

RIVERINA SPORTS CAR



ASSOCIATION INC.

OPEN TOPICS

Edition No. 240

March / April
2023





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Deadline for the next issue: 15th May 2022

(kmconch@iprimus.com.au)



Photography By: Barry Preston, David Buckley, Susan Campbell, Neil Butler, Kim McConchie, Lesley Frede, Gordon Nicholls



COMMITTEE MEMBERS 2021/2022

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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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P.O. BOX 1330

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.



Coming Events

MARCH.

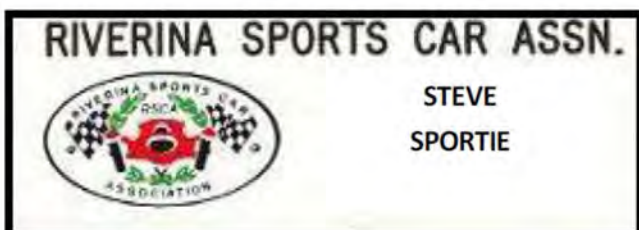
- Mon 13th. General Meeting. 7.45pm Commercial Club Albury.
- Wed 15th. Mid week Run. Depart Gateway 9.00am
- Fri 17th-Sun 19th. Chrysler's On The Murray. Own arrangements.
- Sun 19th. Cars and Coffee. 10.00am The Ripe Tomato. Borella Rd., Albury.
- Sun 26th. Jindera Swap Meet. Probably the best swap in our area.
Own arrangements.

APRIL.

- Sat 1st. Barnawartha Community Fair. Details from Anthony Saltalamachia.
- Sun 2nd. Chiltern Cancer Cruise. Another important day for us to support this fund raiser for the Albury Cancer Trust by having the largest number of members attending. Depart Gateway at 8.30am.
- Mon 10th. General Meeting Commercial Club 7.45pm
- Fri 14-Sun 16th. Fiat Nationals. Details from Anthony Saltalamachia!
- Mon 17th. Committee Meeting. 6pm Commercial Club.

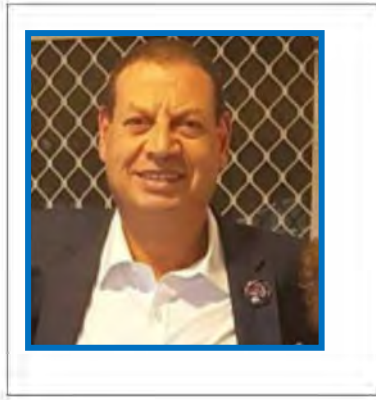
MAY.

- Sun 7th. Drive Back in Time. Beechworth. Parking back in Ford St!
Depart Gateway 8.00am. Always a great day!
- Mon 8th General Meeting. Commercial Club 7.45pm
- Wed 10th. Mid Week Run. Depart Gateway 9.00am
- Sun 21st. Cars and Coffee. 10.00am The Ripe Tomato, Borella Rd Albury.
- Sun 28th. Historic Winton. One of our most popular days with fabulous historic racing which our club has supported for many years.



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.....

Ah Luigi! Luigi! My bambino, ahhh Luigi!

Arrgh how can I write this between the tears, the weeping, the gnashing of teeth and the burning of vanities, it had been such a big start of year for the wonder of brilliant Italian engineering that is Luigi!

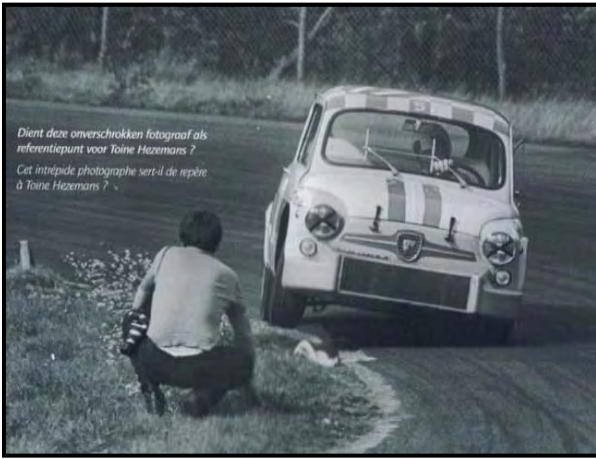
Yes, after the TR (Terrible Really) 7 debacle I have decided there is only one true love for me, l'amore della mia vita!, così sexy che fa male guardarlo! se fosse umano cercherei di sposarlo in una chiesa cattolica e dichiararlo il mio unico vero amore!

Ah my Luigi, in a moment of madness I went to the shed and found the Dulux housepaint and the 4 inch brush and painted dear Luigi in the style of the true Italian racers, and then cut the back off the work truck so he could be carried in the style he deserved – Ferrari did it, Maserati did it, Lancia did it, so Saltalamacchia could do it too!



Then – to compete!





Hillclimbs, sprints, motorkhanas, battles to the finish line, using all the power dear Luigi could muster, using all the skills I could muster, driving like a man possessed and a car about to be repossessed, oh the fun we had! And we took on all of the finest, the sportiest, the crème de la crème of European racers! We were legends, lapping Bathurst in 1 hour 18 minutes and 34 seconds, almost a lap record but 3 joggers and a lady walking her dog were faster, but I know they were on drugs – for arthritis mostly, but DRUG CHEATS none the less!

Sadly it all came to a crashing stop – like WW2, the relationship with a German was to bring the downfall....



