

# RIVERINA SPORTS CAR



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# OPEN TOPICS

Edition No. 249  
September - October  
2024



*The Hurried Edition*





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**Deadline for the next  
issue: 28th Oct 2024**

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



Photography By:

Alan Brink, Kim McConchie, Lesley Lashbrook, various people on the GSLT, and possibly a couple I've missed!

Coming into Spring, and isn't it marvelous? Cars are coming out of sheds after a winter abstinence, convertibles are being seen with their tops down, flowers are blooming, the damned grass and weeds are taking off and the mower needs a service...ahh Spring!





#### COMMITTEE MEMBERS 2024

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† 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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**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

### SEPTEMBER.

Sunday 8th. COROWA CAR & BIKE SHOW. 8.00am-1.00pm

RSL Park, John St., COROWA.

Monday 9th. GENERAL MEETING. 7.45pm Commercial Club Albury.

Wed. 11th MID WEEK RUN. Depart Gateway 8.30 for 9.00am

Sunday 15th. CARS & COFFEE 10.00am Ripe Tomato, Borella Rd., Albury.

### OCTOBER.

Sunday. 13th. RSCA MEMORIAL RUN. Details from Greg Harris. See flyer.

Monday. 14th. GENERAL MEETING. 7.45pm Commercial Club Albury.

Wed. 16th. MID WEEK RUN. Details to follow.

Sunday. 20th. SUNDAY RUN. Mitta Mitta Pub, details in mag

meet at Gateway at 9.30 for a 10am start. Via Tallangatta for morning tea, and lunch at 12.30 at Mitta pub.

Also Twin Cities Shown 'n Shine.

Saturday. 26th. Club AGM, Commercial Club. Details and agenda to follow.



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.





*The Prez sez.....*Greetings Members!

At last the warmer months are on the way!  
Time to clean up the vehicles and get out and enjoy a ride.

I know I have really missed taking the cars out over the last few months as the weather has been extremely cold and wet, and the couple of times I did get to venture out the roads were appalling. Potholes everywhere but luckily no damage. I myself am looking forward to the weekend events and getting back to see everyone, probably lots to catch up on and some nice cruising is just what the doctor ordered.

Please keep in mind 2 important dates - first off, October 13th, our Memorial Run which sounds like it is going to be an extraordinary and exciting run put on by Greg and Lyn Harris. This will be one not to miss.

The second date is the RSCA AGM, October 26th. Always a great night with dinner, laughs, drinks and Trivia and lets not forget, voting in next years officers and President. All positions are declared vacant and anyone can nominate. It will be great to see new faces and personalities taking office and bring forward new ideas. I encourage everyone to take on a position as it can be fun and rewarding as I have found over the years. Its not a whole lot of work and it is generally fun especially when you get to spend a bit more time with other members.

This is my wrap up for the month, enjoy reading the following pages!

See you all soon.  
Bye for now.

*Anthony S.*

SERIOUS QUESTION....

Do these glasses suit me or not. ?





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

Hotseat is the term alrighty this edition, here it is well into September and we arrived home yesterday from the month away, travelling around the left hand side of this great land. Priorities—wash clothes (ooooh stinky), wash self (same comment), be overwhelmed by dogs and mog who haven't seen us for a month (also stinky), clean up debris from the Great Wind Event of 2024, and....throw a magazine together.



The trip will be summarized elsewhere, but happy to say we came home in the car we left in, and not on the back of a Quicklift truck—others weren't so lucky.

What we did see were the ongoing effects of the floods through the NT in early 2023—while major work has been completed on the bridges around Fitzroy Crossing and Halls Creek, there is plenty of roads still speed restricted due the damage done, and some of it makes the Melba Highway look quite respectable! The other observation was the roads where mining depends on road transport—all in very good condition...money talks.

The other surprise about the trip and the folk who came along was the degree of connection between people who, until this tour, hadn't met previously— people who were bought up in the same suburb, went to the same schools in the same timeframe, remembered teachers and places in common. Chantelle had teaching at a particular school in common with another lady and when they figured out the timing realized they did know each other from 30 years ago, so that called for another round of drinks!

