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gear

AUGUST 2012

COLIN WATTS PRISTINE MG MIDGET

You too can advertise your car on our website:

http://www.thoroughbredsportscarclub.asn.au/shop/index_files/Classifieds.htm



ABOUT OUR CLUB

Calender

The [Official Calender](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

Club Meetings

[Club meetings](#) are held on the 2nd Wednesday of every month except December & January at Carlingford Bowling Club.

Club Objectives

- To foster a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia
- To help and advance Thoroughbred Sports Cars in Australia
- To establish and maintain, by example, a high standard of Conduct and a Respect of the Laws of the Road

Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed properly for the next event.

Correspondence

All correspondence to The Secretary, TSCC, 9 Mount Street, Hurlstone Park NSW 2193

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secretary@thoroughbredsportscarclub.asn.au

Incorporation

TSCC is incorporated as an association; Registered No. Y15083-35

Affiliation

TSCC is affiliated with CAMS Limited

Committee

The contact details of the [Committee](#) are published on the web site.

Membership Forms

[Membership Forms](#) can be downloaded from our web site.

Website

www.thoroughbredsportscarclub.asn.au

Contributions to the Webmaster:

webmaster@thoroughbredsportscarclub.asn.au

Top Gear

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Disclaimer:

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EDITORIAL

NIGEL BRYAN



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My how time flies. I guess that was aided in no small way by taking three weeks out to drive to Darwin, have a week of fun there, and then drive back. All up not a cheap solution to escaping Sydney lousy weather (see June editorial for my dummy spit on that subject) but was it worth it? Oh yes! An itch has well and truly been scratched and a great experience. We wrote it up, so you can see a detailed report in this issue of Top Gear.

I have just finished watching the excellent documentary on channel One of Koenisegg. What an inspirational story, of a young Swedish dreamer who wanted to build a cutting edge supercar, and did it all himself. It was fascinating to see the solutions he and his dedicated team of skilled craftsmen devised for all sorts of issues, and in the process creating possibly the fastest supercar on the market. All for a scant 1 million Euros.

Talking of things inspirational, let me pay a tribute. As a young child I was mesmerised by the first Apollo to leave Earth's warm embrace, the Apollo 8 which did a lap around the Moon that Christmas of 1968, and of course the fabulous sequel when Apollo 11 touched down on 21 July 1969, and the subsequent immortal words of Neil Armstrong. Neil passed away this week, leaving an extraordinary legacy of courage, commitment, dreaming, and extraordinary teamwork by all at NASA to achieve the unimaginable. Those of us old enough to have heard JF Kennedy say those crazy words in 1961 "this decade to land a man on the Moon, and to bring him safely back to Earth...." He seemed utterly mad, as man had only just begun tentative steps into sub orbit. But then remember that the Wright brothers had only 50 something years before taken those first tiny steps in powered flight. Neil typified the calm courage of that school of crazy barnstorming fighter jocks who were taking that step into the "final frontier". Yet there was Neil taking "one small step for a man, one giant leap for mankind." Neil, you became the poster man for a whole generation of dreamers. Star Trek, and all the other great space science fiction genres, spawned a whole industry based on dreaming.





EDITORIAL

NIGEL BRYAN



Where are our dreams now? Of what great adventure do we dream? I long for those hazy crazy days again, when we dreamed big, and then went out and did it. I don't remember dreaming of fiscal responsibility, of budget surpluses and deficits, of banking scandals etc. I dreamed of fast cars and bikes, faster aircraft, and space, the final frontier. I say to the leaders of the world "let us dream again. Let us restore brightness and hope to our future. Let us dare to take good risks again. Let us build the great infrastructure we once did. Let us build the Very Fast Trains, the superhighways."

Then who knows where we can end up? Can you imagine the world today if the great explorers of the last millennium had not built their ships and set sail? Can you imagine the Vikings balking at the cost of their ships? Can you imagine the Snowy Mountains Scheme not being built? Can you imagine no Harbour Bridge? Can you imagine no planes, trains, automobiles?

