

EST.

the GOOD OIL

1953



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The official journal of the

NORTH EASTERN CAR CLUB

JULY 2019



the Good Oil is published monthly, except January, by the North Eastern Car Club incorporated. The opinions expressed in this magazine are not necessarily those of the club or its committee.

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The deadline for material to be published in the Good Oil is the weekend following the committee meeting. Material as text files (.txt), Word documents (.doc) or PDFs (.pdf) is acceptable. Alternatively printed document is also acceptable. All material to be directed to the EDITOR - editor@northeasterncarclub.com.au.

The North Eastern Car Club meet at 7.30PM on the first Wednesday of each month, except January, at The NECC Clubrooms, Nolan Lane, Tarravongee 3678.

NECC COMMITTEE

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Cover photo: TCR Australia, Phillip Island - the Editor



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EVENTS CALENDAR 2019

FEBRUARY

- 31-3 Bathurst 12 hour
- 6 **SHOW US YOUR CAR NIGHT**
- 16-17 Targa North West
- 23 George Woods Rally
- 22-24 Clipsal 500

MARCH

- 2 VRC Mitta Mountain Rally
- 6 **General Meeting**
- 14-17 Australian Grand Prix
- 20 Committee meeting
- 24 Khanacross Rd.1
- 31 VRC/VCRS Ada River Rally

APRIL

- 3 **General Meeting**
- 5-7 ARC.1 Forest Rally WA
- 7 Wilby Lap Dash
- 17 Committee meeting
- 29-4 Targa Tasmania

MAY

- 1 **General Meeting**
- 4 VRC/VCRS Marysville Stages
- 5 **Corowa Road Tour**
- 10-11 ARC.2 Nat. Cap Rally ACT
- 11 *Rich River Rally
- 15 Committee meeting
- 19 Khanacross Rd.2
- 24-26 Winton SuperSprint

JUNE

- 2 Khanacross Rd.3
- 5 **General Meeting**
- 15 *VCRS Nissan Nighmoves
- 19 Committee meeting
- 21-23 ARC.3 Rally Tas TAS
- 29 VRC Rally of the Bay

JULY

- 3 **General Meeting - GO TAFE TOUR**
- 14 Khanacross Rd.3
- 17 Committee meeting
- 27 *VCRS Tunbridge Trail

AUGUST

- 7 **General Meeting**
- 14 Committee Meeting
- 18 Khanacross
- 24-25 ARC.3 VRC Eureka Rally VIC
- 30-1 Targa Barrier Reef

SEPTEMBER

- 4 **General Meeting**
- 18 Committee meeting
- 20-22 ARC.5 Adel Hills SA
- 22 *VRC VCRS Yarra Valley Stgs
- 28 AFL Grand Final

OCTOBER

- 2 **General Meeting**
- 5 *Bill Orders Memnorial Rally
- 10-13 VA Supercars Bathurst 1000
- 16 Committee meeting
- 20 VRC Akademos
- 27 Khanacross (spare)

NOVEMBER

- 6 **General Meeting**
- 8-10 Targa High Country
- 9 *VCRS George Derrick
- 15-17 WRC ARC.6 Rally Australia Coffs Harbour NSW
- 20 Committee meeting

DECEMBER

- 4 **Annual General Meeting**
- 6 **Presentation Dinner**

* Round of the NECC Rally Championship
° To be confirmed

Note: dates & events subject to change



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1981 George Derrick Tour 26 & 27 October 2019

Geoff Byron → byron@graytech.com.au



Geoff Portman & Ross Runnalls

At midnight on Friday 8 August 1981, Ross Runnalls on behalf of the CCRMIT sent 42 crews off from Horsham to embark on the adventure through Victoria's Wimmera and Mallee that was the 1981 George Derrick Memorial Trial.

The tone was set in the first competitive in the Wail Forest where the field was bogged and most crews scored minutes lost

in numbers that most Australian batters would have been happy to achieve on Boxing Day.

Over the next 20 or so hours we experienced everything: desert country, forests, sand dunes, grasslands, lake beds (both dry and wet), superb landscapes and essential team work.

