

## S.E. STREET MACHINES- THE FIRST CLUB RUN

The club had been going for about six months when we decided that we should have a Club Run as we had quite a few nice Street Machines in various forms of completion. After much discussion and drinking during the course of the meeting, it was decided that we would go to Clarke's Park at Port McDonnell for a B-B-Q lunch after first going to Nelson then cutting back through to Port McDonnell. The time of the run was scheduled for late November and would double up as a Christmas Show. It was decided that we would leave at 9.30 a.m. from the Target car park, I would lead the run in the Monaro and Bill Scott would be tail-end Charlie in the Pontiac GTO. We would stay on the speed limit and keep at least two car lengths between each vehicle

I got to the start location at about 8.30 a.m. Peter Ransom was with me, Doug Cram was already there in his Valiant Charger (still Police blue but running an E49 spec motor, with a 4bbl carter instead of webers), also there were Bill Bowman in his V8 Valiant two door, (Coogee) VandenHoogen and his brother John in John's HT, , Garry Turner in his V8 VC Valiant, Attilo (John) Agostin in his V8 HG Premier, Jack Jennings in an XR V8 Falcon, Mark Vaughn in his HK with brother's Kym and Shane and Peter Winterfield. Brian Podgorski in his XU-1, Ken Kuchel in his hot LC Torana. As we waited Bill Scott and Garry Foster arrived in the big Pontiac GTO-HO 455 and parked next to us. John Cutting arrived in his LJ two door Torana, closely followed by Brother Ian in his HQ wagon.

In those days there were still houses along Sturt Street, which backed onto the Target car park, in one of these houses lived Jim Garner also a member, who had a couple of quick Valiant's and a Dodge Charger R/T which we had heard about but not seen. From our position in the parking lot we heard a very powerful sounding V8 start up in one of these houses, shortly followed by a prolonged squealing of tyres and a lot of smoke wafting up over the houses. A short time later Jim arrived in his black and white R/T Charger, which whilst a bit rough in the body, sounded very mean.

We waited until a quarter to ten, then set out in an orderly fashion with me leading and a couple of the Torana's behind me, Doug Cram's Charger was in the middle with Bill Bowman and most of the cars behind him. At the back of the pack were a couple more V8's and Scotty bringing up the rear in the big Pontiac. All went well as we headed out the Nelson road at 110 Km/Hr in a reasonably uniform procession and we stayed like this until the other side of the Barn Hill.....

Bill Bowman being youthful and cheeky decided to move up a few spots in the line and pulled out and passed Doug Cram, who was his brother in law. Doug decided this was not on and gunned the Charger which was a very quick car, Jim Garner seeing an opportunity for speed also pulled out and the pair of them went blasting past me with the Valiant doing a good job of holding off the Dodge (which was misfiring and breaking down). Momentarily forgetting the good example I was supposed to set, I decided two Chargers passing me was not on and gunned the Monaro which was running a very potent stroked engine and was a very fast car. I passed both Mopars at a bit over (censored)

mph to take my rightful lead then looked in my rear view mirror to see it full of Pontiac GTO. This was only a momentary thing as the big Pontiac blasted past me rapidly. At this point we encountered some bends so there was some judicious braking, as the Monaro handled better than the Pontiac I gained some ground and Doug Cram was not far behind me, Jimmy Garner had some handling issues and had dropped back a bit, the rest of the convoy was not in sight. We in the lead group continued at over 100 m.p.h. until we reached the Victorian Border then we slowed to about 80 m.p.h. until we reached the outskirts of Nelson, where we slowed to the speed limit and pulled in at the agreed stop point near the shop.

Jimmy Garner's Charger had developed an overheating problem and he decided to take it back home once it cooled off. The rest of the group joined us and after some joking about, we agreed to remain sensible for the remainder of the run. After getting some drinks at the Nelson pub and soft drinks at the shop, we headed for Port MacDonnell; our start was delayed for 15 more minutes until Doug's Charger cooled down enough for the engine to start again. The drive to Port Mac was uneventful and we got a lot of looks as we cruised through the town.

We set up the B-B-Q's at Clarke's Park and had a good lunch and bench session, with numerous photo's taken and discussions on future runs, speed limits etc. By around 4.30 everyone began to drift away in groups or as individuals and we called it a day. It was a good first run and well attended and enjoyed by everyone.

PS written from memory some names and cars may have been omitted.