I thought not. Let us start dreaming again, and ACTING on those.

Nigel



'Our Nige' has a whole quiver of these things. More about our hero at:

More at: <http://www.motoconcepts.com.au/2012/06/nigel-bryan-enters-2012-nt-3-hour-endurance-race/>



OFFICE OF THE PRESIDENT

TERRY DALY



Since the last report Robyn and I have had a lovely trip to Eastern Europe and meet up with Vern and Wendy Kelly in Budapest. Both of us were doing River Cruises and if you haven't done one, now's the time to book one for 2013. We also hired a car for a few days and drove throughout Germany and Austria. I must say the driving standards in both those countries is excellent and maybe we can learn a little about their driver training and testing processes. A driver's license is a privilege (not a right) and is highly respected.

Last weekend we had the annual Shannon's Eastern Creek car display and what a display it was. The TSCC had a wonderful variety of cars and attracted lots of attention. Neil Mason's report and lots of photos are included in this edition. And next weekend we have the All British day at the King's school, something I will miss for the first time in seven years as I'm off with some fellow TSCC members on the Malaysian Tour. A report on this tour will be in the October Edition of Top Gear. Unfortunately the organizers, Jeremy and Julie Braithwaite had to withdraw at the last minute "due to injury".

Also coming up in the next few months will be the annual Pride of Ownership day to be held on the 28th October. A flyer featuring the multi award winning Alfa of Barry and Dot's will be sent out mid September. Please book early as we have to cater for this. And the next weekend after the Pride of Ownership will be a day at the Polo in Richmond. It's a world class event in a truly magnificent setting and well worth attending.

Whilst on future events, it's now we start looking at what the TSCC will do in 2013. As well as the normal activities (Wednesday runs, POO, etc) we will look at doing four weekend breakfast runs, a driver training day / sleepover at the Marulan Driver Training track, A day at the Hawkesbury races, and a 10/12 day motor home trip around the north island of New Zealand in November 2013. If you have any ideas, would like to volunteer to run an event, or would like to be involved in any way please let me know.

The AGM is coming up in November and we have two important agenda items to discuss and resolve. The first is a new Constitution which will be in everyone's hands well before the due date. We need to vote on it and adopt it. Once again, your input is most appreciated.

The second item will be the election of the 2013 Committee. As yet I haven't talked to any of the current Committee regarding their situation for next year, but if you are interested in nominating for a position please get in contact with me. At the AGM all positions are declared vacant and new elections are held. Please consider standing.

Whilst on positions on the Committee, it was suggested we have a position of Welfare Officer That position will ensure any member who is sick is remembered and their recovery status is regularly relayed to all membership.

Unfortunately we have four of our mates in not the best of health at the moment. Roland Clark continues his fight against a tumor, Les Johnson is on chemo treatment, Keith Reynolds is in the Sands hospital with a heart problem and Jeremy Braithwaite is in a six week recovery programme after a major back operation. We wish them all a speedy recovery.

All the best
Terry





EVENT REPORT: SUNDAY LUNCH RUN

INN TO INN/1

JEREMY BRAITHWAITE

Sunday 24th June dawned bright and sunny in Kurrajong as the group assembled in the car park in the village for our joint run with the Honda Sports Car Club.

Helen Dent had arrived on Saturday afternoon to stay with us and we all went over to the Hallam's for a BBQ.

Graham & Carol Edds also joined us for a very pleasant evening in front of a roaring log fire.

This was to be the destination for Sunday's afternoon tea. Both the Hallam's and the Edds' are keen local historians and the run was to provide a historical tour of the country between Kurrajong and O'Connell.

The Hallam's house used to be known as the "Goldfinders Inn." It has been owned by Chris & Deborah since 1975 and was once the property of Deborah's great grandfather. The original land grant was in 1809, with part of the timber cottage built at that time, and subsequently extended. The stone inn was built in 1850-51 and opened as the "Goldfinders Home", operating until 1873. It became the Wheeny Creek Post Office in 1860, plus general store, and thus becoming the village centre.