The route for this 2019 tour will follow as closely as is possible the original route as it ran, and is sensible.

Some tracks have been taken back by the desert, some are still there but are no longer fun to drive on, just a few have been closed by Parks Victoria or consumed by farmer's paddocks. So in some places we will visit the original block to experience the land but stay on the fun tracks.

Navigation will be a combination of route charts and detailed maps; we do not want anybody straying from the intended route.

We will visit the Hindmarsh/Albacutya lake/creek systems, Bronzewin, Wyperfeld, Sunset Country including Rocket Lake and even the Ouyen Tip!



Ross (Now)

The tour will be suitable for 4WDs, SUVs and sensibly driven 2WDs (tyre pressure adjustment will make for a much-improved tour experience). Some of the country is quite remote so we will also orchestrate travel in groups to ensure, nobody gets left behind.

It will be a 2 day, all daylight tour, allowing maximum appreciation of this stunning country. Ross is supporting the tour and has provided a wealth of information. The CCRMIT is graciously

allowing us to use the George Derrick name but we need to be careful to emphasise to all that this is NOT to be confused with the George Derrick Memorial Rally which, as it happens, is running two weeks later out of Heyfield.

For those interested contact;

Geoff Byron: 0488 448 322 byron@graytech.com.au

or **NECC Tom Kaitler** 0427 513 084 tom@gasflues.com.au

PRESIDENT PRATTLES...

Scott Mann → president@northeasterncarclub.com.au

G'day folks,

Planning, Planning and more Planning...

As another month slips by all too fast, we are already looking towards the events for the next 6 months as well as some of the potential events for 2020.

Firstly, the club mag. Based on feedback from May and June meetings, the committee will continue with the current magazine format whilst we develop a proposal for an alternate single sheet newsletter which may be adopted for alternate monthly distribution. In the meantime, please keep the articles coming in.

John Bell, with the assistance from Kylie Dowell and other members organised the Corowa Tour which was enjoyed by several members in early June. By all accounts it was an excellent day. Thank you to all involved.

Our next club meeting (July) will be held out Wangaratta GO TAFE. Starting at 6.30 pm, the TAFE team will tour the group through the facility before loading Josh Dowell's race car onto the dyno to see how many neddies (horsepower) have escaped! Again, thanks to John and co for making the arrangements for this night.

Looking forward, we are looking at a new event for the club later in the year as well as holding discussions and further high-level planning for a new rally event for 2020.

Away from the forests and Carboor, planning is also well underway for future social events as well as the end of year presentation night.

Further details on all of these will be shared as the committee firm them up.

At the last club meeting, it was mentioned that the club's laptop had thrown the toys out of the cot and died. The committee reviewed available options since that meeting and have since found and purchased a new laptop to support the club's events. Total cost of the laptop was \$698 which was discounted from the normal price of \$1000.

At the last committee meeting, the committee also discussed the option of conducting committee meetings every second month as opposed to monthly. This is to take some of the pressure of the committee members attending two meetings each month. This option will be trial for the remainder of this year and reviewed prior to the AGM. The committee will look to use other form of technology to streamline the administration of the club over the coming months.

Well that wraps it up for another month. Unfortunately, I will not be able to make the TAFE tour due to works commitment, so I'm looking forward to hearing the exploits of the TAFE visit and how well Josh's car performs.

Look forward to seeing you at the next general meeting or Carboor for the next Khanacross round.

Until then, safe travels.

MEMBERSHIP

Richard Fung → membership@northeasterncarclub.com.au

EXPIRING MEMBERS

EXTREMELY OVERDUE

Troy Dowell & Family Joshua Dowell Clare Whitten & Family Scott Kelly

OVERDUE

Michael Stone Sarah Laidlaw & Family Joe Giudice Christopher McInnes
Trevor Bowden Gerard Blum Jasmine Lockley