Vale Luigi - ha dato il massimo per farmi divertire....

Pasta la carbonara,

Anthony S.

[Editors note: for those not fluent in the Italian language, Anthony has promised to provide a translation as part of his address at the next club meeting]

[Editors other note: this is what happens when there's nothing forthcoming from the President. He does seem to enjoy it though]



RIVERINA SPORTS CAR ASSOCIATION INC.

Tarrawingee Car Show



The first event for 2023 was the North Eastern Car Club's car show held at their clubrooms at Tarrawingee. 5pm on a Wednesday is an unusual time for a car event but it was well attended with many people pleased to get their cars out post COVID restrictions.

The variety of cars was good with everything from rally cars, hot rods and classics thru to an R8 Audi sports.



Our club was well represented by:

Phil & Julie Wilkins...Datto '66, Gordon Nicholls...Ford eb, Steve Davies... Mustang, Peter Thompson, Peter Dunham...Porsche Boxster, Chris McQuellin, Anthony Saltalamachia...Fiat, Angela Hunter, Bob & Glenys Lomas...A/H Sprite, Kim McConchie...Torana XU1, Chantelle McConchie...Torana XU1.—*Gordon Nicholls.*





Something for everyone was seen at Tarrawingee — American muscle, French charm, the Best of British, Aussie legends and a range of real working class heroes!





RIVERINA SPORTS CAR ASSOCIATION INC.



Combined Car Clubs Cars & Coffee
February 19th 2023, Ripe Tomato
Borella Road Albury.

Well hello members, what an event!

The day was hot but perfectly fine Albury/Wodonga weather.

Thirty seven vehicles and fifty seven members and friends were recorded being at the Ripe Tomato service road display area on Sunday morning from 10.00am onwards, enjoying a coffee and sharing friendships gained and maintained through our wonderful car club.

The vehicles included older English classic sports cars and modern saloons, American classics, Australian favourites, German and European sports cars and modern saloons, open tops, and coupes.



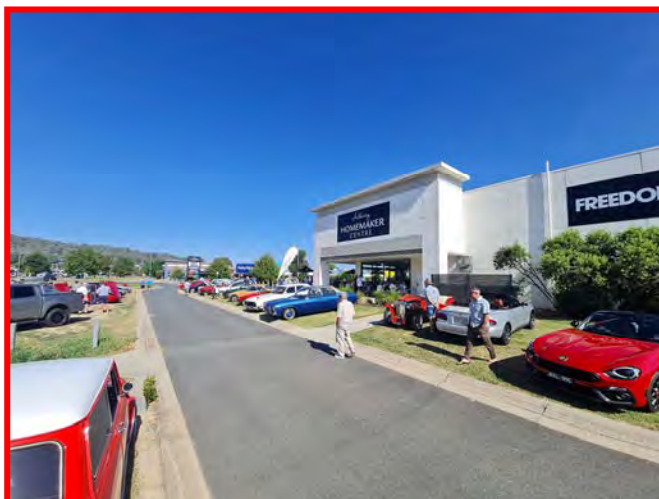
One visitor to the event arrived in a beautiful early Ford Falcon and expressed his desire to join the R.S.C.A. as we seemed like a great car club. And we are!

With members and friends engaged in telling tales tall and true the morning quickly disappeared and it was time for home. What a great day.

Malcolm J McEachern

ATTENDANCE

Gordon & Jannene Nicholls	Holden 48/215
Peter Thompson	Ford Capri
Art & Suzi Hardwick	Triumph TR4
Phill Harrison	MGB Roadster
Bernard, Susan & Matthew Campbell	Mercedes Coupe
Jim & Cheryl Grice	Prince
Graeme & Georgia Jeffrey	Mazda CX5
Ray & Margaret Tobin	Chrysler Sebring
Ray Tanner	Holden Kingswood
Jan Salan	Toyota Celica
Harry Greenhalgh	Ford Territory
Shane Bird & Warwick Jones	Mazda RX7
John Carthew	Ford XC GS
Malcolm McEachern	Jaguar XF
Anthony Saltalamacchia & Angela Hunter	Abarth Spyder
Bryan & June Liersch	Ford Mustang
Garry Humphrey	Mini Cooper S
Peter & Deb Cooper	Jaguar Ser111 E type
Trevor & Lesley Lashbrook	Ford Fairlane
Craig & Colleen Rattenburry	Chrysler Valiant Charger
Barbara Perritt	Mercedes 350
Mick & Lynne Donohue	Ford Mustang
Darryl Baxter & Ellis Thompson	Saab
David & Eliza Buckley	Ford Mustang
John Buckley	Ferrari
Ross Edwards	Daimler SP 250
Peter Spasojevic	Chevrolet Corvette
Alan & Lynne Brink	Alfa Romeo Spyder
Garrie Filer	MG TC
Terri Collins	Mercedes 190
Peter & Sally Anne Dunham	Porsche Boxter
Jeff Lacey	Lexus 480
Greg & Lynne Harris	MGB
Neil Kilby	MGB
Karl & Margaret Richardson	AC 16/80
Lesley Frede	Mazda MX5
Neil Butler	Porsche





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So, Ladies, please put the date in your diary so you don't miss out

Enquiries to
florencethomson@racv.com.au



LADJES' LUNCHEON "LA MAISON" 21ST FEBRUARY



Twenty RSCA ladies met at our favourite restaurant, La Maison, for a delicious lunch on Tuesday, 21st February.

