north west sections; and finally total confidence in Ian Tate, of Tate Engines, who built them - even though Chantelle's is now approaching 10 years and mine 7 years, I figure with the appropriate changes these will go the distance without issue. And with the tall diffs, the fuel economy might even improve to something that doesn't make your eyes water and servo owners rub their hands in glee.... more on that later too!

Finding the bits – it's good to have friends and contacts! An old friend in the Victoria Torana Club checked his shed and came up with a good M20 gearbox which he gifted to me, another entrant scored two diffs and passed one on to me, another gearbox came from another of the entrants on a loan basis, and a bloke I know as Gearbox Noel who specialises in things with cogs, checked and kitted them out, and found another diff as well ... more on that later too! For seats, we had a 20 year old Camry due for the knacker's yard, but the seats were quite respectable, so out they came. My sister had a same year Camry with a gearbox problem that fixing would cost more than the car was worth, so home it came and out with the seats, and a bit of engineering to make them fit the Torana floor pans which, of course,

aren't flat – a bit of head scratching, some welding, and a solution was looking good enough to be considered an engineering triumph. Given what we were undertaking, we ensured they were as good as, or better than, the original factory setup.

Co-drivers. When you are going to share a relatively small car for close on a month – frequently heard comment from modern SUV drivers: My God! My mum/dad/brother/boyfriend had one of these, its so TINY!! – co-driver compatibility is very, very important, another lesson others learnt in 2019! For my co-driver, I had a willing volunteer in the man who'd risked his life to navigate for me in the Targa High Country events back when I was still competing some years back, and a bonus – he's a mechanic! Having known Bruce Lethborg for over 20 years he was my nominated partner in crime in Car 16. Chantelle's co-driver in Car 6 was a character we met in 2019, Steven Jaksetic, when he drove a Holden Dealer Team Repco trial service crew panel van tribute in the Repco ReTrial, and was the man with the trailer that dragged the bent and broken cars in to be repaired at the end of day stops. He knew what he was in for, he'd got very excited at having a month in a Torana (he went out and bought his own during the lead up, and had it driven up to Bathurst to meet him when we finished the run) and Chantelle was happy to have him as a co-driver and fortunately the musical tastes were also compatible. Another advantage of the tall diffs – the cars were quiet enough to have portable blue tooth speakers as a viable sound source for Nullarbor Plains sing-a-longs. And with this a series of planning meetings and working bees kicked off, both for ourselves and some of the other entrants who also happened to enjoy a good bottle or red.

Money. Budgets. Sponsorship. A run like this isn't a cheap day out, and having two cars doubles the financial burden – we did the numbers, and came up with a \$20K commitment required to get both cars around the block, and that's on top of the car preparation costs, which were around \$6k+ per car. The \$20k allowed for the \$5k entry fee per car, \$3.5k fuel per car, and \$1.5k accommodation and meals – using 2 Star lodging and a lot of prepare the meals yourself being the basis for the budget.

Visual presentation – let's all look like '70's race cars! One of the highlights for this event was the number of cars wearing accurate livery of race cars of the day, while others, like ours, were in a mix of old school signage and actual sponsorship stickers. With a strong chance of the cars – and it would be 72 of them in total – being granted an official lap on the Saturday between races, the chance to make it look like 1972 had come again was too good to miss for most of the owners. Todd Martin helped by supplying graphic files and ideas for car presentation, and fortunately we have a family member who owns a printing business, so we were able to get the printing sorted through them at a reasonable cost.

So time to put together a presentation for potential sponsors, plus see what else we could bring in to help. The presentation gave us a big win early in the preparation, with the Pedders Albury manager, Scott Hardy, being enthusiastic to support the effort; so new springs, bushes and brake lines for both cars plus wheel alignments and a few other odds and sods in return for bonnet wraps and rear spoiler stickers featuring the Pedders brand, and the commitment to maintain them for at least 6 months while attending major events and car shows. McBean and Lawson Auto Electrical helped out with the alternator upgrades, while Exact Computers, O'Briens Transport and ReConnect Communications helped with fuel cards to use on the trip – every bit appreciated.