Which leads to what makes a tour like this successful, from the organizer's point of view, as managing a full month on the road, for a diverse group of people, has different challenges during the event—two cars failed to proceed; a funeral meant one person flew home from Perth, leaving her partner without a co-driver for 6 days until she could return so arrange co-driver rotation for that period as a safety matter; one accommodation booking turned out to be sub-standard, with implications for adequate sleep (seriously, live music till midnight, with the bass at max, next to the motel part of a pub? Faaark!) the night before an 11 hour day on the road for most of the teams—all have to be dealt with.

In this case the success had 3 parts—first, it was a small group, deliberately so, as we had kept it to by invitation or by recommendation from those people. With a view to 10 cars being about right (based on 10 rooms available at the Blinman Pub), we started with eight cars but all 10 rooms required so that sorted itself out. Second, when a problem came up, everyone got involved in managing it and helping out as needed. Third, they were all adults and treated as such—no need for hard and fast rules, generally a start location and time was always observed, anyone wanting to do something not planned was accommodated, and travelling together was recognized as the easiest and safest way of getting around. 2- ways in every car meant on road comms were both helpful—road clear calls for overtaking especially - and a lot of social banter in between times. The next tour is already being planned, 2026: The Right Hand Side of Australia Tour! I must be mad....







## July mid-week run.



A run via Walla Walla to Culcairn for morning tea at the bakery, followed by a pleasant amble back to town via the back roads through Walbundrie, Brocklesby, and then onto the Riverina Highway to pass through Splitters Creek; then back past Gateway to arrive at our lunch destination, the Edwards Tavern in Morefield Park Drive, West Wodonga. How easy was that?

Well somehow we turned down a road Chantelle and I were sure we had checked out - Benambra Road, it was meant to be resurfaced and in great condition, so muggins here happily led the somewhat surprised midweekers into a quagmire of mud, clay and goop with no turning round for a kilometer or so.... Mea culpa! Somehow in the pre-run we had NOT turned onto Benambra Road, just thought we had, and had to watch the muddy procession of Jaguars, Mustangs, Porches and others that had been gleaming shiny cars just minutes before head into Culcairn looking like they had completed a rally cross event. We all have our off days, that was ours!

Otherwise the run seemed to go ok, the bakery had been advised we were arriving, the roads back to Wodonga were all in reasonable condition and traffic was light, and the meal at Edwards Tavern up to scratch!



The Mid Week Mud runners:

Hans Probst & Ida	MB E250
John McInnes & Denise Bell	Commodore SS
Peter Taylor & Ronnie	<i>With John and Denise</i>
Bryan Liersch	1966 Ford Mustang
John Carthew, Eileen & Jan Salan	Ford Territory
Peter Spasojevic & Carolyn	<i>Lunch only</i>
Neil Butler	Porsche
Olivier Achammer & Jeanette	Honda
Peter Dunham	Porsche
Mick Donohue & Lynne	<i>Lunch only</i>
Alan Brink & Lynne	Alfa Romeo Spider
Doug Porritt & Barb	Subaru
Stuart McMurray	Nissan X-Trail
Malcolm McEachern & Robyn	Ford Territory
Harley Knott	Ford Mustang
Peter Thompson Kerrie	Ford Capri
Graham Ashton	Merc
Ray Tobin & Marg	Isuzu
Kim McConchie & Chantelle	Ford Mustang



Pete washed his car, and then it started to fall to bits....







## August mid-week run.



The August mid-week run was to Jindera to enjoy morning tea at the “Fox and Brew” which is an attractive establishment recently done up and offering scrumptious cakes etc. Following on it was spending time at the extensive “Pioneer Museum” with its many exhibits from the times past. Early life in the district is well displayed and may bring back many memories of years past. From there the run proceeded to the Jindera Hotel for an enjoyable luncheon.

After lunch, the drive back to Albury was via a circuitous clockwise route taking in Walla Walla, Culcairn, Morven, Mullengandra and thence the Hume Freeway back home. Total distance Albury to Albury approximately 140 kms odd. Thanks to Brian Giersch and Alan Brink for organizing this one, and trust everyone had an enjoyable day! A few pictures from Lesley Lashbrook, as posted on the RSCA Facebook page.