JULY 2019

Paul Scalzo Mark Stone Tyler Grono
Rick Schaefer Stephanie Richards

AUGUST 2019

Robin Hourigan Tristan Williams Greg Brown & Family Richard & Jacqui Bradbury
Rolf Monschau Jarrod Branson Maureen & Ian Brown
Peter Williams Michael White Brendon Gigliotti Tom Canning
Ronnelle Williams Bruce Gooday Evan Sanderson & Family

SEPTEMBER 2019

Swen Tillack Ellen & Thomas Crocker Reece Masters Steven Ousley
Matthew Bowman Brodie Paul Shane Gardner Sam Prior & Family
Ben Dalton Paul McKenzie Brad Gourlay & Family
Tony Dalton Justin O'Connor David Sheridan
Craig Green & Family Allan Holland James Stanistreet

NEW NECC BUMPER STICKER

Introducing the latest NECC Bumper Sticker. Members renewing their NECC membership over the next 12 months to May 2020, will find their very own bumper sticker enclosed with their membership confirmation letter.



THE GOOD OIL DEADLINE

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editor@northeasterncarclub.com.au

PAST PRESIDENTS DINNER - 11 May 2019

Tom Kaitler → tom@gasflues.com.au

It was a terrific gathering, of a 'Trump' of Presidents (the suggested collective Noun for a gathering of Past Presidents), from the evenings' MC, Mr Ross Runnalls.

There have been 31 Presidents in the Clubs' sixty-six-year history with 20 living, Past Presidents, so to gather 15 of them for a reunion dinner, made for a fantastic evening.

The wisdom and experience in the room, covered over 40 years of Executive leadership.



L-R: Ray Wingrave, Ron & Cathy Woodward, Mark Richards

After the welcoming drinks, there was the job of recognizing faces and general catch-up chat, before the MC introduced himself and the Current President, Scott Mann, who gave us a few welcoming words. He spoke of the changing times for the NECC but little did we realize, that, that topic would be a common thread, which ran through most past Presidents', recollections.

There were thoughtful apologies from, John Heinze (President 1961), Gordon



L-R: Tony & Wendy Kent and Josie & Ralf Scalzo

Henderson (President 1965), Graeme Robertson (1970), Mick Fitzgerald (President 1994, 2001) and Peter Whitten (President 1995,96,97,98, 2006 2009)

Each one, together with all the Past Presidents, expressed different memories of their time as President and this gave the current President, Scott Mann, a wealth of history and knowledge to draw upon, which he said, would add to his experience as President.

At this stage of the evening, the MC proposed a toast to all the NECC Presidents, particularly remembering the Presidents no longer with us.

(WF Higgins, E.W Gray, E.J Parsons, J.A Cox, J.K Phillips, J.G Hillier, K. E Nicholas, FH Cohn, A.C Fleming, B. McCulloch, G. Handley)

The venue was the Iron Bark tavern in Chiltern, where we were treated as special



L-R: Bill Aggenbach, Bruce Robertson & Chris Millitz (out of shot), Gail & Gary Gourley, Diedre & Gary Schliebs and Marie Aggenbach

guests by our hosts Stephen and Carmen Ottaway (Stephen is the son of Past President Neil Ottaway)

The Presidents' Partners also attended and their support, as always, was evident on the night and this celebration was also a thank you to them.

Sally Weston gave everyone a 'Lucky Door Prize Ticket' and even supplied the Prize, such is the help from our Partners, when there is a function.

Congratulations to Robyn Ottaway on winning the door prize.



L-R: Robyn Ottaway, Betty & Jeff Whitten, Neil Ottaway

After the main meal, Ross introduced the first (of the 15 Past Presidents attending), Mr Jeff Whitten with his recollections of being a president for 6 terms (A good record and only equalled by his son Peter)

Followed by Bill Aggenbach, Gary Schliebs, Neil Ottaway, Laurie Weston, before an interval for dessert.

The table chatter was promoted by the 'old' Good Oils on each table, which covered the years of the Past Presidents, on that particular table. In addition, Jeff Whitten supplied general Memorability covering many of the NECC years. Thanks to Jeff.

After dessert the reminiscing continued from Bruce Roberson, Gary Gourley, Tom Kaitler, Lynn Fredricks, Mark Richards, Tony Kent, Ralf Scalzo, Ray Wingrave, Ron Woodward, then returning to the current President, Scott Mann.