As we came into 2022, we looked to be in good shape – a test drive down to Phillip Island for the Historic Racing meet seemed to go ok, except a little whine from the diff in my car which didn't want to settle in properly. Around the same time, I started helping prepare another car- a GTR - with a friend in Albury, which for a whole lot of reasons was running way behind schedule and with time rapidly running out became a bit of whole new project – 4 months to go and it was a rolling shell with an untested driveline and a drag ratio diff, that had sat in a shed for 20+ years. With 2 months to go we had a new rear end in it with a 2:78, had the motor ready to fire up, a wiring loom that seemed to work and a new fuel tank that held petrol. With 1 month to go all the glass was back in, had an interior that would pass a roadworthy, every brake line bar one replaced as corrosion had killed them plus overhauled callipers and drums; with 14 days to go it started and drove around a paddock, and with 10 days to go had a roadworthy completed and was registered 2 days later... and then had the final prep finished the day before driving to Bathurst!

During all of this a test drive of my car confirmed the diff noise under load was getting worse – a call to Gearbox Noel, he prepped a replacement diff and had it ready the next day, so take the noisy one out, quick trip to Melbourne and exchange it for the new one, get it in and that's with 10 days to go and trying to run it in before heading to Bathurst on the 13<sup>th</sup> September. No pressure then!

Monday 12<sup>th</sup> September, and 3 of the entrants came to spend the night at Mackandandah Motors, 2 from Melbourne and 1 from Tassie. One of the Melbourne cars, a veteran of the 2019 RR, had a rear brake cylinder seize up near Wangaratta, and managed to limp to our place with front brakes only – on the hoist and a quick pit stop had new wheel cylinders in both rear brakes, plus a check of all the other bits and pieces while it was up there. The next day, in company with our friend from Albury, we set off for Bathurst ready for the great adventure – except the GTR wasn't running very well, and required a long stop to trouble shoot a fuel feed problem, and then the alternator failed near Gundagai. Fortunately, the power of friends and social media had a good Samaritan come by with a replacement alternator, and a second one for good measure, but that put them behind by nearly 3 hours. We arrived in Bathurst to stay at Rydges on the Mt. Panorama track for the welcome function,

meet the other teams (we knew all but one from previous events) and get ready for the kick-off in the morning; the GTR arrived in the dark which at least tested lights and charging ability but they missed out on dinner, and so to bed and try to sleep before Day One – Bathurst to Mildura.

*To be continued....*

### **Sector 1**

*Day 1 - Wednesday September 14th – Bathurst / Hay / Mildura – 815k*

*Day 2 - Thursday September 15th – Mildura / Cadell / Port Augusta – 547k*

*Day 3 - Friday September 16th – Port Augusta / Streaky Bay / Ceduna – 504k*

*Day 4 - Saturday September 17th– Ceduna / Border Roadhouse / Cocklebiddy – 674k*

*Day 5 - Sunday September 18th– Cocklebiddy / Balladonia Roadhouse / Kalgoorlie – 714k*

*Day 6 - Monday September 19th– Kalgoorlie / Merredin / Brock Monument – 638k*

*Day 7 - Tuesday September 20th – REST DAY PERTH*

**TOTAL SECTOR ONE 3892k**

### **Sector 2**

*Day 8 - Wednesday September 21st – Whiteman Park (Perth) / Geraldton – 402k*

*Day 9 - Thursday September 22nd – Geraldton / Carnarvon – 476k*

*Day 10 - Friday September 23rd –Carnarvon / Karratha – 640k*

*Day 11 - Saturday September 24th– Karratha / Sandfire Roadhouse / Broome – 835k*

*Day 12 - Sunday September 25th– Broome / Halls Creek / Kununurra – 1044k*

*Day 13 - Monday September 26th– Kununurra / Timber Creek / Katherine – 535k*

*Day 14 - Tue / Day 15 Wed Sept 27th/ 28th – REST DAYS KATHERINE*

**TOTAL SECTOR TWO 3925k**

### **Sector 3**

*Day 16 - Thursday September 29th – Katherine / Daly Waters – 276k*

*Day 17 - Friday September 30th – Daly Waters / Three Ways / Barkly Homestead – 569k*

