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**Edition No225
SEPT OCT
2020**



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(editor@rsca.net.au)**



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Campbells



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Coming Events

- Sept 16th** **Midweek Run TBA**
Alan Brink
- Oct 14th** **Midweek Run TBA**
Bernie Campbell
- Nov 11th** **Midweek Run TBA**
- Dec 16th** **Presidents Breakfast**
Depart Gateway Island 8am
Details to follow.
Howard Anderson

Email will be sent closer to date of each event with full details

PRESIDENTS REPORT



RESIDENT'S MESSAGE TO RSCA MEMBERS

In this unprecedented time of Covid we as a club have not been able to enjoy our usual social runs.

However in July our club formed an unofficial Victorian and NSW chapters to have a run in each state and the reports should be in this magazine. From what I've heard each group had a great day.

There will be another run for NSW members hopefully in September and emails will be forthcoming to advise NSW members of this or these events. For Victorian members we are not sure when our next event will be, as under stage 3 we cannot have an event. Again emails will come out when we have an announcement regarding our next Victorian event.

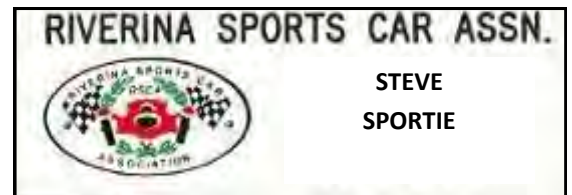
At our committee meeting last Sunday we discussed our 2020 AGM as it does seem we will not be able to have this event due to the closed NSW/Victorian border and also restrictions in relation to Covid social distancing regulations.

So all in all 2020 has been a challenging year starting with terrible bushfires and now a pandemic. Hopefully sometime in 2021 we will get back to normal

In the meantime take care and stay safe as this virus is very serious.

Happy and safe motoring

Howard
president@rsca.net.au



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

DOWNSIZING COLLECTION

Dear Members,

Bernie Mylon is planning to downsize his collection and he would like fellow RSCA members to have the opportunity to consider these vehicles before he advertises more widely. You will find attached photographs of the vehicles which are on the disposal list.

Following are a few details provided by Bernie.

“Details of the cars are as follows.

3826 is the electric car we built on a kit I bought in England. It has lithium ion batteries, a built-in charger and is fully registered.

3899 is a Cobra built in QL on a DRB kit. It has a 302 Ford engine and a B and M shift. It is fully registered.

3934 is a '23 T-Bucket with a 302 Ford engine. It is fully registered.

3943 is the first Clubman we built. It was fully designed by Craig Arnel, my son-in-law. It has a 2.2l eco-tech engine and is set up for road or club racing.

It has Club Rego as a Lotus look-a-like.

All the cars will be sold with a Vic road worthy.

If I don't sell them before early October I will send them down to Shannons for sale.”

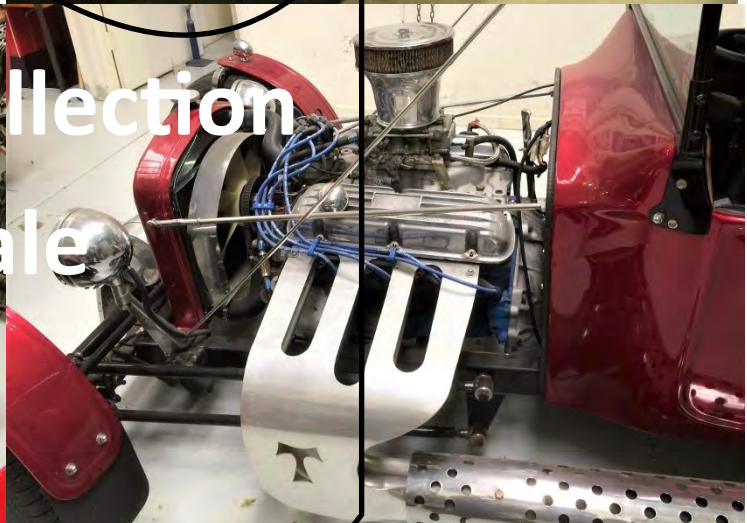
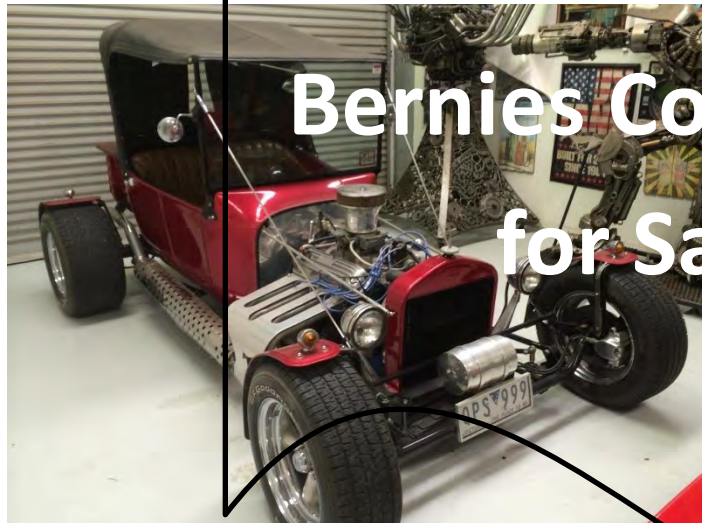
If you are interested in finding out further