Scott was uplifted by the history from each of the Past Presidents, which I am sure will help form a very successful Presidency.



L-R: Tom & Fran Kaitler (out of shot, taking photos), Chris & Ross Runnalls, Scott Mann, Lynn Fredricks, Laurie & Sally Weston

The common theme, from many of the Past Presidents recollections, on becoming a NECC President, was the feeling that it was 'their turn' to 'put back' into the Club, and all felt it was a positive benefit, to each of their lives.

Special thanks to Laurie and Sally Weston, Ross and Chris Runnalls for their parts, especially Laurie, as I was on holiday for 3 weeks, in the run up to the event.

In summary, it's always a benefit to hear the history of an institution and 'hopefully' use it to build on, for the future.

So, when similar experiences/situations arise, they can be recognised and dealt with, using the historical knowledge.

A wonderful evening of 'catch up' and chat, for these members who have a common relationship, in that, they have led the NECC sometime in its 66-year existence.

CLUB PERMIT SCHEME

Ron Woodward → cps@northeasterncarclub.com.au



CLUB PERMIT RENEWALS

The following vehicles on the Club Permit Scheme are due for renewal.

JULY 2019

Jeff Whitten	03275 H	22/07/2019
Rob Sullivan	09103 H	07/07/2019
Scott Kelly	40013 H	09/07/2019
Cody Richards	62450 H	01/07/2019
Peter Picken	57380 H	01/07/19

OVERDUE

Wayne Owen	09083H	21/06/2019
Chris Aggenbach	90095H	06/06/2019

PLEASE NOTE:

If you have a car on the Club Permit Scheme and you don't renew your club membership on the due date, your registration will be automatically **INVALIDATED**. Your car is essentially unregistered if you are not a paid up financial member of the car club.

CLUB PERMIT SIGNING

Both club permit applications and renewals will only be signed in one of the following two ways:

1. During the hour prior to commencement of either a monthly general meeting (first Wednesday of the month) or monthly committee meeting (third Wednesday of the month). Meetings start at 7.30 PM.
2. Sent by mail to **Ron Woodward at 28 Lauriston Avenue Milawa VIC 3678**. Renewals must include vehicle condition report form (download form from club web site) and a stamped self-addressed envelope. Due to longer mail delivery times, please allow a 2-week turnaround time.

Note - please contact **Ron Woodward [5727 3407]** to organise signing of renewals.

Please note new conditions effective from **1st of January 2018;**

- New members to the club **will not** be eligible to put a vehicle on the scheme.
- Existing members prior to above date will remain eligible to place a vehicle (or vehicles) on the scheme
- New applications (see conditions above) will only be processed at the clubrooms in the hour prior to commencement of a general or committee meeting.
- Permit renewals shall be signed prior to meetings as above or they can be sent by mail to Ron Woodward at 28 Lauriston Ave Milawa 3678 complete with vehicle condition report (form can be downloaded from club website) and a stamped self-addressed envelope. Please allow 2-week turnaround time due to slow mail deliveries now in force.
- Appointments for Ron to sign renewals at home will no longer be available.

Supported by:





After a less than ideal attempt at Sandown last September, we finally made our debut with the Touring Car Masters at the Truck Assist Winton Supersprint with our XD Ford Falcon.

Friday morning meant our only practice session for the weekend. Given we had tested the car at Winton a couple of weeks prior, and set a new pb, we knew the car was running well so the session was used as a warm up on old tyres.

For the afternoons qualifying session, I was hopeful of getting down to a mid 1:30 for the first time. To do this, we made a couple of suspension adjustments to accommodate the 4 brand new tyres. We were making a bit of a stab in the dark here as our running on new tyres has been very limited and in the past we haven't had the suspension adjustments that we have now. It turned out the setup was pretty right as the car was handling really well; the trouble was the brakes weren't. I had given myself 2 laps to set a good lap and was then going to come in to save tyres. Unfortunately I wasted both attempts at turn 10, where the brake issue meant I ran wide and ruined the lap. After those 2 attempts the tyres were too hot so I had to settle for a 1:31:61. 19th position was as good as we could get, the whole field was unbelievably quick. I was mega disappointed as this equaled my best ever lap, even with the mistakes.