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## Fathers Day Weekend Borella House



Club members enjoyed a lovely afternoon at Borella House Retirement Centre on Friday 30th August.

Attended by Peter Spazojevic, Bryan Geirsch, Bryan & June Liersch, Peter Thompson, Jim Grice, Alan Brink & myself. We did a small display for the residents with afternoon Tea and a bit of a chit chat with many of the staff & residents of the facility.

Just a little bit of fun to give the residents something different to do on a Friday afternoon. As you can imagine it was a bit cold for many who just had a brief walk around and then back inside but the ones who stayed out enjoyed reminiscing of the older vehicles and inquisitive of the modern cars, and it was a great delight to listen to their stories and their memories.

Thankyou to Rebecca for inviting us down for the afternoon, and thanks for the Choccies!

*Anthony S.*





## Coming up—The September mid-week run

September 11, thanks to Neil Butler it's another great day coming up! The route takes us on a familiar run (with a twist) to the Jingellic Hotel on the banks of the Mighty Murray after a cake and coffee at Tallangatta bakery. One way trip is approx. 134 km and fastest way back is probably through Holbrook, but I have not checked road conditions. I returned via Talgarno and Bellbridge – all roads were good.

On the way to Jingellic, the twisty bit is from the Granya turn-off through to Granya – about 15 km. The road is in good condition and provides some terrific scenery. Plan on meeting on the Causeway at 0830 for a 9 AM start

### Time Interval Progressive Distance

Head south and take the Bandiana Link Road along the Murray Valley Highway. 0.00 1.9

Turn off to Tallangatta township 25 min 43 km

Coffee and cakes, Leave Tallangatta and turn left on to the Murray Valley Highway 1 hour-

Take the Granya turn off, just past Bullioh 16 min 59.6 km

Arrive and pass through Granya 18 min 74.2 km

Take the turn off to Walwa (C546) 6 min 76.7 km

Remain on Murray River Rd (C546), through Burrowye then left onto Jingellic Rd. 41 min 132.0 km

Turn right to the Pub! Have lunch... 3 min 133.5 km





## Cars and Coffee



While Cars and Coffee seems to have been a bit quiet lately, it was good to see on the club Facebook page that a few had made it to BBB this month for a catch up! August 18, and today's Cars and Coffee turn out. Eliza and David Buckley, Liz and Bruce Walford and yours truly, Peter Dunham. Once the fog lifted it was a beautiful day for roofs down.



The date for the next cars and Coffee will be set shortly—it was going to be Oct 20, which is also the Sunday Run to Mitta Pub, so maybe the weekend after?

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## RSCA AGM

Don't forget the Annual General Meeting is coming up, Saturday October 26th at the Commercial Club in the Wattle Room. An evening event, and always a great night with dinner, laughs, drinks and Trivia and lets not forget, voting in next years Officers and President.

All positions are declared vacant and anyone can nominate.

Full details and the agenda will be coming out shortly, hope to see you there!







# 2024 Memorial Run

## *Monopoly, Mates edition*

### WHY

Celebrate Members

- Past
- Present
- Mateship

### WHERE

- Gateway
- 9:30am
- Sunday 13<sup>th</sup> OCT
- Alb/Wod 2hr Run.
- Finish TBA

### WHO

- Members
- Partners
- Guests
- Mates

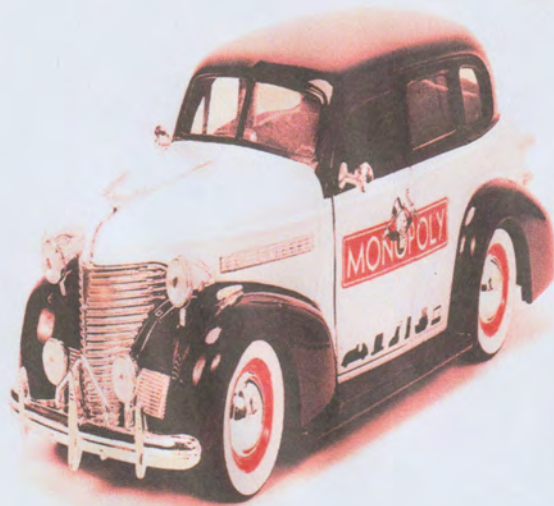
### WHAT

To Bring:

