

RIVERINA SPORTS CAR



ASSOCIATION INC.

OPEN TOPICS

Edition No. 242
July/August
2023





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**Deadline for the next
issue: 10th Sep 2023**

(kmconch@iprimus.com.au)



Photography By: Susan Campbell,
Peter Dunham, Kim McConchie,
others as attributed



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Gordon Nicholls Lesley Frede Bryan Liersch

Malcolm McEachern OAM

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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

JULY.

Mon. 10th. General Meeting. Commercial Club. 7.45pm.

Sun. 16th. Cars and coffee. 10.00am The Ripe Tomato Borella Rd Albury

AUGUST.

Sat/Sun 5/6th.... Winton Festival of Speed.

Depart Gateway 8.00am (leader required);

note its not as formal as the Historics, admission is \$40

Mon 14th..... General Meeting. 7.45pm Commercial Club.

Wed 16th..... Mid Week Run. Depart Gateway 9.00am

Sun 20th.....Cars and coffee. 10.00am Harry's BB&B Wodonga Place, Albury

October 21st — RSCA 40th Anniversary Celebration

November 18th— Day Trip to Penrite Museum and The Healy Factory— see Page 9

November 19th—RSCA Annual General Meeting

Any extra ideas please contact Pres. Anthony.

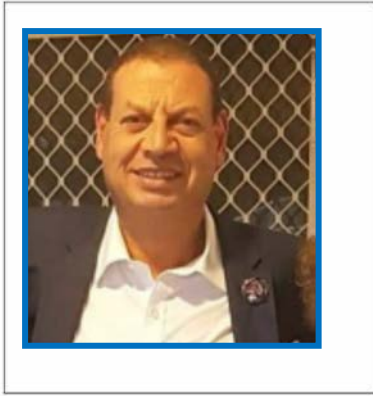


RIVERINA SPORTS CAR ASSN.

STEVE
SPORTIE

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





PRESIDENT'S REPORT

Anthony Saltalamacchia



The Prez sez.....

Greetings Members

Well winter has set in and the next few months will, no doubt, slow down for our vehicle outings.

For those who braved the weather for Historic Winton, How cold was it????

Despite the weather we got out there and enjoyed (?) ourselves....

A couple of us headed down in our Fiat Bambinos and what a slow ride that was — mainly because Little Luigi could not set the pace but he did manage to pass a couple of Mini's on the way.

I believe most of us left by midday seeking the warmth and dry of a pub, and as you can see we tucked into a fine repast of dried reindeer and bully beef patties — yum!



It was a great success for Luigi and myself as we travelled through the grueling weather; we did eventually make it home albeit minus a wiper as the force of the heavy rain tore it from the pivot.

Over the next couple of months Gordon, our events manager, will be unavailable for activities and I encourage other members to feel free to arrange the odd weekend run with club members. If you have an idea please contact me to make arrangements.

Special date to pop into your calendar 21st October as this is the arranged weekend for the clubs 40th Anniversary celebrations—see page 10 for all the details

Anthony S.

Anthony Saltalamacchia, brrrrr

(lucky for me I had scoured the local op shops and found the ideal Winton wear—although it did smell a bit of huskies)





RIVERINA SPORTS CAR ASSOCIATION INC.



Combined Car Clubs Cars & Coffee

June 18th 2023, Ripe Tomato

Borella Road Albury.



Coffee & Cars on Sunday the 18th at the Ripe Tomato Harvey Norman complex was on the cold side, but we had 12 people turn up who enjoyed a coffee and cake.one member (Neil Butler) who was sitting next to me also had bacon & eggs which on a cold morning made me feel quite hungry Bryan & June turned up although Bryan was on crutches after his operation.....despite the cold weather it was good to get out and socialize

Cheers, Peter Spasojevic

Peter Spasojevic	Corvette
Ross Edwards	Ute
Neil Butler	Porsche
Stephen Davies	Mustang GT
Craig Lemke	Ford Fairlane 1964
Peter Trescowthick	Ute
David & Eliza Buckley	Nissan
June & Bryan Liersch	Nissan
Bernie Sue & Matt Campbell	Merc Coupe

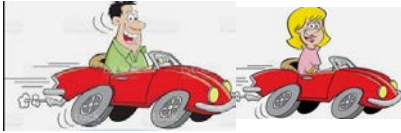


From the Hotseat! - the Editors ramble for this edition.