Saturday morning the weather looked dicey. Our first race was the modified grid trophy race, where we were to start from 8th. We bled the brakes in an attempt to fix Friday's issues and then waited till the last minute to decide what tyres we would use. The whole field went for slicks as there was a dry line on the track. This ended up being a bad decision and one we kicked ourselves for. After a very messy start (my first ever rolling start) the carnage started at turn 3 when Marcus Zukanovic turned one of the Toranas around right in front of me, causing me to take evasive action. During the 1st lap I dropped a couple of positions to much faster cars. Our dry line didn't last very long, while under Safety car conditions the rain hit pretty hard for a lap or 2. What followed was the trickiest race I've ever been a part of, the race was no longer about being fast, it was down to who could stay on the track and minimize their wheel spin the best. With people spinning off left right and centre (some on their own, some being helped) I got as high as 5th, until guys like Aaron Seton, John Bowe and Steven Johnson caught me. The end of this race was crazy, while chasing Andrew Fisher in the Jesus XY Falcon, Bruce Williams didn't spot the chequered flag and while beside the Falcon, had a burst of wheel spin and kicked sideways into the Falcon. This sent both cars spinning off the track. I recommend looking up the footage on Facebook and YouTube as it was a miracle Bruce's Torana didn't roll, getting airborne on 2 occasions. I finished in 12th, but more importantly, ours was one of the few cars not requiring panel work after the race.

Race 2 was a bit of a non event for us, the brake issue had worsened which meant I couldn't attack or defend. After starting from 18th position (the 1st powered Capri had engine issues so packed up and left) I finished in 19th, with 1 minor off track excursion and passing Garry O'Brien's HQ the only exciting events. After the race we sourced some second hand pads from the guys at Whiteline racing. Time would tell if it made any difference.

Sunday morning we were ready to go for race 3. The pad change had worked with the car stopping much better. I was chasing Rohan Little in one of the Porsches. It was difficult to pass him as his strength under brakes was my big heavy Falcons weakness, I had the horsepower to get up next to him but then he would easily out brake me. Starting lap 6 I had a dive into turn 1, space was tight and I made an error while downshifting which resulted in an axle tramping compression lock up; we unfortunately had wheel to wheel contact which sent Rohan fishtailing off the track. One of his rims was ruined and he had a flat tyre, his race was done. I went on to try and chase down Peter Burnitt's Torana, setting a new p.b on the way to finish 18th.

Race 4 saw me having a really good dice with Garry O'Brien's HQ. I could tell

WINTON SUPERSPRINT

Report by Damien Gambold

my car was handling better and Garry was having a few good slides on corner exits, but he just kept shutting the door on me whenever I went to sneak into the gap. The battle continued until I ran a bit too hot into the turn 5 sweeper, running off the road and the car stalled on the infield. My engine had been running hot so was difficult to re-fire. Once it did I had to wait for a gap in the leaders to rejoin the track at turn 9, I was just cruising, making sure I had no damage from the excursion and as I got to turn 10, I put my foot on the brake and the pedal went to the floor. It's funny how in these situations your mind works so fast, I knew there isn't much room between turn 10 and the main straight, I knew the only

thing to stop me was a tyre barrier, I knew I couldn't damage the car, I knew once I was on the wet grass I didn't have much hope of stopping or of turning. I made the decision to turn the car as far left as I could while still on the asphalt, it worked! The footage from my rear Go-Pro shows I was maybe 6ft from the end of the tyre wall. I had no choice but to Pit and meant a DNF as a result. My only theory for the incident is that when I went off and stalled, the heat from the rotors has transferred into the pads, then the caliper and boiled the brake fluid because once the car cooled, the brakes came good.

For us, the weekend was more positives than negatives, yes the field was much faster than we anticipated and we spent the weekend down the rear of the field, but, we learned a lot about the car itself and about what we as a team needs to do. I learned a lot as a driver too, picking up new lines and having to change my driving habits on the fly. We will head to Sandown in November with this experience on board.