We hadn't had a Sunday run for a while and it proved extremely popular with a total of 31 joining in the fun. From the Thoroughbreds we had James Dimopoulos, Bob Fulop, Konrad & Caroline Dover, David & Linda Slater, Ashley Smith & his son, Helen Dent, John & Wendy Slater, Colin Allerdice & Neil Mason, Colin Watts & Jack Jones, Lionel & Gael Walker, Ian Peard, Peter & Robyn Wards, Graham & Carol Edds, and Chris Hallam who is a member of both clubs.

We took Julie's Honda S2000 and were joined by John Risk in the yellow car and Jann Skinner in her silver S2000.

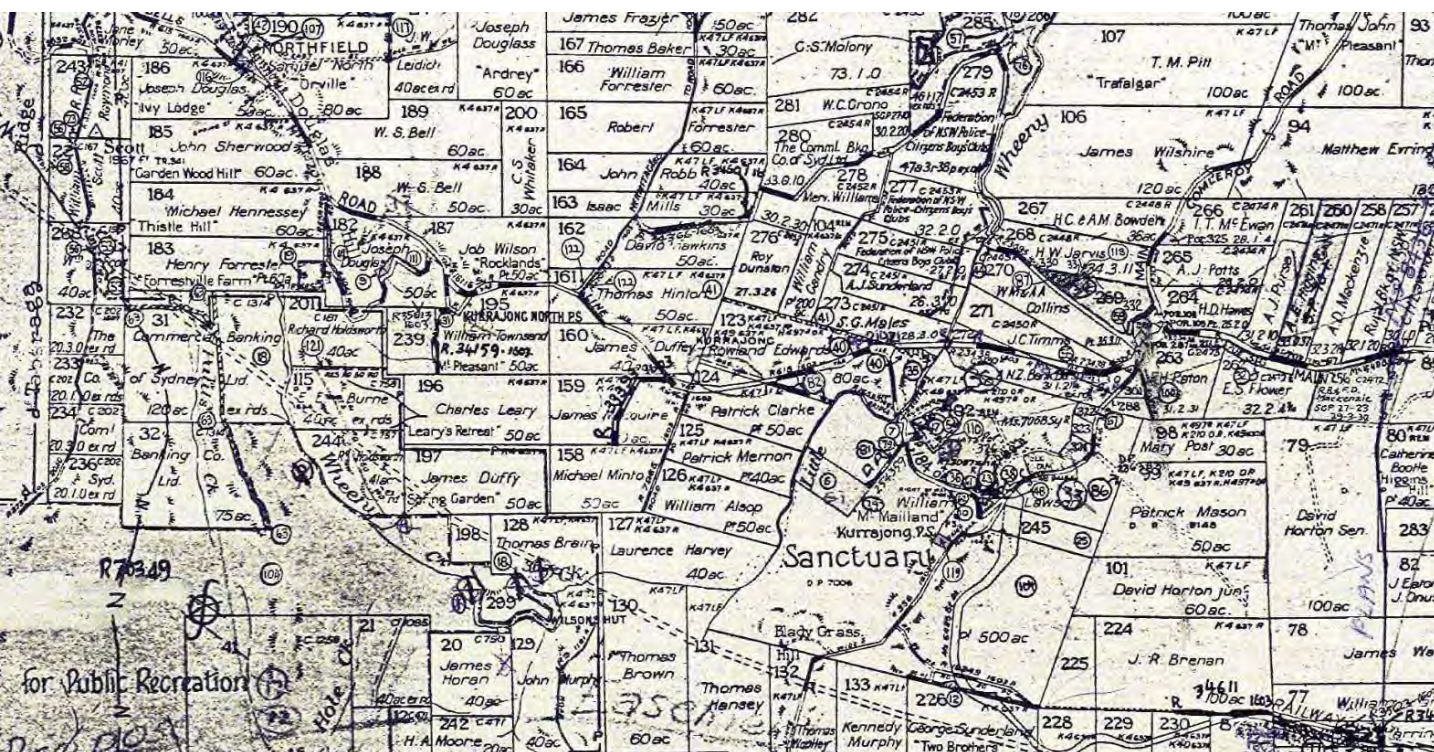
Kumiko Yamamoto brought her Boxster and Kaye Stevens her NSX.