details of any of these vehicles,
please feel free to contact

Bernie on 0408 083 100 or

bernie@mylonad.com.au





Bernies Collection
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July 15th's Mid-week run to Wangaratta.

This month's run could be considered "The tale of two cities!" This was due to the Corona virus so the run had to be split along state boundary lines. Bryan Liersch and Peter Spasovic organized the New South Wales side of things and Malcolm McEachern the (Covid) Victorian run. So to the Victorian report.

There was movement at the station, When by Grange station, for the word had passed around that there was a mid-week run today. All the tried and noted drivers from the RSCA and Jaguar Car Clubs had gathered to enjoy a beautiful winters sunny day.

There was Malcolm, who made his pile when electrical contracting, but few could strip wires beside him when his blood was fairly up. After the briefing we took off like scolded cats as though we were chasing the colt from old Regret. For Malcolm loves hard driving where the wild bush roads are but we didn't let him get away.

The run to Myrtleford was via Yackandandah where the hills are twice as steep and the roads are twice as rough as the Hume freeway.

Members halted for a while with the sight of the well-loved mountains of Myrtleford's central park however after an hour we bid the park goodbye.



We raced down the mountain to the Quality Gateway hotel in Wangaratta where we parked the cars and enjoyed lunch and friendship over a few hours. It was a lovely two course meal provided by the staff during these social distancing times.

And down by Wodonga, where the eucalyptus clad ridges raise, the story of the electrician and the car clubs are household words today and the drivers tell the story of his drive.

(Apologies to A B Paterson for trying to live up to your lofty standards!)

Regards Greg "Chappelli" Chapple

Those attending were:

Belinda and Brendan Achammer
 Jeanette Achammer and Bill Harding
 Howard Anderson
 Marg and Ray Barrette
 Carol and Greg Chapple
 Lorraine and Peter Daly
 Shirley and Les Eddington
 Chantelle McConchie
 Kim McConchie
 Robyn and Malcolm McEachern
 Gwenneth McLennan
 Chris and Bob Towers

Jaguar XJ6
 Jaguar XJ6
 Audi TT
 Mazda MX5
 BMW 650i
 Jaguar XJ Limo.
 Mercedes 500 CLK
 Mercedes 350 SL roadster
 Ford Mustang
 Jaguar XKR Coupe
 Jaguar X type
 Toyota 86



Lucas Electrics – an epitaph to Joseph Lucas



Joseph Lucas, “The Prince of Darkness”, well known to owners of British Classics for his electrical genius. This is quite an unfair title, and really tends to highlight the inability of most laymen, to comprehend the simple principles of an automotive electrical system.

Forget all that nonsense about magnetic fields, and the flow of electrons along a conductor, for it is just that – nonsense – a myth put about by Auto Electricians to support their lavish lifestyle at your expense. The reality is SMOKE! When you think about it, it all becomes startlingly obvious. Something makes all electrical things function. If smoke escapes, the component ceases to function. For instance, the last time you had to grovel under your car to replace the starter motor, didn't it start smoking just before it stopped working? Of course it did!

The wiring loom carries the smoke from one component to another, being pumped around the system by the dynamo. When a wire springs a leak, it lets out all the smoke. Then everything stops. The starter motor requires a lot of smoke to work properly, so it has a very thick wire to transmit the required amount.

The battery stores up lots of smoke, held in suspension by the battery acid, which is why they were once called accumulators. That was until it became apparent that we home mechanics would twig to the secret. Naturally if too much smoke is accumulated in the battery, it will escape through the little holes in the top - this is why the new fangled sealed batteries tend to explode when they get too much smoke in them.

But why is Joseph Lucas so maligned? Why are Lucas components more likely to leak smoke than say, Bosch or Delco? Because Lucas is British, and all British things always leak. British sports cars leak rain, British engines leak oil, British hydraulic units leak fluid, British Governments leak military secrets, so naturally British electricals leak smoke!