Winter is here, 'tis the season to be pottering in the shed with a heater on and doing smaller jobs that don't require cars parked in the great outdoors. Mostly that has involved stripping bits off my Torana, which is getting a paint job next month — the scars from the Round Oz adventure were deemed too extensive for a touch up, and with the existing paint coming up for its 20th anniversary, I'm happy to do a refresh and check for any rust hiding in the crevices. That also gets some room in the shed to finish the Alfa restoration—more on that further in the mag!

Now here we go again, the Editors Book Revue. Something not motoring related this time, Gann was a commercial pilot in the 1930's, then flew air transport planes during WW2, and back to commercial flying again after the war. A collection of very personal experiences at a time when the survival rate of pilots depended on many factors, but particularly depended on luck — and Gann had his share of situations when he couldn't attribute his survival to anything else. There's a long list of those taken by fate.... and the book is a very good read indeed.





Mid Week Run for May

10 May— the long way to Thurgoona!



We departed from Gateway Lakes at 9am sharp (*the RSCA? I don't believe it! - ed*) and travelled to Rutherglen for morning tea at Caffeine N Machine.

After refreshments we departed for a country drive to Burrumbuttock via Howlong, then back through Jindera into Albury, and on to the Thurgoona Country Club for Lunch. Alan Black and partner joined us for lunch. A very pleasant day indeed!

Susan Campbell.



It's time for another Bus Trip!



Warwick Jones, in conjunction with the Minis On The Murray Car Club, is planning a trip to a couple of great places in Melbourne—The Healy Factory, and Lane 88 Auto Museum—aka The Penrite Museum. This opened June 2022 on the site of Penrite Oil's previous headquarters and blending plant in Wantirna South.

The Healy Factory is always worth a visit, both for the cars on site, and to look at the engineering and restoration work they undertake, while Lane 88 has a collection as diverse as the oils Penrite produce!



The date for the trip is Saturday November 18, and if we can't fill a standard coach, then using a smaller Coaster bus is an option. Should be a great day out with the Mini owners, so let Warwick know asap if you are interested — final cost will be depend on how many people join in, so get on board if you can!

Wonderful Wet Winton!



Well, Historic Winton 2023 was about the coldest, bleakest day I could remember. There have been wetter meetings but the lazy wind and constant drizzle made it very uncomfortable.

However, a hardy group of RSCA members departed Gateway at 7.00am (there were some who managed to forget this traditional time!) We met outside the track and proceeded to our allotted parking area. In the week preceding there had been some angst as to whether there would be enough free tickets to go around. I can now advise that of the 27 or so free tickets we scrounged up I had 19 left over at the end of the day. That was after walking down to the gate a couple of times to deliver them to latecomers.



Hope there was a good supply of thermal underwear Credit Shepparton News



The pits were interesting to walk around and look at the entrants' cars, but finding a coffee van was of more importance...even most of them stayed home on the day!

The racing was well executed with few "offs" considering the conditions; however, we only watched the first round of races before the elements decreed it was time to leave and find a pub on the way home so we could warm up.

It was such a shocking day even the Glenrowan pub was closed!

Gordon Nicholls.

Displaying dedication to the sport! Credit Historic Winton



As if the rain wasn't bad enough..... Credit: Speedcafe

Those braving the conditions included:

Gordon Nicholls, Howard Anderson, Neil Butler, Ray Jones, Karl Richardson, Peter Trescowthick, Warwick Jones, Ben Heinjus, Ray Tanner, Gordon Mackinlay, Rob Maslen, Anthony Saltalamacchia, Angela Hunter, Marko, Gricey and Cheryl, Gary Humphries, Ted Senior, Adrian Smith and they all deserve medals for showing up!



A wet Luigi—at least he can't shrink any further!

Pop those corks!

Ring them bells!



It's all happening for the
RSCA 40th Anniversary!
Sat 21st October 2023

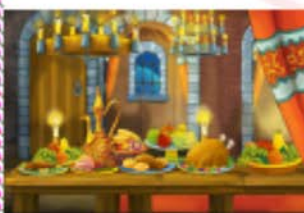
PROGRAMME



10 am - lets start with catching up with the members you know and the ones you don't!



Noon — a re-run of the 1983 Observation Run, a test of the powers of observation and the ability to follow directions, while maintaining peace and harmony in the car!