I would like to thank North East Glass for their help in getting us to Sandown last year, hopefully this has made up for the limited exposure. I want to thank my crew for their time and effort all weekend, it wouldn't have gone as smoothly without you guys, my Dad Noel, for all the effort he has put into the car and getting it onto the grid, and my partner Karli, for helping me stay hydrated as soon as I got out of the car and for helping to keep me calm especially after the qualifying session. Lastly I want to thank everyone who sent well wishes or who popped into the garage during the weekend, it was greatly appreciated.



Round 4 CAMS Australian Rally Championship
Round 5 CAMS HINO GEELONG Victorian Rally Championship
 Recce Saturday & 2x passes of the BWEZ Super Special Stage* Saturday evening
 Rally Sunday over 8 high quality, spectacular, forest stages in the Pyrenees,

Reaching just over 120km competitive and ~130km Lasion!!

On exactly the same route as the ARC crews.

Centralised Service in the township of Beaufort

*subject to regulatory approval

CAN YOU HANDLE THE RUSH?

Goldfields Victoria
24-25 AUGUST 2019



Image credit: CAMS Media

Not competing? Register by email
officials@eurekarush.com.au

Before 1st July and you could be going on a hot lap around our Super Special Stage!



MY CAR(S)

Tom Kaitler → tom@gasflues.com.au

The lack of member contributions to "The Good Oil" was raised at the recent club meeting. Ross Runnalls has suggested we start a regular column with the title "My Car", where members, particularly those with something special on club plates, tell us stuff about a car they currently own that we may not know about and could be interested in. If you wish to contribute to, please send your 'My Car' stories to the Editor - editor@northeasternclub.com.au



I am sure everyone is the same, we have all had a 'My Car' that (for whatever reason) was/is our favourite, whether it's the current unit or the fond memories and experiences from far back in our motoring past.

Currently, I have 'the best car I have ever owned' but more on that later.

My cars exist because of my family. I am the Father of 4 daughters and for any father of girls, you soon realise, that your daughters' early years impression of your 'Superman Status', fades as you try and guide them and advise them, on the 'wise' track of life.

I was wondering how to extend, this time of their lives with me. To achieve this was a challenge, getting one on one time, with each of them (in their formation years) was looking difficult. There is plenty of other things to do.

What's this got to do with 'my cars'?

Well, I hatched a cunning plan. How about I collect a car, for each of them, from their birth year. That way, each daughter could spend some 'quality' time with their Father, while collecting learn to drive hours, in their 'birth' car, usually on a Sunday, to a coffee destination, discussing their life and concerns. Brilliant!

Everyone should own a car from their birth year, because as it deteriorates, needs attention, declines, degenerates and starts to decay, it should give you some idea, of what's happening to your own body, after all they're the same age and both will need looking after!!

But what cars? Lots of thought was given to this, as the girls span an interesting era (in the motoring world) as car manufactures were converting from rear wheel drive to front, fuel injection replacing a carburettor, the return of a 'proper' sports cars, low volume interesting cars and the Australian car industry development of exports, together with the individual characteristics of the girls themselves, so it did take some thought.

Being used to the simplicity of Japanese engineering, I thought it best to stick to Japanese developed (or closely related) cars. The brief, for all the cars, was to find the best standard (unmolested) specimen of the model. This was difficult, as these cars were heading towards 20 years old, and we saw some shockers, but eventually the 'right' cars appeared.



Daughter 1; Genevieve
(Born 1985) Reg GMK 851

A traditional rear wheel drive car, of a sporty nature but with a slight twist, in the power supply and with a choke! The car selected was a Series 3, RX-7 (the last of the original series, which was a fantastic looking car) and powered by a Rotary Engine. Where to find one? It took about 3 months but a Red RX-7 appeared on Carpoint, in Taylors Lakes about 1/2 hour from us in Sunbury.