Chris gave us a briefing and then we all headed off on the Bells Line of Road up through Kurrajong Heights. Chris' excellent notes pointed out "Lochiel House" on the left which was built in 1823. Today it is an excellent restaurant, and prior to that was an Art Gallery. It was originally a guest house known as "Ivy Lodge" and was built by Joseph Douglass, another of Deborah's antecedents!

We also drove past the Kurrajong Heights Hotel which suffered a catastrophic fire in 1975 that could be seen from Sydney. Before the war Kurrajong Heights was a favourite destination for Sydneysiders who would arrive by train and be met by a horse and buggy for the ride up to the Heights. The train was called the Pansy - click the link to see a picture. There were a number of guest houses as well as the hotel.

Are you interested in your local history? The map below is one of many for the Kurrajong area that can be found on the excellent Department of Lands site's Spatial Information eXchange - or SIX viewer:

<http://images.maps.nsw.gov.au/pixel.htm>





EVENT REPORT: WEDNESDAY RUN

INN TO INN/2

JEREMY BRAITHWAITE

We then headed across the Blue Mountains to Bell where we turned left across the causeway towards Mt Victoria. We then turned right down the narrow road to the [Comet Inn](#), which has been the destination for a couple of previous Thoroughbred runs.

It was opened in 1879 to serve workers in the shale mines that opened in the area in the 1860s. It remained licensed until 1913, at which time the shale works closed. The wide verandahs were added after the inn became a private home.

The next pub that we passed was "[Collits' Inn](#)", built in 1823 to serve traffic on the then main road. The inn was first called the "Golden Fleece", but was known by its owner's name, Pierce Collits. It became a Post Office as well as an inn in 1831, before being closed. In 1877 it was re-opened as an inn, serving the workers from the kerosene shale mines in the area.

And on to "[Ambermere Rose Inn](#)" our morning tea stop. This was first named the "Rose Inn" when it was licensed in 1845, and operated as a public house and a Cobb & Co staging post from 1845 to 1873. When the railway opened up the western corridor, road travel became less preferred and the inn ceased operation in 1873, becoming a private residence, before being re-opened in 2010 to what you see today.