- Anon



The July mid-week “ Get us out of the house “ Run.

Members on the NSW side of the border were able to participate in a hastily organized mid-week run on Wednesday the 7th July.

Working within the current restrictions was always going to be a challenge as well as finding roads not covered in prior runs. The first plan was to travel out to Bowna and then follow the river road up as far as the “Tunnel Track “ which would us back to Woomargama, however after a drive along this route it was very soon decided these roads were too narrow, too rough, too windy and far too much dirt, so to plan B.

On a very pleasant morning, twenty four members gathered near Bunnings for a 9-45am start, then travelled via Table Top Rd to Ettamogah , followed back roads to Bowna, on to the freeway and up to Woomargama for “ bring your own morning tea” at the roadside park.

On leaving Woomargama the group took the scenic route through the country side to the Jingellic Rd and turned left coming back into Holbrook.

From Holbrook, via the Wagga road to Cookardinia and onto Henty, coming in past the “ Henty Field Day” site, no stop in Henty but on to Culcairn.

Lunch had been booked at the Culcairn Bowling Club as it was the only place that had the room to seat 24 people and still meet the Covid-19 health regulations.

Kenny, the Chinese chef was most appreciative of our business as he had been closed for 9 weeks and came out several times to thank us all.

It was nice to do something to help a small country business.

All in all it was a simple but pleasant drive on a nice day that got us out of the house until next time.

Bryan Liersch



Attendees

Bruce Gibbens & Jan Salan`

Toyota Celica

Tony & Nan Brandt

Porsche 356

Alan & Lynne Brink

Alfa Romeo Spider

Neil & Gwen Kilby

Mazda MX5

Noel Ferri & Maria Kable

Saab

Bernie Susan & Matt Campbell

Holden Calais

Peter & Caroline Spasojevic

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Theories of Time and the Persistence of Memory

Thinking of Salvador Dali paintings, listening to our old Sessions hall clock strike the hour, musing on what happened a year ago. This is what happens when your mind starts wandering around on its own, without adult supervision. No, I don't mean going onto ebay to buy much needed car parts which, one day, may actually move off the shelf and be fitted to a car, nor going onto Gumtree to browse bargain priced cars that are desperate for a good home and some TLC and one day, just one day, might be worth much more than the wad of cash handed over to trailer them home (*good runner when parked 20 years ago, may start* *If seriously provoked, most of the rats and mice have moved out from under the back seat – you know its going to be crap from one end to the other, and not just due to the rodents, but hey! It's a bargain!*)

No, what I mean is in these strange times, people have many thoughts and theories of time depending upon their personal circumstance – for those in a Stage 4 lockdown, time apparently moves at a glacial rate, watching re-runs on Netflix because the entire back catalogue has been watched already, occasionally glancing at the clock to see if the hands have moved significantly since last time they looked 5 minutes ago (or the digits, if hands on a clock face aren't your thing), and wondering if 11am is too early for wine o'clock, and wondering if there's any wine left anyway, and wondering if joining the queue out the front of the bottle shop will help pass enough time to justify the masking up, peering up and down the street to make sure no suspicious, possibly infectious, people are hiding behind the garbage bins, which have been out more often than they have.....

Whereas, for those of us lucky enough to have the space and the possibilities umpteen unfinished projects represent, time seems to be playing games with us, not just hours but entire days seem to be missing, I woke up on Monday morning and its now Friday night and filling in the back detail tends to be cases of odd memory spikes – I know I cut firewood, that must have been Tuesday; there was a car service completed, now which day was that? Must have been yesterday, as Wednesday was a Zoom meeting with the family, which makes today a bit of a mystery but I've got here somehow, with only a few bandages to explain.

Memory – funny thing that it is, time seems to be a bit of a law unto itself while memory brings up all sorts of events and people that seem like yesterday, but you know damn well

it wasn't....

And what triggered this thought was a Zoom meeting last Monday (now be honest, 6 months ago, who knew what a Zoom meeting was? And now it's a part of our lives as routine as going to the supermarket with a mask on, or waving to the neighbours but standing a metre or so back when having a chat), organised by Mal McCann, a friend and Repco retrial entrant, which was promoted as "A Night of Chat with Barry Ferguson", who if the name eludes you, finished second in the 1979 Repco Trial, and has had a pretty illustrious career as a rally driver since the sixties.