The meals and company were enjoyed by all and we are looking forward to the next lunch and experiencing a different dish. There were a few apologies and I shall try for a different day next time! Not everyone is available on every day of the week, so we can only alternate the days to accommodate as many as possible. We were hoping to see Carol Chapple at the next lunch but I fear we will have to wait until the week of the AGM! Brisbane to Albury is a bit far for lunch.

Sampling the cuisine and swapping tales were: Joy Allott, Jenny Barlow, Susan Campbell, Eileen Carthew, Joanne Duffy, Lesley Frede, Cheryl Grice, Suzi Hardwick, Mary Harkness, Jenny Haydon, Lesley Lashbrook, June Liersch, Janene Nicholls, Glenys Phillips, Barb Porritt Porritt, Ida Probst, Jan Salan, Carolyn Spasojevic, Kerrie Thompson and Julie Wilkins. Apologies from Lyn Donohue, Angela Hunter, Christine Towers and Maria Kable.

Lesley Frede





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THERE'S PLENTY OF SPACE AT GRICEY'S PLACE

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 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 \$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 



'Tis better to have loved and lost, than never loved at all.... the sad story of a Trans-Am

Barry Preston, seen here in his first car, explains:



Thought you might be interested....this is the car I shipped to Albury and Jacob Wodonga had to have it. 6.6 litre 4 speed manual ... 1 of 860 ever built ... waaaaaaa !

I purchased the car from a mate in D.C....traded in my 1967 Oldsmobile Vista cruiser ... (Mother) which took us all round the east coast to chase our racing program...

My mate was in love with the Olds and as he was a very handsome Oz bloke in a Trans-Am; his Italian wife hated the car and made him sell it.... I purchased it for \$6500 US and included Mother in the trade..

I had planned to ship to NZ to Auckland and fly my Dad up so we could travel the country and play all the golf courses we could. He was a mad golfer and we had not spent a lot of time together. He had emphysema and was not well and was looking forward to this trip like you would not believe. The unions lost the container and 2 months later it arrived in Dunedin....



I shipped it to QLD where it was converted to

RHD and it was the first car the guy had done...fabulous job . . . mirror conversion . . . and he told me he had an old retired woodworker who used a piece of dowel to make the flurries on the new dash.

I was stopped in the Main Street one day by an Albury iconic car dealer who made me an offer ... which I took coz Heather was very uncomfortable with 4 speed , 400 hp motorcar . . . and we were broke.

And on it goes . . .



A Picnic In The Park



Held on March 5th, and as David Buckley commented on the Face book page, a very good roll up indeed! The attendance sheets indicate over 60 people made the most of a glorious day - thanks to all who were able to get there on the day, unfortunately I had other commitments so can't report on the meeting, however I will let Davids pics from the day do the talking! - *Kim McConchie*



A Picnic In The Park



A Picnic In The Park Attendees



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RIVERINA SPORTS CAR ASSOCIATION INC
ATTENDANCE SHEET
 TOUR DESCRIPTION *Picnic in the Park*
 TOUR DIRECTOR
 DATE *5/3/23* OPEN TOPICS

DRIVER	PASSENGER	CAR
G. Nicholas	Strene	Holden 49/
Bernard Campbell	Shawn / Matt	M/Benz CPE
Anthony Sachanich	-	Ford Focus
Angela Hunt	-	Ford Focus
John Thompson	-	Corvair
MARY SPRENGER	O'REG	FERRIS
Wendy & Alan Lyburn	Greg & E	Cooper S
Karen & Malcolm Richardson	-	AC 1/60 Ford
John Buckley	-	DISCOVERY 2
Peter Spasovuk	-	Porsche
Alan Brink	-	Alfa Romeo
Simon Reed	-	Mercedes R107
Brian Gierach	-	MX5
Jan Tuttle	-	Volvo 1300cc
Alan Lawdence	-	EH Holden
Kerry Bedford	-	EH Holden
John Adams	-	MG TD
Tim Banks	-	Porsche 928S
David Bayer	-	Saab 900
Chris McKeown	-	Alfa Romeo

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RIVERINA SPORTS CAR ASSOCIATION INC
ATTENDANCE SHEET
 TOUR DESCRIPTION *Picnic in the Park*
 TOUR DIRECTOR
 DATE *5/3/23* OPEN TOPICS

DRIVER	PASSENGER	CAR
Sim Grace	Cheryl	Corvette
Daryl Maclean	Jennifer	Humber Super
Sam Fitt	Julie	MG TC
Grain Dyles	-	Asstn Harley 104
Richard Weather	-	FX Holden
Malcolm Meacham	-	XF Jaguar
Clive & Lyn Dwyer	-	66 Mustang
Phil Harrop	-	64 MG B
Shaun Hinch	Chaz Hinch	FPV GT
David Buckley	Eliza Buckley	66 Mustang
Tony Bradley	Elaine	69 Ferrari
Robert Frick	-	MX5
Paul Barr	Bruce Mac	→
John Plank	Ann M'Whann	Corvette 59
Paul Forritt	Barb Forritt	Mercedes '73
Phil Craig	Lorraine	Porsche
Trevor Watt	Karen	Humber
Geoff Stewart	Clare	Saab 900 A
Ken Wint	-	XC GS Falcon
Hans Probst	IDA	Mercedes E200