A great original car but unfortunately without books. The original owner, a Barrister in Melbourne, had suffered from Alzheimer's Disease and during

those years 'disbursed' many documents, one of them being all the details of the car. Anyway, it was a great to hear the history, from the family Member, given the task of selling the car.



Daughter 2; Loretta
(Born 1986) Reg LMK 862

This was the most difficult, not the Daughter! But the Car. I had selected a Toyota MR-2, a mid-engine, sleek, low sports car but as these 'technically' didn't arrive in Australia (through the dealer network) until 1987 it was going to be interesting to find a 1986 car! They had been released, in Japan in late 1985. Therefore, it was going to have to be a private import.

I found a 1986 'grey import' in Rockhampton Qld. But the asking price and all the other drama associated with

purchasing a car interstate, put the decision on hold. I kept an eye on the internet advertisement (which remained active) and every few months, I would call the bloke, have a chat, make an offer (which he would reject) and move on.

Eventually, either he got sick of me calling or no one else in Australia wanted an 'imported' Supercharged 1986 MR-2 so we finally came to a deal, 9 months after my initial inquiry!



Daughter 3; Bridget
(Born 1989) Reg BFK 893

This is where it gets a bit 'dis-jointed'. Out the window goes the Japanese car selection. For a few years before this, the Australian car industry had been required, by the Australian Government, to investigate an export program, so GMH sent cars to Saudi Arabia as Chevs and Ford started developed the Capri to be sold in Canada & USA as a Mercury. The cars were basically a convertible Laser (and not that good a roof design) but looked good (with the roof down), were cheap and it was released in 1989!

So, we found Bridget's red Capri, in Albert Park Melbourne, from the original owner, (with all the books, purchase receipts etc) and with only 105,000km. It is a joy to drive (as all the cars are) but for some reason, maybe because it was made in Broadmeadows, it makes it special.



Daughter 4; Therese
(Born 1991) Reg TSK 914

That leaves us with the obvious choice, of all the cars in this era, a 'Mazda MX-5' This car has won more awards than most can dream of and even its latest incarnation still attracts media attention.

The Series 1, which was also released in 1989, was simple, with a modest sized engine in the front driving the rear wheels, beautiful! Our car came from One Mile Motors in Wangaratta via Yarrowonga via Blackburn, where it was originally purchased. An honest car with books and original purchase receipts and is great fun to drive.

All the cars have been terrific and have given me, value-added time, with the girls. As with everything, time moves on and the private plates, that each car had, which was the daughters' initials, year of birth and 'birth rank' have been transferred to their daily drives and the cars now comply with the Historic/Classic Club Permit scheme.

It is probably obvious now that the girls have moved on to careers and families of their own but every now and then there is a request for "how about we get the cars out" and we will all endeavour to fit everyone in and head to lunch, where Dad will pay!

What will become of them? Well, originally the idea was, when I turn 70, to sell them and give the girls, whatever income generated. But as I accelerate to that dreaded number, I might just hang onto them a bit longer and see what the grand kids think!!



The best car Tom Kaitler ever owned

Now the best car I have ever owned. Depending on the method of determining the best car, (the choices will be wide and various) but using my method, 'purchase

price against the wonderful destinations we can travel too' our 2010 Great Wall X240 station wagon, for the grand some of \$4400, it is the best car I have ever owned. I would like to say 'without missing a beat' but it has had one slight electrical misdemeanour but other than that, it has taken me too far off, fantastic places.

Many the time, I have pulled up beside a \$75,000 plus, ToyNissMisuLandJeep-whatever, and feel as happy as anything, that I have arrive at exactly the same place (probably by a far more adventurous route) for the grand some of \$4400!!

The Best car I have ever owned.

OIL SPOTS

Jeff Whitten → jeff@rallysportmag.com.au

Condolences to the family of Les Murphy from Albury who passed away recently. 'Murph' will be remembered for his rally connections with the Albury/Wodonga car club as a driver and as a service crew member. He will be missed by all those who knew him.