*6.30 pm - the 40th Anniversary Dinner
 To be held at Quality Siesta Resort,
 Wagga Road Lavington*

*2 Course Dinner, with a very special after dinner
 guest Speaker*



*And then finish the night with Music & Dance,
 get out on that dance floor and cut a rug, jitter
 that bug, twist and shout, let it all hang out!*

*Accommodation available on site
 which includes Fully Cooked Breakfast, or come back for
 A delicious Sunday Morning Fully Cooked Breakfast \$20*

Planning is underway for the 2024 Bairnsdale Bash!

Proposed Bairnsdale Trip away

Weekend of 16, 17, 18 February 2024.

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

Day 1. travel to Bairnsdale

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

Day 3 Visit Holden Motor Museum at Trafalgar

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

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

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

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

Regards

Peter Thompson

Ph.0427517543

email.. kerriethompson2@bigpond.com



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



Adults - \$15.00
Seniors - \$10.00
Child - \$5.00
Family - \$35.00

End of Trip

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

Hey Hey it's a Sunday Run!

Finally a weekend lunch run! June 4, and it's off to the Balldale Pub

Well what a civilized way to spend a Sunday!

After a very un car club like start time of 10am, and with the sun shining down upon us, it was a pretty happy bunch who took the highway to Howlong, and the promise of a top morning break at the Half Acre café. And what a delight it was too!

Very good coffee, a wide range of yummys to go on a plate, reasonably priced and a bloke with a guitar providing live music in the front courtyard—as I said, how civilized!

A pleasant hour was spent there, and I have to say it's a place I'd go back to just for a week day drive and coffee, next time we need to blow some cobwebs out of a car or two.



On from Howlong to Balldale, well, actually not very long at all to get there, and other than having to dodge around a dog who claimed sole ownership of a piece of road in the township itself, an uneventful but enjoyable drive. Chantelle and I were punting our Alfas, and while some speed limits may have been stretched, being a Sunday all due care and avoidance of the wally heads meandering around the countryside was observed.



Second visit to Balldale Pub with the RSCA, and a good chunk of the outdoor area was reserved for us. Café curtains around the area seem to be a new addition, and appreciated—as while the sun was shining, the wind certainly had a winter chill factor to it.

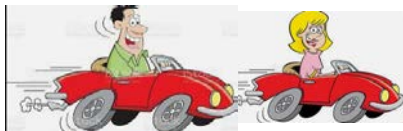
A delicious lunch, a cold bevvie, and much discussion was had around the tables. And what do you know—on the wall in the bar is a memory of the last club visit, from soon after the pub re-opened!

Kim McConchie

Those lunching:

Gordon & Janene Nicholls
 Ray & Marg Tobin
 Greg & Lyn Harris
 Peter & Carolyn Spasojevic
 Peter & Sally-Anne Dunham
 Alan & Lyn Brink
 Ian & Gail Tuttle
 Hans & Ida Probst
 Bernie, Sue & Matt Campbell
 Adrian & Terri Meredith
 Kim & Chantelle McConchie
 Garry Nauer





Mid Week Run for June

14 June— off to munch in Myrtleford!



A fine collection of cars and people presented themselves for the June mid-week run, with the weather looking like it would hold for the day and not give anyone an unwanted car wash - well, we hoped so anyway.

First stop, that well known provider of pastry encased goodness, Gum Tree Pies in Yackandandah.

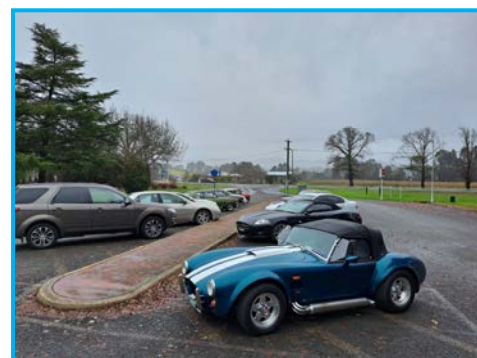
Having moved across the road from their original shop, the set-up caters to much larger numbers than could previously be accommodated, and happy to say the pies and sausage rolls have lost nothing in the move! A coffee, a wee morning tea snack (half a sausage roll is but a wee snack in my book) and then through the rolling hills and down the valley, through



the thriving metropolises of Bruarong, Mudgegonga, Barwidgee and into Myrtleford. A very pleasant drive it was to, although the roadworks and traffic control lights near Barwidgee can upset the flow, and be a bit frustrating when no on-coming traffic to be seen.

Lunch was at The Saxon Soccer Club, first time I'd been there and

was quite impressed with the quality of the food and service; and you couldn't argue about the size of the servings! Chantelle and I had both ordered a steak, and really we could have got by sharing just one plate! No dinner was required that night, and even breakfast was minimal the next day.