- Chair
- Pen
- Clipboard
- Navigator
- Refreshments

### HOW

- Car Run
- Trivia
- BBQ lunch.
- Games
- Prizes



More information: Greg Harris 0418144292

# THE (MUCH ANTICIPATED) SUNDAY LUNCH

## RUN TO MITTA PUB

**Sunday October 20th**

*The Route is promising a delightful drive through the early spring in the Alpine region, with the option of a stop at Dartmouth Dam on the way home.*

*Meet 9.30am at Gateway for a very respectable hour of 10am depart,*

*Arrive at Tallangatta bakery for morning tea at 10.45,*

*depart 11.15ish via Tallangatta South (Omeo Hwy),*

*to arrive at the Laurel Hotel, aka the Mitta pub, by 12.30 for lunch.*

***Bookings essential!***

*(will need to confirm numbers a couple of days prior)*

***Please email [kmcconch@iprimus.com.au](mailto:kmcconch@iprimus.com.au), or call/message me on 0427 964 257***

***(if I don't answer please leave a voice message)***





## HOW ARE YOUR WINDSCREEN WIPERS?

Wipers are meant to operate smoothly, not hiccup one way. First plan was to wander in to Repco and purchase replacements. I mentioned to the Salesman what was happening and he immediately stated that the wipers were “stuttering”. Yep. That described it.

Unlikely that Repco would stock blades for a 1989 Pajero but, without hesitation, a set of refills were produced. Last time I went to Repco and bought a similar item, about one hundred years ago, the young man serving me very helpfully offered to install the refills. No such offer this time. Sadly, I guess it is no longer part of the service. Maybe this lad thought I, or the car, might die of old age before attempting the task.

No problem. I can do this.

Felt so confident, I didn't even bother to change my clothes. Read the directions, and selected my tools! First problem was trying to cut the refills to the required length. Need more serious equipment. Eventually, after several fails, found some bolt cutters. Guess they were too old, too blunt or too rusty. I know. I will use the metal bits from the old blades because they are the correct length and just trim the rubber bits.

All I need to do is feed the metal inserts into the new rubber bits. Few problems here. First, they just don't stay together and I had no idea which end to feed in first. By this stage the bonnet and windscreen were clean and I was extremely dirty but was beyond caring. Also legs very tired after balancing on a milk crate for a very long time.

Karl Richardson built a whole car. I am only replacing wiper bits. Shouldn't be that hard. Toyed with the idea of abandoning the unfinished project. After all, who needs wipers if it is not raining. No. I can do this.

Two hours later wipers were complete and tested using the washer mechanism. They didn't immediately fall apart so I will assume all is well.

Packed up my mess, brewed a cup of coffee and rang Jason to boast of my achievement. Admitted it took me two hours but all fixed – if I had known where you were I might have asked for assistance. “Good on you,” was the response. “I once had similar problems with a Ford. Actually, I had to go into Albury twice today. Sorry I missed you.”

I swear I could hear him sighing and thinking, “That was a narrow escape.”

Lesley Frede



## *Here's a good idea!*

At my age I probably should know better, but the evidence certainly suggests otherwise - ideas dreamt up over a bottle (or 2) of red with friends of a like mind can progress, like a runaway train, with little to stop them and exactly where they will end up is anyone's guess; but it's a given that it will be messy.

So having gone through the highs and lows of the Around Australia runs in 2019 and 2022, someone (who sounded a lot like me) said we really should organise something for this year..... Funny, nobody argued the toss on this.

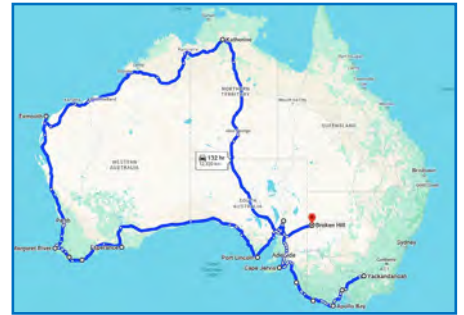
One of my friends put his hand up to organise with me, very good.