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RIVERINA SPORTS CAR ASSOCIATION INC
ATTENDANCE SHEET
 TOUR DESCRIPTION *Picnic in the Park*
 TOUR DIRECTOR
 DATE *1/1* OPEN TOPICS

DRIVER	PASSENGER	CAR
Bryan Kiersch	-	Mustang
John Gardner	-	Holden 211
Clive Lewis	-	MG A
Arthur Hardwick	Suzi Hardwick	TR4A
Peter Kenyon	-	Cadillac
Tom Duff	-	Holden EH
Georgina Tappin	Georgina Tappin	Mustang 2
Trevor Lashbrook	Lesley	78 Ford Falcon
Greg Harris	Lyn Harris	GS MG B
Greg Ventner	-	-
Adrian Meredith	-	XB Coupe
John Hayden	-	M/Benz
Neil Kilby	-	MX5
Cathy Naves	-	MG A
Helmi Vukobratovic	-	Torino
Stephen McLenahan	-	Torino
Bruce Castagnino	-	Mustang
Brian House	-	Mustang
Dennis Baker	-	-
Sebastian Ramanuel	-	Alfa Romeo

Without a doubt a fabulous turn-out, hopefully we can see the same sort of numbers at the Chiltern Cancer Cruise. Another important day for us to support this fund raiser for the Albury Cancer Trust by having the largest number of members attending. Sunday April 2nd, depart Gateway at 8.30am, and then be home in time to watch the Australian F1 GP at 3pm—a perfect day all round I figure!





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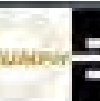
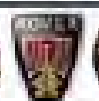
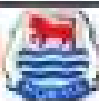
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Vale Neil Sutherland.

I regret to inform members that ex RSCA member Neil Sutherland has passed away recently. I met Neil through scrutineering as he and others would check my Ford Cortina before competing in the Benalla Auto Club sprints around 25 years ago. Later, he introduced me to the checking of race cars therefore beginning my volunteer scrutineering at Winton motor raceway some 17 years ago. During the early years that I knew Neil he informed me of a sports car he was "doing up." It was a Datsun 240Z.

In between caravanning with Barbara, his wife, he was able to complete the 240Z. Members may remember Neil and Barb taking the **RED Z** with black Mini light wheels on mid-week runs although they did attend some weekend runs as well. A few years ago, he sold the Z to a keen Datsun collector who lives in Sydney. Neil has had health issues that lead to him passing away last Wednesday morning. Another nice "bloke" taken from us. RIP Neil Sutherland!

Greg Chapple



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

First and foremost, again we have lost a friend and member with the recent passing of Neil Sutherland, I have a fond memory of encountering him in the 240Z on an interesting back road some years back, while giving the XJS an outing one morning - I am quite sure he enjoyed the spirited encounter as much as I did!

It's another very full edition this time around, and a big thanks to all the contributors who have sent me articles, pictures, events and memories, keep them coming as the more I have to include, the less I have to try to find (or invent) white page fillers to keep you all informed, entertained, and maybe even awake through to the last page!

While I have been pretty busy of late, I have been able to sit down with a glass of something agreeable and read a book or two, so I thought to myself, why not the Editors Book Review? So to lead off on what might turn out to be an occasional topic, this is my current selection.



Schlegelmilch was a photographer and this covers his work at Nurburgring, Le Mans, Targa Florio, Monza, Spa, Brands Hatch, Osterreichring and Watkins Glen. With over 500 pages this is quite some publication, the quality is superb and the price is extraordinary - I picked this up new for \$20!



The Iranian Paykan - how recycling kept a nation on the road!

A new opportunity for El Presidentes Fleet of International Renown? Neil Butler tells all!

In 1977 and 1978, I had the pleasure of working in Iran amongst the most generous, welcoming and friendly people that I have ever experienced. When I stepped off the plane, I was overwhelmed by the chaos of the Tehran traffic and most of the traffic consisted of



1976 model Hillman Arrows. I soon learned that these cars were actually Paykans, a locally produced vehicle from the original tooling out of the Rootes Group in Ireland.

In 1966, the Hillman Hunter came to Iran in CKD format and they were assembled by an Iranian Company, Iran Khodro until the mid-70's

when full scale production began except for the engines. In 1964, Chrysler purchased a 30% share in the Rootes Group and the remaining shares were purchased in 1967. In 1978, Chrysler Europe was sold for US\$1.00 to the PSA (Peugeot, Simca and Citroen) group. The later model Paykans were fitted with the Peugeot 403 engine and these were affectionately known as "PewKans" to distinguish them from bog common Paykans!

During the mid '70's, Iran became a powerful and very prosperous nation under the Shah. In 1979, the Shah Reza Pahlavi was deposed and the country's leader was replaced by the Ayatollah Khomeini after many violent clashes and protests in the capital of Tehran and the subsequent revolution. The fact is, he became far too powerful and far too wealthy and "in the pocket" of his US sponsors. International sanctions impeded Iran's ability to trade, particularly with Great Britain and the US and the economy effectively stalled while its major income remained from oil and gas.

I'm not sure if these are still in production, but I have my doubts. Current Iranian vehicles are all imports and mainly European with plenty of Peugeots and French machines.

Sanctions still prevent Iran from trading with the US, hence there are very few modern US built cars on Iranian roads.

It has been suggested this is Anthony taking a test drive and weighing his chances of importing it as parts in his carry-on luggage....