As the day rolled on and the conversation flowed, outside the day was getting darker, and after a glance at the rain radar it was pretty clear it was time to make a move— Chantelle and I beat the rain to Yack by about a minute or two, just long enough to fling the roller door up and get cars and us under cover as down it came in no uncertain manner. All up a great day, great food and great company!



Kim McConchie

RIVERINA SPORTS CAR ASSOCIATION INC		
ATTENDANCE SHEET		
TOUR DESCRIPTION MIDWEEK RUN 14 th JUNE 2023		
TOUR DIRECTOR <u>BERNARD CAMPBELL</u> GUM TREE PIES & SAUSAGE ROLLS		
DATE <u>14/6/2023</u> OPEN TOPICS _____		
DRIVER	PASSENGER	CAR
BERNARD CAMPBELL	SUSAN + HARRISON	CITROËN
JOHN McMAHON	DENISE DELL	PORSCHE BOX
PETER TAYLOR	RONNIE TAYLOR	2000 AUDI
JOHN CHRISTIE	EJLSEN - DAN	FORN
CLIVE FARR	MURRAY FARR	MINI
PETER DUNHAM	SALLY ANNE	PORSCHE
Malcolm + Robyn McEachern + PATTI		PORSCHE
GARY NAUER	-	MGA
IAN LASTAROSE	Debbie Laramore	COBRA
IAN McDONALD	MAURIE	MINI
Phil Williams	DULIE	MINI
HANS PROBST	IDA	MINI
FRANK BARNES	-	SAAB
PETER SPROCKING	CAROLYN	SAF
JOHN HATTON	JANET HATTON	M.B
IAN McDONALD	GAIL	HONDA ACCORD
NEIL BYRON	-	PORSCHE
Kim McConchie	-	TOYOTA XU-1
CAROLINE McLEOD	-	TOYOTA XU-1
Roger Prestant	JEANETTE	MINI
Olivia Ackhammer	JEANETTE	MINI



Lies, Damned Lies, and Pommy Body Shops...

Now some of the members of this prestigious motoring association are aware that, only 4 or so years ago, we commenced a restoration of a mid 60's Alfa Romeo. A 2600 Sprint, the last of the Alfa Romeo in-line sixes. It was going to be easy, just a doors shut re-paint basically, as the documentation that came with the car indicated –no, proved beyond a shadow of a doubt actually! - that all the hard work had been done by a well regarded English coach builder (no mere panel beater, according to the notations made by the then owner) as a part of a many, many Good English pounds total restoration of what had, it seemed, been a bit of a basket case. The engine and transmission overhauled by a well respected UK Alfa expert (tick box, all good there so far); the interior had been lovingly retrimmed in the correct pattern perforated leather, and looked like new (half tick box, the instrument cluster has been glued into the binnacle and the stitching on the dash is failing in the Australian sun, and the drivers seat has now had additional foam added under the squab as the springs have sagged, but the rest of it is mostly well done); the wiring loom was largely replaced by a hand crafted— I hesitate to dignify it with the term loom— bundle of wiring using crimp connectors and spit; and the body had been fettled within an inch of its life by the finest English craftsmen, who had spared no expense to get it factory correct –well that's how they charged the owner, according to the invoices. All of the work well documented, including correspondence between the owner and the various experts in their trades.....



All of this documentation showed a lot of money—like, 42,500 Pound, a lot in the early '90's—had been showered on this somewhat rare example of Alfa Romeos, and certainly gave us confidence when we bought it that the hard work had been done. But...the paint didn't look as good as it should have once it got home and I could examine it closely. A few little runs, a couple of moisture bubbles— and a few bits flaking when poked with a stick. Reading close-