Said friend is in Townsville, so a bit of remote co-ordination needed. That's OK, we divided the tasks and got on with it. He and a good mate were going to enter a car each.

Said friend fell from a ladder cleaning up after the cyclone that went through Townsville, and did himself some serious injuries, with weeks in ICU and then rehabilitation resulting. Scratch 2 FNQ entries.

So back to me then. We'd already figured out the format, costings, people to invite and started getting expressions of interest, so it wasn't a totally cold start; it was figure out the route and prepare maps, get some graphic designs done for stickers and t-shirts, get indicative pricing and go from there. With feedback from the people interested, it was a matter of making it a tour, rather than a mad scramble, and ensuring there was enough tourist content to make it a fun trip for everyone while still having a bit of a challenge when it came to the driving involved. So, no gravel where avoidable, a few 2 night stops to play tourist, put it out there and see who put the hand up. While interesting cars were preferred, there was no set requirement; everyone was responsible for their accommodation, with one exception— I had booked out all 10 rooms at the Blinman pub - but there was a list of recommended places to stay.

The tour took shape: starting August 5 from Yackandandah, the route took in the coast-lines, the inland, deserts and ranges, museums, wineries and wild country as well. 26 days with 2-night stops in Blinman in the Flinders Ranges, Alice Springs, Broome and Margaret River, concluding in Broken Hill on August 30. 12,500km of good driving roads, civilized nightly stops, and many big sky moments was the plan. Entries came in, and the admin



side started - windscreen banners and stickers for the cars designed, t-shirts sourced to suit all sizes of human beings, grille badges made by another Townsville friend. What some termed the Great Australian Bakery Tour, (the morning tea sausage rolls were mandatory) and possibly the longest bar crawl, was taking shape. And so prepare the car.



Having decided on the Mustang convertible as weapon of choice, it was mechanical prep – replace timing chains and tensioners (quad cam motor, it's a bit of a job), new AC compressor, replace the lowered springs...first hurdle, no standard or raised springs in existence. As one of the small numbers converted by Tickford at the turn of the century, no market for them at all. Best we could do was higher profile tyres on Falcon XR6 rims, the 30 profile tyres on 10 inch rims weren't going to cut it. Remove the back seat, fit an extinguisher and the fridge, with an electrical harness to run it, 2 way radio, GPS, phone chargers and anything else needing power. Somehow it all went in without having to drill any holes, enough existing fasteners to use—whew! Oil change and filter and it was ready to rock!

The cars going—a real mix, with two replica rally cars from the 2019 Repco Retrial joining in - one the Brock Commodore that won the event, and other the Porsche 924 Turbo driven by Jurgen Barth. Both owned by a good friend, he had lent the Porsche to one of his brothers to drive with his best mate, while he had the Commodore, with another brother as a co-driver. An XU-1 Torana from Clare, SA, joined us, he'd been in the 2022 Around the Block for Brock with us. Another two from that event also joined in, one with an A9X Hatchback replica - a very special one at that, a very good copy of GMH designer Leo Pru-neaus personal car – and the other brought a late CV8Z Monaro. His co-driver from 2022





fronted with a 2019 Mustang. All three had their wives as co-drivers, and drive they did! Finally another car from the Repco Retrial, an HQ Monaro 4-door, another husband and wife team who had also ran in the 2022 Torana event in their XU-1. So 8 varied cars, with people who knew each other from the past events and had a fair idea what driving for a month entails. Too easy!