And then it struck me that on the 15th of August, its 12 months to the day since we had a chat with Barry Ferguson, standing in the back of beyond at Chocolate Ruffle Pass, deep in the Pilbra, telling us about his experiences in the 1979 event. We heard how Chocolate Ruffle Pass got its name – a nickname based on some rock outcrops that look like Chocolate Ruffle biscuits – and the horrendous collection of rocks, boulders, and sandy bogs that they were expected to negotiate in not very much time at all to get to where we were standing, munching on Subway wraps and sangers, listening to the stories of endurance and sheer bloody minded obstinance to get to the finish. And most importantly, Ferguson was leading the event when they came to start this stage.

Its official name was the Nunyerry Trial Stage, but these days its usually referenced as the Nunyerry Horror Trial Stage, 118.6 kms with a time of 2 hours set. This horror stage was nothing more than a bulldozer scrape through much of its length, some used as station tracks and some perhaps built for mining exploration. The first part meandered through rugged ranges over a track that was substantially made up of sharp rocks averaging 15 cm in diameter. It was literally walking pace with the under-bodies of taking a battering. It eventually reached the shallow valley of the Sherlock River where there were a series of sandy and rocky creek crossings, including the 300 metre wide Sherlock River and one other large tributary where the Port Hedland 4WD Club were stationed to tow vehicles through.

The pièce de résistance was the Chocolate Ruffle Pass, at 65 km into the stage, where cars passed through a small range made of huge iron ore rocks and the track was also made of large boulders averaging 30 cm in size. After the Chocolate Ruffle Pass the track generally improved into a fairly fast station track but still with creeks, washaways, rocks and some sandy stretches. This was the road we used to get to the end of the pass and have lunch, a road where along the way, 3 wrecked support vehicles from the event served as stark reminders of how tough it was for everyone back in 1979.

The stage ended just a short distance from the main coastal highway. The 2 hours allowed was just 60 km/h but no-one would clean this one.

The Ferguson Commodore, with Bell driving, was first to enter the stage starting at about 5.30 am, just as the slightest glimmers of daylight would have been brightening the eastern sky. Next was Brock about 10 minutes behind, then Cowan in a Citroen perhaps 5-10 minutes behind, then about 5 minutes to the Mehta Commodore with Dunkerton perhaps another 10 minutes behind. So the first five cars were spread over at least 30 minutes.

Bell punctured two tyres simultaneously early on and they were stopped for a considerable time changing tyres and straightening the bent rims. Brock came up behind and they agreed to travel in convoy. When they reached the Sherlock River Bell immediately became stuck and being first on the road, it perhaps took the 4WDs a few minutes to get organised. It would have also been barely light! Brock waited on solid ground while Richards and Philip surveyed the area on foot and they eventually waved Brock through and he did not get bogged. Knowing that the other team Commodore (Mehta) would be fairly close behind, they decided to head off. The 17 car may have been bogged twice, but in any case, Brock dropped 16 minutes to Ferguson's 30 minutes. Ferguson's lead had been cut to 6 minutes. It was a decisive stage in the event.

But the dramas were not over. Soon after and now perhaps first on the road, Cowan cracked a hydraulic line on a rock and lost suspension. A trail of hydraulic fluid marked the location.

They stopped for a considerable time while Jim Reddiex effected makeshift repairs to at least close off the cracked pipe and get some suspension. The Brock and Ferguson cars were of course now well gone. Soon the Mehta car arrived and joked with them briefly about the curse that Mehta had put on the Citroen by pissing on its wheel! Mehta continued, doing the fastest time on the stage, almost catching the Ferguson Commodore. Dunkerton was also going quite slowly, perhaps with more broken shockers, but also eventually passed Cowan who was travelling even slower. In fact Cowan was going so slowly that they were also caught by some of the next group of cars.

The Barth 924 was making reasonable time and was the first of that group to pass Cowan, and almost caught Dunkerton. Early in the stage the Loader Lancer (Hill driving) passed the Nalder Celica (Richards driving) who had strategically decided to take the one hour maximum and preserve the car. Hill then passed Cowan towards the end of the stage. Portman also passed the Celica and then passed the Lancer and the ailing Citroen.

Portman had moved up to sixth on the road, a remarkable recovery after his Wanneroo roll. Cowan made it out just in front of the Celica, and was therefore at least an hour and a half late, but the stage had a one hour maximum.

Further back, behind a second group of cars, two of the Cortinas were battling on. Carr broke a rear axle locating bolt on the stage and had to hold it in place with the winch, but they made it through to Port Hedland. Bond's perseverance finally came to an end in this stage when the Cortina's sump haemorrhaged. They eventually retreated to Wittenoom, desperately scrounging oil from oncoming cars, and then headed for Darwin after making repairs.