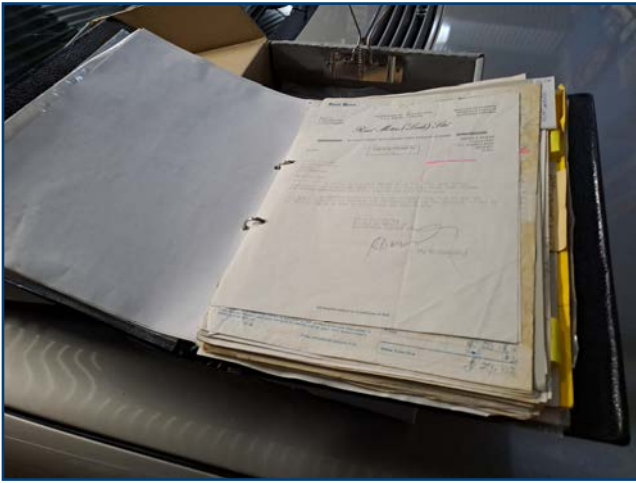
ly through the documents started to shed some light on it, some internet searching a bit more... Although it left the factory as a Burgundy car, for reasons unknown it had been restored as a white car; it was sold in 1997 for 13,000 Pounds (Yikes!! That's a shellacking!) and the new owner had it repainted in the original Burgundy by another highly rated English specialist, sometime around mid 2000's; after which it went to auction in 2010 and was bought to Australia by the new, no doubt ecstatic, owner. He paid 13,700 Pound for it— or \$31,000; add shipping, insurance, some work for a RWC and the eventual cost was \$46,600 on the road. You see a trend here?

By 2013 he had it in a Shannons auction—no sale at \$35,000 - so had another crack in in 2015, when Gosford Museum stumped up \$39000 for it as they built their collection up. 2018, and muggins here saw it up for sale for not much more—so convinced by the documentation available went and had a look.

Well, yes, the paint work had flaws. That could have been explained by the respray to Burgundy being less than a first rate job, in fact on close examination it looked like it had been painted on a rainy day and pushed outside to dry. Still, it was fully restored by English craftsmen, right? Next I took it for a drive, and going up the hill outside of Gosford, an old Bedford truck laden with bricks went past me—by



heavens it was running rich, from standing undriven for so long? A fix was promised.



It's a big, fat file of notes and invoices with the car

The price was reasonable, and less than the first Australian owner shelled out. I drove it home, it was drivable, but not as good as I knew it should be. Somewhere past Goulburn, I gave a bit of a stretch, pushed back—and the seat recliner broke, leaving me staring at the head liner, hanging on to the steering wheel, at somewhere north of 110km/hr. I now see that as an omen. A bit of time on a dyno and trying different jet combinations got it running respectably, and having read warnings of leaning out burning valves, left it just slightly on the rich side as a margin for error. We took it to various Alfa club events, where it was joined by one or two others, which gave me a chance to compare notes. Yes run it slightly rich. Yes the seat recliners break—weld it or put a bolt into it. I found one in Germany from a LHD car, so almost like new—I like my recliner to recline! So, all happy. But...the paint bothered me. Bite the bullet and get it re-done—should be straightforward, heck all the hard work had been done, surely?

The car was trusted to Toby Locke, who'd already painted a car for me, and we figured an easy job, 10-12 weeks should do it. It was at the end of the first week I got the call—"You'd better come round and have a look— its got a bit of an issue". Toby had started with a chemical strip; by the time I got there he was using 36 grit... Bog. The whole car was encased in an envelope of bog. This was the first car I've bought where I haven't run a magnet over it— after all it had all the invoices..... Never again!!

Over the next 2 weeks he progressively stripped the car back to bare metal, weighing the bog as he went. We reckon the total was close to 40kg, and had sweated on finding fiberglass and chicken wire underneath—but no, there was metal! And once we assessed the bare body a few things became apparent.

The door skins had been repaired at the bottom with a new section, but the metal

The dirty, rotten scoundrels who done the deed! Bog Masters!

overall was very thin, and rippled. The left rear quarter panel had been replaced, a very nice welding job but around 10mm out of position. Lower front mudguards had repair sections on the sills, but slightly askew...and so it went. Only one rusty panel, under the radiator, and one tail light mounting poorly repaired. We figured out the rationale of the bog— rather than get the ripples out of the door skins, they bogged over the doors. That meant they then had doors sitting proud of the body, so the rest of the shell was bogged over to match the doors, and in doing so hid the dodgy panel repairs! The dirty, rotten scoundrels! And painted white, they got away with it....

The price was reasonable, and less than the first Australian owner shelled out. I drove it home, it was drivable, but not as good as I knew it should be. Somewhere past Goulburn, I gave a bit of a stretch, pushed back—and the seat recliner broke, leaving me staring at the head liner, hanging on to the steering wheel, at somewhere north of 110km/hr. I now see that as an omen.

A bit of time on a dyno and trying different jet combinations got it running respectably, and having read warnings of leaning out burning valves, left it just slightly on the rich side as a margin for error. We took it to various



We



think the first owner realised the dud he'd ended up with, so sold it; the next owner went to get it back to the original Burgundy, found out what was under the paint and cut his losses with a quick and dirty paint job, and then sold it to an unsuspecting Australian... who also realized there were problems when the paint started bubbling and flaking, so on-sold it to Gosford Museum, who sold it to me...