The route:

Week one: Yackandandah start, to Apollo Bay, BeachPort SA, McLaren Vale SA, Tanunda SA, Blinman SA (2 nights)

Week two: Blinman to Coober Pedy SA, Alice Springs NT(2 nights), Daly Waters NT, Katherine NT, Kununurra NT, Broome WA(2 nights)

Week Three: Broome WA to Karratha WA, Exmouth WA, Carnarvon WA, Geraldton WA, Margaret River WA (2 nights)

Week Four: Margaret River to Albany, WA Esperance WA, Cocklebiddy Roadhouse WA, Ceduna SA, Port Lincoln SA, Broken Hill NSW(2 nights)

Around 12500kms, 132 hours driving, plus excursions. Monday August 5 and the first

meeting point—Yack— we met up with the HDT Commodore, the late Monaro and the Mustang, then Benalla added the A9X post Historic Winton. Except the HDT Commodore had a problem - after a trouble free trip up from Melbourne, it was surging and an ominous knocking was developing in the motor. Gudgeon? Big end? One hour in, and blimey! the first casualty! While it was still running it returned to Melbourne to be replaced by - say it quietly, a Hilux..... which met us in Apollo Bay that night. At least we now had a recovery vehicle!

Bacchus Marsh saw the remaining Victorians join us, and then our bloke in the XU1 from Clare rocked into Apollo Bay just in time for the Welcome dinner.



Across into SA, using coast roads where practical, and the weather smiled for the trip to the Fleur Peninsular and the overnigher in McLaren Vale. A couple of shorter days allowed some excursions to wineries and the Birdwood Motor Museum, then Friday it was on to Blinman, via



a bbq lunch in Blyth, thanks to our SA Torana bloke. He happily arranged a shed tour as well, and very impressive it was! He is definitely affected by the Torana bug... 360km to go and a quick run up the Flinders Ranges Way and into Blinman—it was near sundown and that drive was a bit of ducking and weaving around errant roos, emus and the odd feral cat. Into the pub, along



with a bunch of campers out the back, and it was pretty raucous old night knowing there could be a sleep in in the morning. BUT— another incident to manage, one of the brothers slipped and fell, splitting the back of his head open during the night (PAFO is the usual description) and had to go off for proper medical attention in Hawker the next morning—seven stitches later, he was back and ready to continue, just without a vino for a few days until the antibiotics were finished. Oh he did suffer!



Interesting day at the Blinman Copper Mine, a tour well worth doing; then off into the Flinders Ranges to explore—but here the problem of lack of ground clearance in our car was obvious, so any roads with major ruts, holes and protruding





rocks were off the menu. The sound of grinding metal was not something to have on repeat.

Coober Pedy came and went, then on to a couple of nights in Alice Springs—but wait, what is this we see at the Erieldunda Roadhouse? Yes, there was a little (pun intended) group of G-O-GG-O Mobiles, doing a run from Darwin to Adelaide... and about to branch off to Uluru. They were managing 200km a



day, so their trip was very slow... A Dart, a sedan, and a Carry All wagon, now that was a rare one! Another stop at the memorial to the 1994 Cannonball Run tragedy, when an errant F40 Ferrari crashed through a control point, killing two officials and the cars occupants. Into Alice late afternoon, happy to say no issues, the town was quiet, and we were



able to explore around the place without drama. But first, stick a weeks worth of clothes and undies in the Maytag, press Disinfect, and walk away. Off to

Standley Chasm, while the Maytag shudders, emits steam and smoke, and sets various biological warfare alarms off. Great timing, a busload of pensioners left as we arrived and we got into the chasm when the sun was overhead. I was last there in 1973, and it was just as I remembered it. The Transport Museum was next on the list, and what a fabulous collection it is! If you like trucks, and especially if you like Kenworths, it's the







place to be without a doubt. Apart from the Ghan train exhibition, the yards are filled with unrestored cars, buses and trucks, just as they were when they came to a stop, while the halls are filled with a marvelous car and truck collection; there is also a comprehensive military display as well, really half a day is needed to see it all.



The day off was relaxing, which was good, because next was the haul to Daly Waters, 915km, so early start was the go. 500km in and a fuel and lunch stop in Tennant Creek; then press on to arrive at the pub around 4.30, and what a welcome sight that was!

Daly Waters pub is always entertaining, live music that night and (shock horror) I was



caught dancing with a lovely young lady I didn't even know! Then again I think she danced with everyone on the tour, so no explanations required—whew! With a late start the next morning gave plenty of time to explore Tim's Museum, which has a great collection of cars, trucks, aero planes and stuff to poke through; then up the road, a swim at Bitter Springs in Mataranka, a quick look for Paddy and his dog in Larrimah, and into Katherine, another easy day done.