*Day 18 - Saturday October 1st – Barkly Homestead / Mount Isa / Richmond – 856k*

*Day 19 - Sunday October 2nd – Richmond / Charters Towers / Magnetic Is – 521k*

*Day 20 - Monday October 3rd – REST DAY MAGNETIC ISLAND*

**TOTAL SECTOR THREE 2222k**

### **Sector 4**

*Day 21 - Tuesday October 4th – Townsville / Proserpine / Rockhampton – 719k*

*Day 22 - Wednesday October 5th – Rockhampton / Taroom /Goondiwindi – 654k*

*Day 23 - Thursday October 6th – Goondiwindi / Boggabri / Bathurst – 658k*

**TOTAL SECTOR FOUR 2031k**

*Total = 12,070km divided by 18 days = 670klm average per day*

*Add getting to Bathurst and back and a few other drives on the rest day, and we were looking at closer to 14000 kms all up for our cars. Piece of cake!*

Entrants planning meeting at Mackandandah Motors, an apparently normal group of people who thought driving 50 year old cars without aircon around the country would be a good idea...



Planning & Preparation, the key to success!



Quick pitstop for a brake repair the night before we left for Bathurst, and then on the road the next morning.



Kim McConchie

# R.S.C.A. Calendar 2023



Its time to put together the 2023 calendar, so please get your camera out and take a photo of your car /cars and send it to me at [kerriethompson2@bigpond.com](mailto:kerriethompson2@bigpond.com)

The best 12 photos not previously published will be included in the calendar. Please consider the angle and background when taking the pic. Many a great photo is ruined by the background.

I look forward to your photos, feel free to ring me if you require any further info.

Peter Thompson  
0427517543





# FLORENCE THOMSON

*Tour*

**FRIDAY 28<sup>th</sup> - SUNDAY 30<sup>th</sup>  
APRIL 2023**

Based around Wangaratta

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To celebrate the pioneering spirit and  
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*So, Ladies, please put the date in your diary so you don't miss out*

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## CHILTERN CANCER CRUISE - CAR AND BIKE SHOW

Proudly supporting:

All money raised goes to:

Albury Wodonga Regional Cancer Centre Trust Fund Inc.