March Mid-Week Run



By heck, what a great day—the sun was shining (but not too hot), and a great bunch of people gathered at The Causeway ready for another delightful mid-week run, with the usual eclectic mix of cars setting off for Beechworth for the first stop of the day at the bakery.



As is usual, a coffee needs something to go with it and the sight of Malcolm scoffing a large cream bun was enough to inspire a round of cakes, sausage rolls and other tasty treats being added to the

coffee orders. All credit to Malcolm for completing the devouring of the bun with minimal residue on the moustache—contrary to expectations!

On the road again, and via Buckland Gap to head through Myrtleford, to the lunchtime stop at Bright Brewery—a great location, and not too crowded.



With everyone settled in to the front section, the conversations flowed, only interrupted by the need to check the quality of the beverages on tap or bottled ready for pouring; and then as the meals were served the attention turned to the im-

portant matter of verifying the chefs ability and the taste and texture of the offerings that appeared.

Another fine mid-week run ended, with various routes being taken to return home, and I am sure an enjoyable drive was had by all—we certainly did!

Peter Thompson	Ford Capri
Olivier Achammer & Jeanette	Honda
Peter & Ronnie Taylor	Sedan
Peter Trescathic	Porsche 911SC
Bob & Chris Towers	Toyota CHR
Malcolm & Debbie MacVean	Jaguar XJ8
Bernard, Susan & Matthew Campbell	Mercedes Coupe
Jim & Cheryl Grice	Prince
John & Eileen Carthew, Jan Salan	Ford Territory
Malcolm & Robyn McEachern	Jaguar XF
Ian & Gail Tuttle	Honda Accord
Ian & Annie	BMW Z3
Bill Harding & John McInnis	Jaguar E type
Trevor & Lesley Lashbrook	KIA Stinger
John Buckley	G. Cruiser 200
Peter & Carolyn Spasojevic	Chevrolet Corvette
Joe & Wendy Knight	MB SLK
Alan & Lynne Brink	Alfa Romeo Spyder
Chantelle McConchie	MB 350SL
Kim McConchie	Ford Mustang GT
Peter & Sally Anne Dunham	Porsche Boxter
Hans & Ida Probst	Mercedes
Neil Butler	Porsche

Kim McConchie—Sorry for any mis-spelt names, BTW!



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 \$100, Polo shirt \$45 (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. Select your style and size and make the payment.



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)



Self Sticking
Car Badge
(Mid Week Runners)
\$2.50



Stubby Holder
\$8.50



Replacement RSCA
Name \$12

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A Day At The Races - the Phillip Island Historics

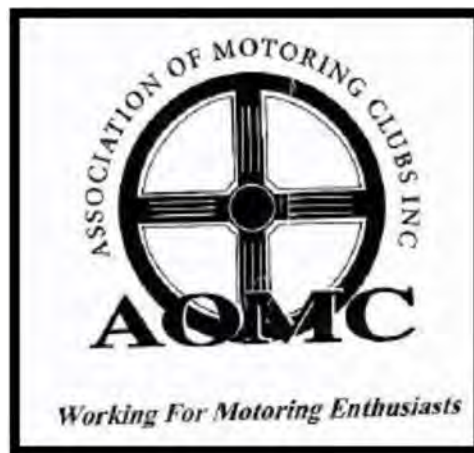
Well what a weekend, the VHRR pulled out all stops for this one, with six historic Formula One cars on the track - The 1974 Surtees TS16/02, Tyrrell 012 in the original Benetton sponsored livery as driven by Michele Alboreto in 1983, the 1979 Ensign N179, the 1980 season Lotus 81, driven by Elio de Angelis and finally the Hesketh 308-1. This was the car that gave World Champion James Hunt, racing at Silverstone International Trophy in 1974, his first overall race victory in a Formula One car. And when on the track, they were NOT doing parade laps! This meeting is a wonderful way to spend a weekend getting up close and personal with the race cars and owners - visitors to the pits are usually welcomed, just don't get in the way during a crisis! And a 9 year old had his day made when he was plonked in the cockpit of a Can-Am car, and steered it as they moved it around the pits! - *Kim McConchie*



TONNEAU TALK

Welcome to our new members
 Ian McDonald - 1997 BMW Z3 Coupe
 Andrew Furst - 1969 Holden HK Monaro
 Peter Ratcliffe - 1990 Mazda MX 5
 Gary Ledgard - 1981 Mazda RX7
 Justin Clancy - 1967 MGB Mk 1

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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Or Email wambjones@bigpond.com

to arrange a time for collection.

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It should be noted that the publication of an advertisement or an expression or view in articles and reports does not necessarily imply endorsement by the RSCA Inc. of the advertised product or service or the views expressed in any article or reports published in this magazine.

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Part 3: It was a bloody good idea!

Twelve Toranas, GTR'a and XU-1's, going around Australia in 3 weeks. What a bloody good idea!

Now, to put it into practice...For this part I

am combining the first 3 days—Perth -Carnavon, Carnavon –Karratha, and then Karratha -Broome, 3 long days and now one big blur!

Day 8 Wednesday September 21nd – Perth/Geraldton/Carnarvon - 893k

Day 9 Wednesday September 22rd –Canarvon/Nanaturra/Karratha - 638k

Day 10 Thursday September 23th - Karratha/Sandfire Roadhouse/Broome –834k



After the 2 nights break in Perth, everyone was pretty eager to get back on the road, a few repairs had been done and sleep caught up on, so Hit the Road, Jack!, get out of Perth's idea of peak hour traffic and go north! The stint from Perth to Broome was, on the whole, just a damn fine cruise with good roads, plenty of overtaking opportunities and it seemed all the cars were running fine...oops, no.