10 to 12 weeks became the same in months. Toby rolled new door skins for it, rolled a new valence panel for the front and fabricated a new tail light section; the offending rear quarter panel was removed, repaired, and welded back in the correct position; and finally, it was painted in the correct Burgundy and delivered back for final finishing.

That, however, has been delayed by the little matter of preparing the Toranas for the Round Aus drive, then de-preparing them back to standard—but its turn is coming! You should see it back on the road for summer, heck I've just sourced new tyres for it (an oddball size, 165-400 Michellin X, lucky they have been remade recently) so I can enjoy a drive again!





MG SPARE PARTS

Your Online Automotive Store

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RSCA Cloth Badge
\$7



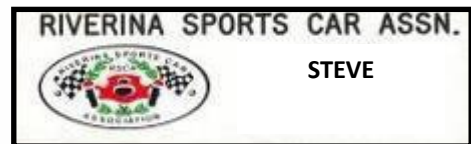
Car Grill Badge
25 Years \$20
(65mm Diameter)



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

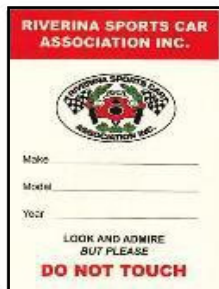


Stubby Holder
\$8.50



Replacement RSCA
Name \$12

NEW! With Magnetic attach-
ment \$14.00



Laminated Car ID
\$2



baseball Hat
\$17.50



Bucket Hat
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With Badge
\$100



NEW! Removable hood!

Polo Shirt
With Badge
Mens & Womens
\$45



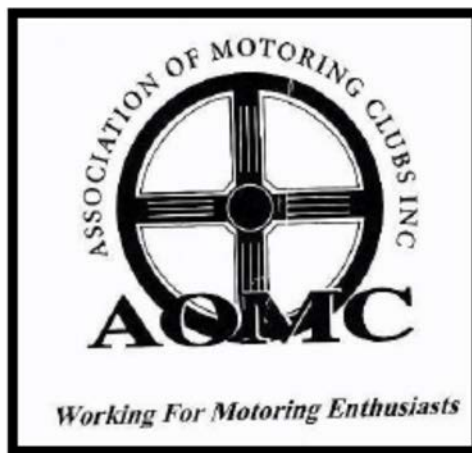
TONNEAU TALK

We welcome two new members this month—

Graham Ashton, with a 1988 Mercedes Benz 260E,
and

David & Kay Lester, with a 1993 Mercedes Benz SL500.

See you on the next run!



Attention NSW members on H and D plates

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

This is quoted verbatim for your advice:

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

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

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

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



TONNEAU TALK

Bank details are as follows

Hume Bank BSB 640-000 A/C 111283233

Myer Centrepoint

NOTICE

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

Please contact Warwick Jones on 0412 698 898

Or Email wambjones@bigpond.com

to arrange a time for collection.

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1. The Riverina Sports Car Association Inc (RSCA Inc) and its officers and committee cannot be held liable for any errors and or omissions in articles and report notices, advertisements, comments and advice of events that are published in good faith.

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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Its time to move Miss Molly the Mustang on to a new home — much though I love her, the shed is full and there's another car coming. Another convertible Mustang, at that...

1965 A code GT convertible, manual, and unmolested by a RHD conversion. Manufactured in Houston and a Texas car, body restored in the States in the late '80's with a colour change and trim changed to Pony trim (was Champagne Beige with std black trim—boring!) before being imported into Australia by Just Mustangs, Riddells Creek. We purchased her in 2016, had the motor rebuilt by SMC Automotive in Bayswater, the 289 number and body number match. Have done around 9000 miles since the engine rebuild, just nicely run in. Original AM radio installed (more hiss than signal) and 14inch factory wheels; Power top, but a couple of nicks in the material on the pillar are seen. A few other minor marks here and there, not concours as it gets driven on sunny days! Will be sold unregistered, with a Vic RWC if required. Has been inspected by Shannons and insured value is over \$70k.



\$66500, Vic RWC and Texas plates included (BFM—Blue Ford Mustang). Inspection and test drives welcomed.

Contact Kim on 0427 964 257, call or text; or email at kmconch@iprimus.com.au for more details.



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Mark Crowhurst, 0415 240 270, xr67ford@yahoo.com.au

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