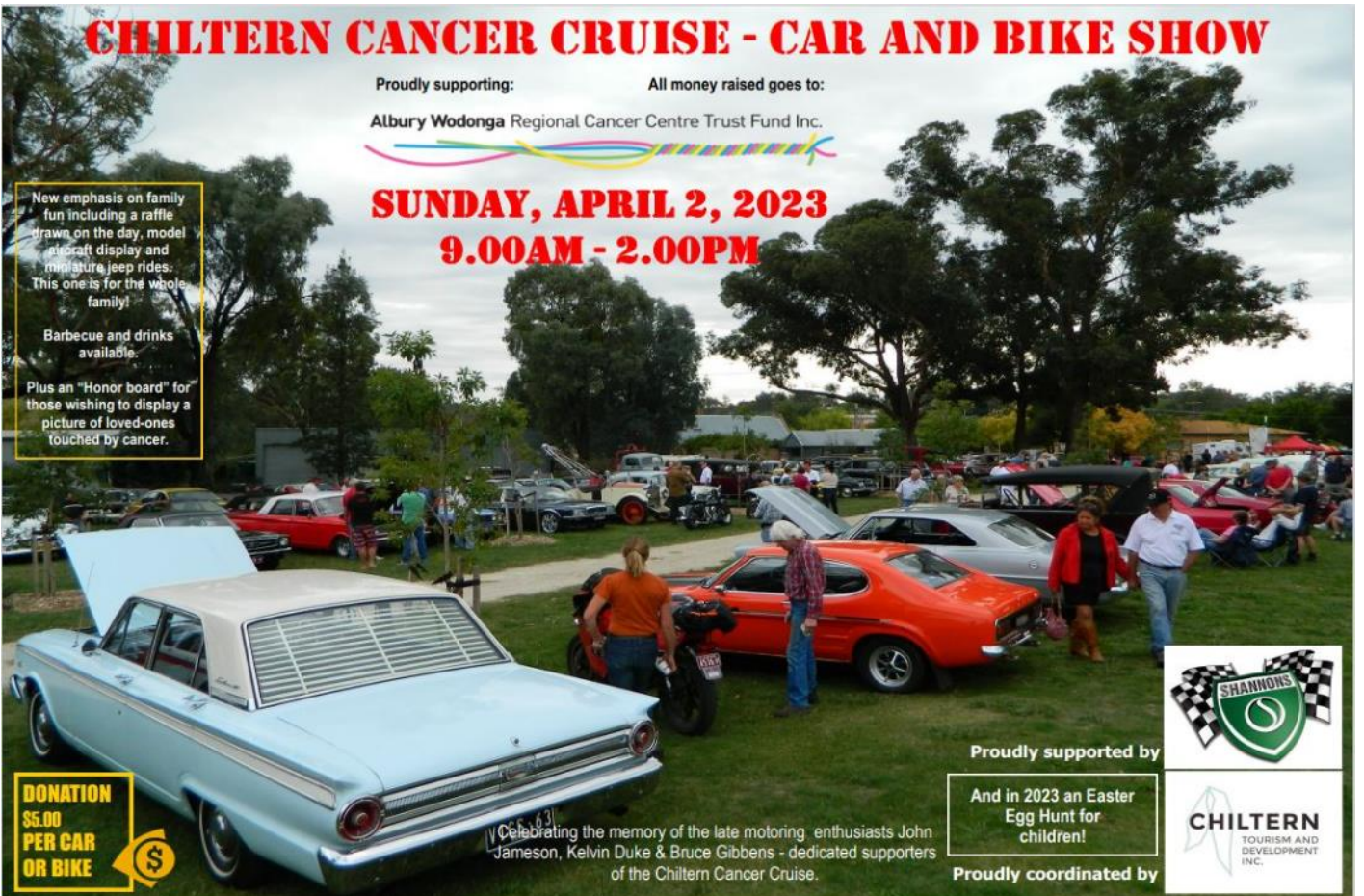


**SUNDAY, APRIL 2, 2023**  
**9.00AM - 2.00PM**

New emphasis on family fun including a raffle draw 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 \$5.00 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



And in 2023 an Easter Egg Hunt for children!

Proudly coordinated by





# MG SPARE PARTS

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Serving the Australian community and beyond since 1967 we are still operating! Previously located in Smithfield, NSW we have transitioned to an online only store. We are the biggest MG spare part supplier in the southern hemisphere with over 19,500 stock lines!

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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, and a short-sleeved vest.

Both styles are available in men's and women's 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 School wear** 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 **1104 Mates Street Nth Albury 2640** and taking your membership card to confirm you and your partner's RSCA membership to get the reduced price.



payment.

Select your style and size and make the

The jacket styles are shown below (thanks Malcolm).



# RSCA REGALIA

Contact Warwick Jones on 0260 212 377 (b/h) or 0260 214 195 (a/h)

if you wish to purchase any items.



**NEW!!**

Car Grill Badge

**\$25.00**



RSCA Cloth Patch

**\$7.00**

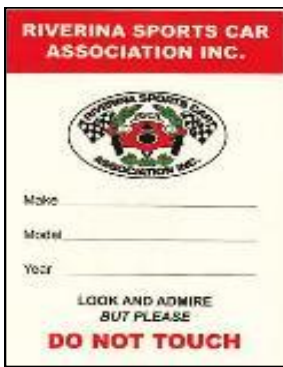


Car Grill Badge

25 years

(65mm Diameter)