The Torana from Tassie had burnt a valve coming through Norseman, after one carby leaned out with a blocked jet, had limped into Perth and again, power of social media, had the head rebuilt with new valves in two cylinders after someone had seen their plight while following the event.

However, midway between Carnavon and Karratha there was an ominous knocking developing with all the hallmarks of a big end bearing, and then it lost power and a cylinder –had it dropped a rod?



39 degrees. The boys rolled into a deserted rest spot, found they at least had mobile coverage, and with the event organiser started on the call around to get the car towed by RAC WA to, well anywhere really, and chase up a replacement motor. Things started to go awry when RAC WA came back and said it would be at least 2 days



to get the car picked up... maybe 3. Eli, the cars owner, sat in the dust and was at a bit of a loss on what to do next when an angel pulled in for a pee stop. An angel with an empty car trailer on the back, on his way to pick up a load of cacti the other side of Karratha, and happy to load the Torana on and take it to our over night stop. The lack of ramps for the trailer just meant improvisation using a gully, a pile of rocks, and a bit of a run at it. Good thing the brakes worked! They arrived in Karratha on sunset, and the car was swarmed by the rest of us to figure out the extent of the damage - which turned out to be a broken rocker stud. In the hurry to get the repairs in Perth completed, one rocker was incorrectly adjusted, and now the car had a bent valve as well....repairs would take a couple of days, the boys promised to meet us in Katherine.



This pic pretty much sums up the 3 days to get to Broome—while the landscape varied and the vegetation changed, it became almost a dreamlike drive with the Toranas strung out over a couple of kilometers, the chatter on the 2-ways fading out to background noise, the sun moving across the sky from one horizon to the

other, and the world moving past in slow motion. The next day would be very different.

Into Broome, find the accommodation and then straight down to Cable Beach to watch the sunset, wonderful except for one of our mates who returned to his car and found he had no keys... we all went to search the beach, and a lovely lady came up to us and asked “Are these what you’re looking for?” Another angel had saved the day!



Day 11 Friday September 24th - Broome/Fitzroy Crossing/Halls Creek/Kununurra –1044k

The forecast for the day was in the low 40's—expect 42 by Halls Creek. We decided to push off early, 5.00am, and it was already blowing a hot wind. Sitting on Cable Beach the night before, enjoying the sunset, was quickly



becoming a distant memory..

Everyone had done the best prep they could - cooling systems checked, cold water bottles in the fridges, sunscreen on the arms and lets get on the road as the east horizon started to lighten. Not much wild life fortunately—there had been enough rain to keep the feed stock off the road up, so unlike 2019 we weren't dodging suicidal critters grazing

on the road sides. Two of the cars had aircon fitted to them, we could only look at them in envy.

In to Fitzroy Crossing late morning, and a meeting with a couple of the local cops at the servo, who gave us very explicit instructions about safeguarding the cars and our possessions while we were stopped. They had some good examples of why... The reputation of the town was, unfortunately, maintained when a fight broke out at the servo

as we were leaving, a troubled community which we were glad to put behind us.



Roadworks, heat, dust, and the famous '70's fix for a hot drive was being used—put towel on head and around neck, add bottle of water, repeat at regular intervals. It wasn't stylish, but it worked!



It was on this drive that I really appreciated the larger radiators we had fitted to the cars, the engine temp stayed exactly where it needed to be even though it reached 42 degrees and we were pushing at a pretty brisk pace to get to the Kununurra stop. The extra heat insulation on the floor pan, inside and out, and insulated fuel and brake lines were another factor in being able to keep going with a fair degree of confidence that nothing unexpected was going to come and bite us. Unlike one of the other cars, equally well prepared but still showing that when things go wrong, they REALLY go wrong!

Somewhere outside Warnum, another potentially trip ending problem, this time for the silver LC Rally car. This was one of the cars with AC - unfortunately being placed between the compressor and the exhaust manifold, the alternator overheated, internally shorted, and sent a kazillion volts through the wiring harness which pretty well cooked everything on the engine side of the ammeter—which saved the day by melting internally and expiring in a cloud of smoke in the dashboard. Torana Roadside Assist again came to the rescue,



a replacement alternator came from someone's spares box, a temporary harness was fashioned to get the car mobile, the AC was turned off, and the car made it to Kununurra that evening. It was a near miss—the potential for an electrical fire under the bonnet was very high, and without a quick disconnect battery terminal it took a while to get that isolated,

while the wiring continued to smolder right underneath the carburetors -good thing they weren't leaking!

Meanwhile not too far up the road, the other car with AC threw a fanbelt which normally wouldn't be a drama, but the AC compressor was red hot (like everything else under the bonnet) and made replacement difficult. No insulated gloves for this job...ouch. On hearing this news, we decided the lack of AC wasn't really a problem



after all, we had kept reliability on our side, and enjoyed the comfort only a wet towel can bring!

Regular driver changes every couple of hours kept us fresh - even with sunnies on the glare was quite tiring, and once in the navigators seat there wasn't a hell of a lot to do but relax, pour some more water on the towels, and enjoy the windows down experience at 120kph, which was the real 'feel of the seventies' experience that everyone was now enjoying! Into Kununurra around 4.30, and it



was straight into the pool—ahh bliss! Then the first coldie—more bliss! Tomorrow—a more civilized start was promised, giving everyone time to get a reasonable rest, fix a few cars that had minor issues, enjoy another coldie!