Had a call recently from Danny Hudswell who was catching up on all the club "goss". Danny, who used to live at Mansfield, has now moved to Lakes Entrance to take advantage of a warmer climate. He has sold the bright pink Hyundai Excel in which he and his daughter used to rally and has settled down to a quieter life. He wished to be remembered to all club members. A front seat at spectator points for the up-coming Alpine Rally will be guaranteed for him!

The renewal of the fascia at the front of the clubrooms has recently been completed and a nice job it is too. Fortunately there was no sign of white ant infestation so it should last for many years to come. Incidentally, the clubrooms were purchased from the Army at Bandiana way back in June 1961, transported to its present location and gradually transformed to what it is today. What an asset it has been all these years.

Can't see it being used these days but a secondhand piano was purchased by the club in September 1963 for use at social evenings. It was generally regarded as a wise purchase even when dancing by men was more 'manly' than it is today. No offence meant, but can you see our illustrious President doing the Pride of Erin or the Barn Dance at a social night at the clubrooms? The piano was eventually destroyed during an axe attack some years. Pity, we might have got a tidy amount for it today.

Who was the long-term life member and passionate Ford owner seen driving around in a silver Citroen C4 recently? Most uncharacteristic.

The club sent a letter of congratulations to one of our members, Ted Gray, in 1963 for establishing an Australian Land Speed record of 157.57 miles per hour at Coonabarabran in NSW. He was driving a Corvette engined Tornado. His record was later eclipsed by Sir Donald Campbell, but Campbell's Bluebird did not use a piston engine. Seems we had some very competitive members in those days. Ted ran a garage on the spot where Harvey Norman's car park sits in Murphy Street now.

We've had some very interesting vehicles owned by car club members over the years and one of the most interesting was a Bentley tourer owned by the car club's founding President, Bill Higgins. Bill's Bentley was a 1922 Blue Badge Bentley which at the time was reputed to be the oldest unrestored Bentley in the world. As far as we know the Higgins family still have the car and it's travelled more than 700,000 miles. There's a fabulous photo of the car in the NECC history book "From Sump Oil to Dust".

Our old mate, Ron Grealy has spent some considerable time in St Catherine's aged persons unit in town recently. We understand he would welcome visitors to Room 41 at any time where he's always good for a chat about motor racing and most other subjects. Why not pay him a visit when you've got some spare time?

AMRS 21-23 June THE BEND

21st June 2019 • Report by Gail Gourlay

Report from **The Bend Motorsport Park** (The Bend) race track situated at Tailem Bend South Australia.



Gary and I arrived yesterday for the upcoming event this Friday, Saturday and Sunday. This is a scheduled event for **Australian Motor Racing Series (AMRS)**. Lots of categories to choose from.



Gary's role this weekend is Steward for **AASA**, the sanctioning body for the AMRS series.

We are fortunate enough to be staying in the motel situated on the track.

Wow, what a setup, as you walk in the foyer you are greeted by 15 vehicles and 3 motor bikes on display, with plenty of room for more.

Apparently the owner of this venue is a motor sport enthusiast, who not only drives racing cars he also collects vehicles, hence the display in the foyer.



As I am putting this little article together I can hear the cars on track completing their qualifying rounds.

Our room is on level one with a small balcony directly in line with start, finish line. I don't even have to leave the room if I don't want to.



Our television live streams the results for each event.

I have already been on a tour with Gary to Race Control, Timing etc. Large rooms specifically built for each requirement.



UPCOMING EVENTS



- ➔ 3 JULY - GO TAFE Wangaratta Tour @6:30PM
- ➔ 14 JULY - KHANACROSS ROUND 3

NOTICE



➔ The next General Meeting scheduled for Wednesday, 3rd July 2019 will be a tour of Wangaratta GO TAFE instead of our usual meet at the Clubrooms. Wangaratta GO TAFE is located on Cusack St Wangaratta. Please arrive at 6:15pm for a 6:30pm start – we will tour GO TAFE's panel, paint and mechanic workshop.

There will also be a dyno demonstration at the end of the night with Josh Dowel's Falcon racecar. The Tour should take around one and a half to two hours.



If undelivered, return to:
North Eastern Car Club Inc. PO Box 138, Wangaratta. VIC 3676

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