**\$20.00**



Laminated Car ID

**\$2.00**

Baseball Hat

**\$17.50**



Stubby Holder

**\$8.50**

Self Sticking Car Badge

**\$2.50**



Replacement RSCA

name **\$5.50**



Polo Shirt with Badge

**\$32.00**



Bucket Hat

**\$15.00**



Club Jacket with Badge

**\$147.00**

Club Vest with Badge

**\$75.00**

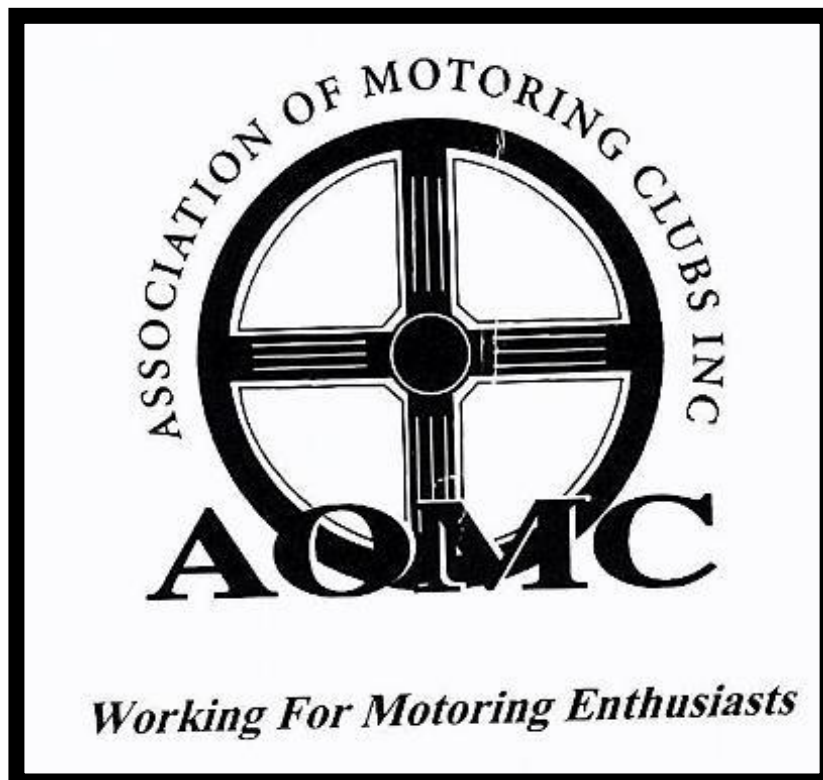


# TONNEAU TALK

Welcome to our new members:

Peter and Skye Trescowthick

See you on our 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.

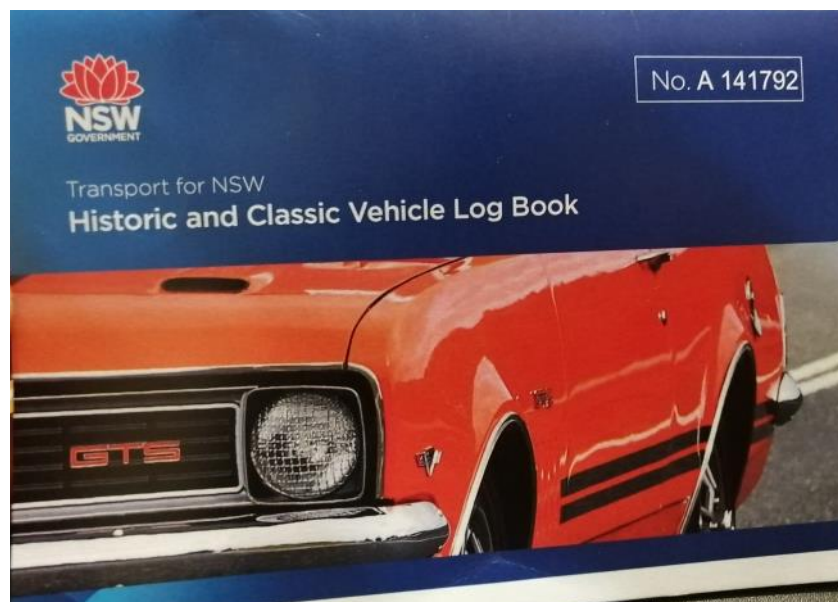
This is quoted verbatim for your advice:

*“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.



## FOR SALE - 1969 MGC GT

6 cylinder, R/H drive, immaculate condition, registered on H plates.

Price: \$35,000

Contact Warwick Jones Ph—0412 698 898



## Mazda MX5 For Sale

12/2005 NC MX5, Brand New - Mazda Soft Top (just fitted).

Colour - metallic blue, leather interior.

Auto/sports shift with paddle shift.

Kenwood over Bose stereo (original 6 stacker included).

Current owner daily ride for past 7 years, reluctant sale.

General condition is very clean & tidy, paint is excellent for age and original.

Selling without roadworthy \$17,500.

All inquiry on these cars ring Rob after 5pm on 0400498044

**For sale Holden EK Ute \$36,500 ono**



**For sale Datsun 240z \$65,000 ono**



For sale - CV8Z Monaro, 2005, manual, 54,000kms, \$72,000



Contact - Dean Star 0407 685 580

For sale - Ford XE ESP, manual, \$95,000, 149,000kms.



Contact - Dean Star 0407 685 580

# 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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