Day 12 Sunday September 26th – Kununurra/Timber Creek/Kathrine – 515k

A more civilized start had been planned, but an earlier time was advised by the organisers late in the evening — how did 6.30 sound? While well intended, the feedback they received was pretty straight forward—NO. We were all pretty well stuffed after that drive, and a couple of cars needed to be dead cold to work on first thing in the morning, so that good idea was well and truly canned. No sleep in though, helping fix cars as needed. Dead on 8, lined up and away we went, with 45 km till be hit the next border—into the Northern territory, and a new speed limit!



130! Woohoo!



A pretty straight forward run to Katherine, the speed limit may have gone up but the

quality of the roads went down... initially in some parts, 100 was pushing the friendship. However we did see improvement by Timber Creek, and the speed limit was a good cruising speed—didn't want to use more fuel than we had to.

Into the resort we were staying at, pool and coldies first priority. And the boys from Tassie turned up after an overnight drive from Boome! This was to be an extended stay, 3 nights in all—the original plan was to spend a day at a property owned by a long time friend, Henry Hagar, for a BBQ, motorkhana, and then service cars and play tourist for a day. Sadly, just a few weeks before we were due, Henry passed away suddenly; however his partner insisted that we should still celebrate his life, so the Half Way Hangover was held.

Days 13 & 14 Katherine

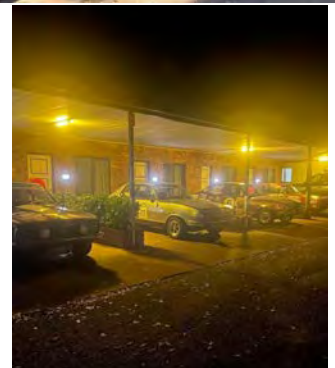
Henry was a bloke who liked a thick steak –3 fingers was the measure –served with a cold beer and a lot of conversation. We'd known him since 2002, meeting him at the first 'XU-1's On The Mountain' and then catching up at many Torana events after that; he was with us for the 2019 Repco ReTrial and then the 2021 Taste of Tassie Rally, so we were looking forward to his company again...it was not to be.

His property was known as Boot Hill, so we joined his partner, family and friends there for a 3 finger steak BBQ and cold bevies while remembering the man. There was a lot of laughter, the stories of Henry were many and he was a true NT character—he would have been laughing with us.

Meanwhile the serious business of maintenance was happening, having access to a pit at Henry's place was very handy for those who needed to do something more serious than an oil change, while the rest of us got on with it at the resort. That included building a complete new harness to replace the fried remnants in the silver LC; then it was off to be tourists, Katherine Gorge was popular and so were the hot springs—wonderful!



Last night in Katherine, a grand pub dinner and then all lined up ready to get on the road again—next stop, Daly Waters pub. We stopped there in 2019, and really looked forward to the return visit –it's special!



Day 15 Wednesday September 28th– Katherine/Mataranka/Daly Waters Pub – 276k

Short day on the road with a stop at the hot springs at Mataranka for a swim and a lunch break, although we kept that short and left lunch until we arrived at the Daly Waters Pub, as the more time spent there, the better! The Pub is a must visit for any traveler, be they campers, caravanners, back packers or just out for a bit of a drive.

The collection of bras hanging around the bar is impressive, the collection of hats, postcards, business cards, and just stuff equally so!



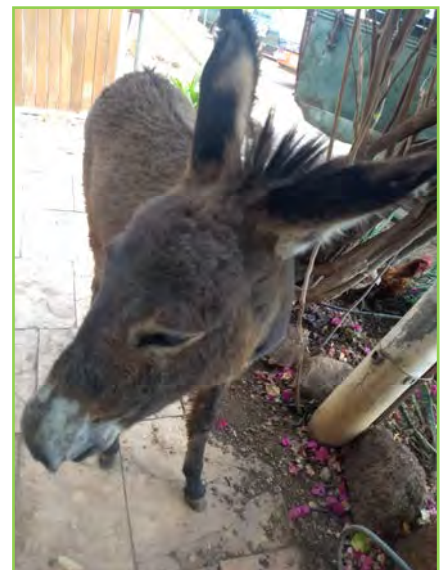
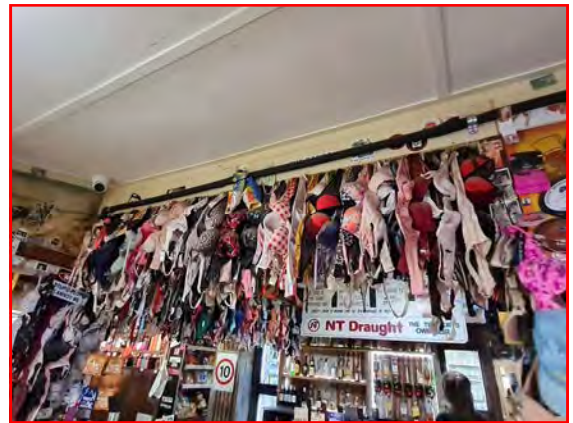
Across the road is Tim's Junkyard, with a fine collection of cars, trucks, caravans, jet aircraft, memorabilia, house-

hold goods...it's got it all!