In all, about 50 cars completed the stage with about 30 cars doing under the one hour maximum, and the rest did a cut and run and avoided the whole thing.

Listening to Barry describe this stage, 40 years on, was like he had completed it only the week before, and as he talked you could almost see the crews struggling over the boulders, in some cases having to lift cars over the worst of them as they became stuck, battling the track and the clock as the morning passed.

Theories of Time and the Persistence of Memory – for Barry, it seemed the 40 years could have been 40 minutes, the memories rich and detailed, the story fascinating to hear.

One year to the day since we stood and listened, and it seems like only yesterday we were having that great adventure. I guess you remember best the most significant, the most unique, and most impactful things that happen to you – and the time between them washes away, so that it all seems like yesterday.

Maybe that's what Dali was thinking when he painted 'The Persistence of Memory', maybe not. But it got me thinking.



Now, where did I leave my bloody car keys this time?



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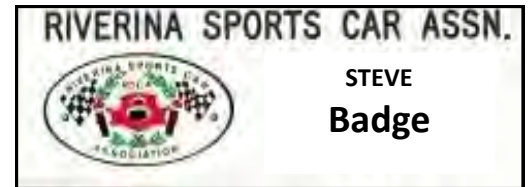
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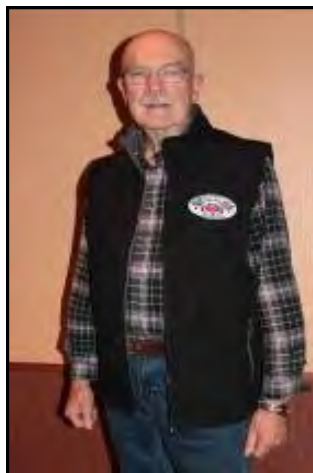
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 It can be found in fauna 'n' flora and even a good book

Beauty cannot be corralled within fences
 there are many forms, that invigorate our senses
 the spectacle of fireworks, the smell of cut chaff
 the taste of nectar, to hear a young child laugh

To define beauty, is a personal trait
 some love the character of a rustic farm gate
 others gaze at paintings and sculptured art
 to me beauty is a person with a kind and warm heart

But ugly, awful , gross and stark
 Speak not beauty, but of something dark
 Beautiful country-side can be ravaged in fact
 in a bushfire caused by a careless act

Some people never enjoy the beauty of rain
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John Carthew

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Jeff Lacey & Meredith McIntyre

Lexus SC430

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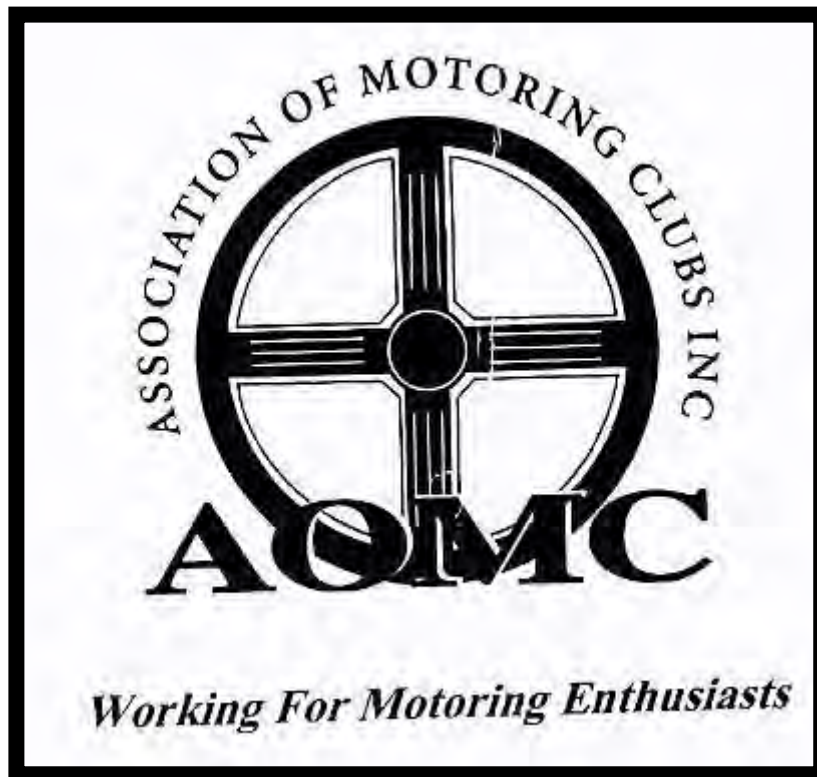
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