

## Saturday 7th May ~ Day 8 – Free day in Hobart

This morning Anthony arranged a water taxi from our hotel into town to the shops and particularly the Salamanca Markets which are held every Saturday. Robert and I certainly enjoyed wandering around the markets looking at all the local arts, but most particularly the beautiful fresh looking vegetables. After a leisurely morning of shopping and buying souvenirs including an Art Deco hat, we had lunch then headed our separate ways. Robert headed back to the hotel before departing to a local person who did car restoration.

I headed off to the MONA (Museum of Old & New Art) which opened in January 2011 costing \$175 million, owned and operated by David Walsh, who made his millions gambling. Some arts were certainly an eye opener, and some works had shock value. Artworks were not named, you wore an i-pod (*see picture right of Adrian Wallis*) which located where you were in the building, and showed all artwork in your region. You then selected the artwork you wanted more info. You could then save your tour to your email address and view when you get home.



## Sunday 8th May ~ Day 9 – Hobart to Strahan



Leaving Hobart, we followed A10 Highway through to Strahan (*see picture left*). This was probably our longest day, travelling through areas where there were no towns, only lots of bush and trees. One of our first stops was at Derwent Bridge, where we visited “The Wall”, it sounded very interesting but were unsure what we were about to see. The Wall is in fact a series of carved native wooden panels (each approx. 5.0m high x 1.0m wide x 100mm thick) by Greg Duncan (no relation), when completed will be 100 metres long. Each panel is carved in bas-relief rather like the effect of a coin’s surface. Greg use to work in the gallery, but due to interruptions, he now works off-site and the panels are brought in when completed. ([www.thewalltasmania.com](http://www.thewalltasmania.com)).

Continuing on driving through this area, it was very similar to our South Island West Coast. We passed through Queenstown, we’re curious to see if this town was similar to our Queenstown, but found it to be a moonscape of barrenous land, where hardly a tree can grow, due to the toxic effect of many years of mining.



After 300km’s driving, we finally arrived at our destination for the next three days, Strahan (*pictured right*) a lovely quiet historic port settlement.

## Monday 9th May ~ Day 10 – “World Heritage” Cruise on Gordon River

This cruise crosses Macquarie Harbour to explore Hell’s Gate, where the harbour meets the ocean and a lighthouse guards the channel. After a brief excursion out to sea, it’s back in the harbour to commence our cruise down the Gordon River. We quietly cruised upstream through all the rainforest, where ancient trees grace the waters edge, the first stop was an opportunity for a bush walk. These tracks were along board walks as I did notice that the bush was so wet that it would be nearly impossible to walk through. After our lovely buffet lunch, we berthed at Sarah Island for a short ...*cont’ next pg*



walking tour, this island was a penal colony from 1822 to 1833 for 1200 prisoners before Port Arthur was established. This island has gained a reputation as a place of unspeakable horrors due to the novel "For The Term of His Natural Life" written by Marcus Clark in 1860. But Sarah Island was more than just a prison, it was also an industrial village of timber cutters, sawmen, boatmen, tanners, blacksmiths, carpenters, boat builders and shipwrights etc constructing 25 wooden boats per year over a ten year period. It was a very relaxing way to spend the day, no driving, no stress and weather was clear and sunny.

### Tuesday 10th May ~ Day 11 – West Coast Wilderness Railway

Our second day in Strahan was spent taking this train trip to Queenstown. Well, it was meant to go all the way to Queenstown, but due to a storm, half the track was closed. It was a very cold day, but we were all well wrapped up which was just as well, because we only had plastic covering our windows. This track was constructed in 1896 to transport copper and silver ore from Queenstown to the port at Strahan, closing in 1963. It was restored and reopened in 2002.

*Picture right—Robert inspecting train before departure*

On arriving back in Strahan, we lined up all the cars for a group photo. This took a bit of organising, but I think we finally achieved a result. (See photo next page top).



### Wednesday 11th May ~ Day 12 – Strahan to Cradle Mountain.



After our lovely but cool three days in Strahan, it was time to move onto our next destination. It was tinged with sadness as it was Talley's last day. On leaving Strahan, our only stop of the day was to visit Zeehan, a town which during the first decade of the 20th Century was on a par with Launceston and Hobart for size, but now has a population of only 845. It was also the home of the Zeehan School of Mines and Metallurgy (unique in the world), and has this most amazing collection of rocks I have ever seen, including Tasmania's national symbol of Crocoite (see picture left).