And then there's the assorted animals that join you in the beer garden—with chooks at your feet, a couple of donkeys, a horse, and the odd goat joining in, it's a truly unique environment. Tiny,

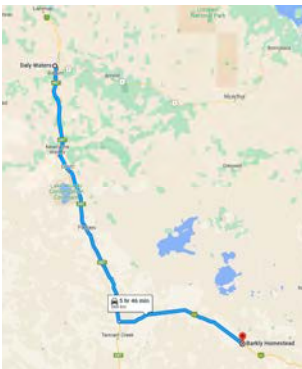


until recently the owner of the pub, provides additional entertainment with the stories of the place, and the animals that meet and greet!



Day 16 Thursday September 29th– Daly Waters Pub/Three Ways/Barkly Homestead – 569k

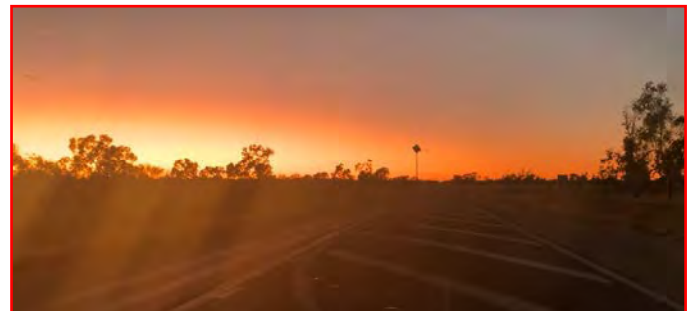
Day 17 Friday September 30th– Barkly Homestead/Mt. Isa/Richmond – 857k



The run to Barkly Homestead was pretty strait forward, just had to watch for wandering cattle as the biggest risk, although we nearly took out a Wedgetail eagle at one stage when it was a bit slow achieving lift-off from its lunch. Fortunately the cattle we did see were well off the road; other than that it was the usual slow clusters of caravans and camper vans, not very slow triple trailer cattle trucks, and a bloke on a push bike doing a lap of the map...much preferred our mode of transport!



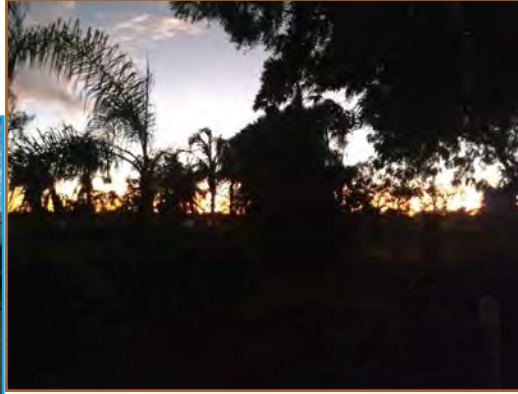
Day 17, into the sunrise with a 6am depart - with a Le Mans start by the co-drivers, who had to run across the car park to the waiting cars- a bit of fun until my co-driver went arse-over-tit when his knee gave way, losing a fair patch of skin from his elbow and having his knee blow up like a balloon. Ouch!



Proving they are still out there, a Torana was found on the side of the road which yielded a good pair of original battery cables, and if we'd had time, a good boot lid, back bumper, and a parcel tray just asking to be cut out... maybe next trip! A last run at NT speeds, then it was across the border into Queensland, heading through

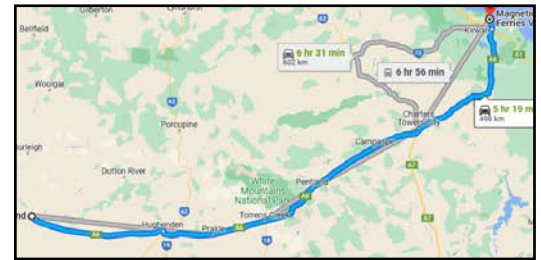


Mt. Iza for a quick fuel stop and a bite to eat, then on to Richmond for an end of day BBQ by the lake. Another meeting with some old friends from previous Torana events who run a heavy haulage business nearby, with the promise of a bit of a surprise in the morning. A glorious sunset, and get ready for the run to Magnetic Island. Another big day coming up.....got to meet the 2pm ferry!



Day 18 Saturday October 1st– Richmond /Townsville/Magnetic Island– 499k.

We were met in the morning by our friends immaculate Phase III GT-HO, which he had restored over the last 6 years, and it was the lead car for the run out of Richmond—what a sight! On the road at 6am and getting serious, the ferry schedule would be getting tight if we

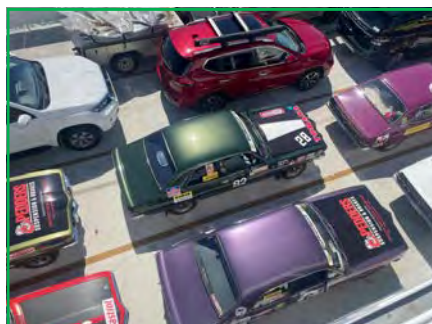


had any delays so it was a very (very) brisk run to Townsville, a quick bite to eat as we hit the outskirts and then line up for the



ferry—instant hit with the staff and other passengers, get on board and off for two nights! And a very pleasant time was had, we all stayed in Air bnb's scattered around the island, swimming, fishing and scuba diving was the order of the day and a party that night! And that's it for Part 3, hope you're staying awake, and I'll

finish next mag with the run to Bathurst, and a very wet race weekend.





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