On to Kununurra, with a stop at the Ord River and Argyle

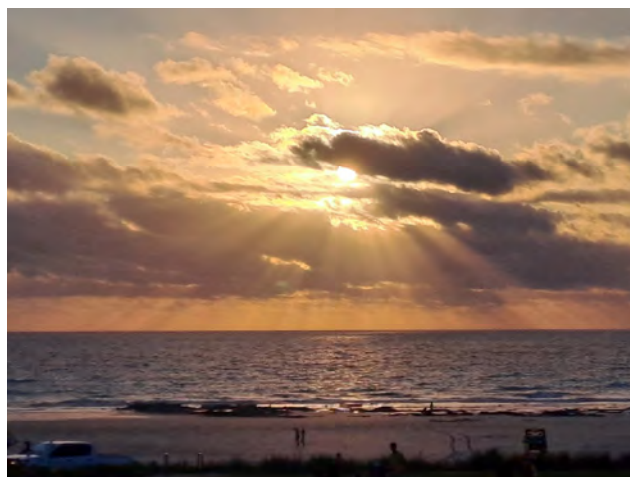




Lake on the way in, and ready for a quiet night before the 1100km run to Broome early morning. Nope. The hotel I booked wasn't the one intended... Instead we had the joys (?) of the Kununurra Hotel Motel. Lets just say it set the bottom standard for the trip—rooms resembled cell blocks, the furniture was...interesting, possibly indestructable...and the pub live music started next door at 7.30, and went through to midnight with the bass cranked to max. Sleep was lacking when we gathered next morning, grumpiness only slightly alleviated by coffee and bacon and egg rolls at the roadhouse on the way out.

The road to Broome is always a bit of a drive, running into the Kimberleys and watching the landscape evolve as the kilometers roll by. More great weather- low 30's - better than the 41 we had in the Toranas. Halls Creek and Fitzroy Crossing, two stops where wariness is high due to the locals propensity to call your property their own, were also quiet which was appreciated; and into Broome in time to get down to the bar on Cable Beach and enjoy a magnificent sunset before heading off to dinner at Matsos brewery, handily across the road from where we were staying—location, location, location!

And that's it for this edition, the second part in the final mag for 2024—and hope you've managed to stay awake so far!





# RSCA REGALIA

Contact Warwick Jones

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



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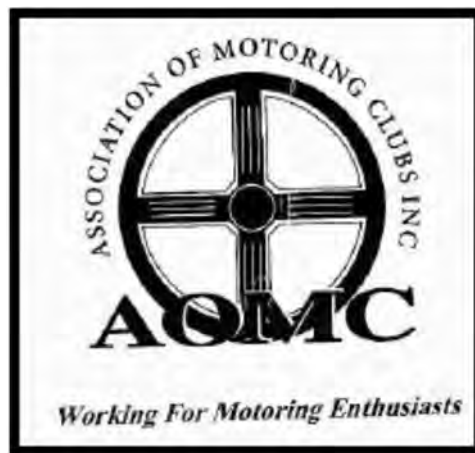
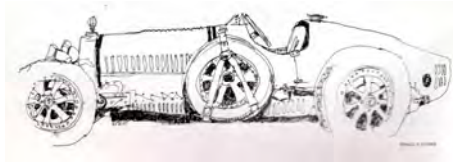
# TONNEAU TALK

We welcome our new members this month—

Simon and Kathleen Horsfall—1991 Mazda MX 5

Micheal Bird and Francis Cook— Ford Capri XR2

*See you on the next run!*



## Attention NSW members on H and D plates

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

This is quoted verbatim for your advice:

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

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

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

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



# TONNEAU TALK

Bank details are as follows

Hume Bank BSB 640-000 A/C 111283233

Myer Centrepoint

## NOTICE

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

Please contact Warwick Jones on 0412 698 898

Or Email [wambjones@bigpond.com](mailto:wambjones@bigpond.com)

to arrange a time for collection.

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30TH MARCH 2025

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# Chiltern Cancer Cruise - Car & Bike Show



**Donations**  
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