Leaving Zeehan, we travelled to our destination for the night, of Cradle Mountain National Park. On arrival, the weather was definitely chilly, in fact it was snowing. We stayed at the Cradle Mountain Chateau, a lovely hotel with a warm atmosphere and rooms. Anthony had arranged a bus tour into the park so we could take a walk. We were not fortunate to see Cradle Mountain due to the cloud, and we weren't keen to alight the bus when we were offered the opportunity to walk back to the Chateau in the blizzard conditions.

As I had come all the way to Tasmania, I had to see the Tasmania Devils (picture right). I had spotted a sanctuary just down the road from the Chateau, so I dragged Robert down for a look. It didn't matter it was freezing cold and "kind of" snowing, it was interesting to learn the history of this trouble animal with a bad reputation, and its battle with facial cancer. At the Chateau, there was an excellent exhibition on the Tasmanian Tigers (Thylacinus) which were extinct by 1936. It was an interesting display of the only surviving movie, skeleton and rug.



### Thursday 12th May ~ Day 13 - Cradle Mountain to Devonport



Our final day of our rally was to drive from Cradle Mountain through to Wynyard, via Hellyer Gorge. This brought us out to the coast, where we visited the Wonders of Wynyard again. After the compulsory coffee break, we had a short drive up to the Table Cape for a fantastic view back to Devonport. In spring this cape is ablaze with tulips, so must be an amazing sight.

Then it was off to visit the Whisky Distillery in Burnie where we had lunch and some whiskey tasting. Finally, it was back into our cars back to Devonport, where we all met at our hotel for our farewells to the Australian rally participants as they prepared to board the overnight ferry back to Melbourne.

*George Wallis at the Wonders of Wynyard Museum*

We were very sad to see our rally come to an end, we had travelled nearly 2000 km with no mishaps except for a couple of flat tyres. The Eastern division of the Packard club (i.e. the Kiwis) certainly had an enjoyable and stress-free experience, thank you to Rob Trembath and Anthony for making this possible. Especially to Anthony for finding those great coffee stops and excellent lunch stops, local knowledge has its benefits.

It was a fantastic way to experience Tasmania and certainly worth the effort of shipping our cars. Tasmania is a lovely island, green rolling hills and wild west bush. It is very different to the mainland Australia but similar to New Zealand. If you haven't been or planned a trip here, please consider putting it on your bucket list. ■



***Line Up of Rally cars at Strahan:***

L to R: 1954 Packard Clipper Deluxe; 1951 Cadillac Fleetwood; 1940 Packard Convertible Coupe Model 110; 1937 Packard Club Sedan Model 1501; 1937 Packard Convertible Victoria; 1936 Packard Roadster Coupe V12; 1933 Packard Roadster Coupe V12; 1930 Packard Roadster 740; 1929 Packard Roadster 633

***Right: All rally participants—see next page for names and details.***

***Below left: Anthony Spinks, Aus-trips tour organiser, trying out Peter Talley's car for size. (I think he may have caught the vintage car "bug")***

***Below right: Anthony & George Wallis with his Packard safely stored away in the container for shipping back to New Zealand.***



## Rally Participants:

1. Robert & Lynette Duncan, Wanaka —1936 Packard Roadster Coupe V12
2. Peter & Judy Talley, Moteuka—1933 Packard Roadster Coupe V12
3. Adrian & Sally Wallis (Melbourne), Jo & George Wallis (Wanaka) —1937 Packard Convertible Victoria
4. Margaret & Rob Trembath, Adelaide (in front of their Packard driven by the Martins)
5. John Lucas, Adelaide—1951 Cadillac Fleetwood with Nelson Taylor of Auckland
6. Bob & Yvonne Davis, Adelaide—1930 Packard Roadster 740
7. Veronique Bagli & David McCreddie, Sydney—1929 Packard Roadster 633
8. Wade & Gina Hawker, Sydney —1937 Packard Club Sedan
9. Anne & Geoff Martin, Adelaide—Trembath's 1940 Packard Convertible Coupe Model 110