Kurrajong Heights Hotel early 1970s



Kurrajong Heights Hotel night of the fire



Ambermere Rose Inn



The Comet Inn



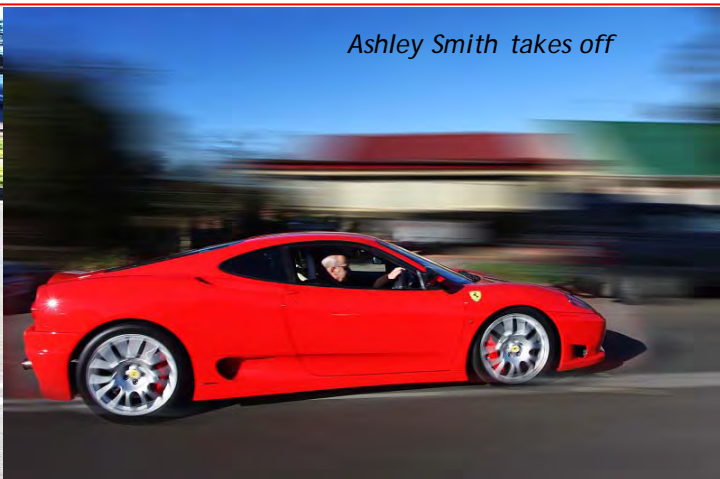
Collitt's Inn



EVENT REPORT: WEDNESDAY RUN INN TO INN/3 JEREMY BRAITHWAITE



Chris Hallam's 'new' 911



Ashley Smith takes off



Part of the line up in the car park at Kurrajong



Edds MX5 & Peard TR8 are reflected in the bonnet of Julie's Honda



Very original one h.p. buggy at the Ambermere Rose Inn



Ian Peard's TR8



Kaye Stevens NSX

EVENT REPORT: WEDNESDAY RUN

INN TO INN/4

JEREMY BRAITHWAITE



Leaving Hartley we travelled down the Great Western Highway as far as the Oberon turnoff. We had Bob Smith's black Alpina 840 ahead of us and had a great run through magnificent scenery until we caught up with a very slow moving hay truck trailing a delectable line of thoroughbreds behind it. We thought the driver was being very considerate when he stopped at Hampton, so we gave him a cheery wave. He'd actually stopped to go to the pub!

This was the "[Half Way Hotel](#)" which was built in 1863. We turned right to Oberon and followed Konrad Dover's pretty BRG XKR into the town, passing the "Royal Hotel" which had been built in 1881, before arriving at the "O'Connell Hotel" for lunch. This had been built in 1865 and served a great Sunday lunch in front of a roaring log fire. Our cars looked pretty impressive all lined up outside.

After lunch we came back via "[Mutton Falls Homestead](#)" which has been built in 1840 and our old favourite the "Tarana Hotel" which was built in 1873.

We had another engagement so missed out on the afternoon tea at the Hallam's. Altogether a delightful day with some great roads. One for the history books! More pics are [here](#).



What a wonderful contraption at the Ambergmere Rose Inn



Impressive line up at the O'Connell Hotel

TOP GEAR REPORT

WEDNESDAY RUN 18 JULY 1/2

NIGEL BRYAN



A beautiful and sunny day greeted me on completion of my hour on the spin bike this morning. All was well and I was looking forward very much to our run. What could possibly go wrong? I didn't ask but perhaps subconsciously thought. And so I had plenty of time in hand to make it to Dural in time for 10am coffee as I wandered downstairs to take the cover off my black NSX "Blackbird". And so off came the cover..... Not quite, something was snagging it at the rear driver's side wheel. Oh? On inspection the tyre was completely flat! A series of short words coloured the Cherrybrook air a nice shade of blue! Time now not being plentiful, I fetched my newly purchased Arkan jack (lovely piece of kit, just like you see in proper workshops, and one of my spare rear NSX wheels complete with old nearly worn tyre (replaced just before the South West Tour last year). Checked tyre pressure, then fetched my huge breaker bar which makes light work of wheel nuts, and quickly changed wheels, noting the screw in the original one which was responsible for the puncture. Correctly torqued up the wheel nuts with another first class tool, the Britool Torque Spanner.

Now of course not with plenty of time in hand, and still clad in my old AGC sweat shirt and looking quite the scruff, I raced out to Dural arriving just in time and of course drawing plenty of comment about my less than desirable attire!

Distributed run sheets and gave quick briefing about the 3 proposed marshalling points, and then we saddled up. A pretty impressive sight greeted the McDonalds customers loping in for their morning coffee, as a line of most delicious vehicles made its way towards Round Corner. We need not have worried about being stopped by police for speeding out towards Windsor as plenty of very kind people acted as pace cars, ensuring 60 was the maximum speed seen anywhere out to and including Windsor Road. Quite unbelievable.

On we bimbled* through Richmond, arriving 12 minutes late for the Kurmond rendezvous where 4 teams joined us. I had called ahead to Jeremy to let him know we were a little late.

*Bimble is a motorcycling term:
To amble without real aim, yet in a friendly and harmless manner. It's not required to achieve nothing, though it is a frequent side effect.
Bimbling can be made a little more business like with a slight hunch of the shoulders.*

Weather still gorgeous as we made our careful way to Bells Line of Road, having been warned by Jeremy a safety officer was doing his duty patrolling the road to make sure people did not commit the deadly sin of speeding (let's be honest, he was hoping people WOULD speed so he could meet his quota!). Honestly, when there are guns going off all over Sydney, making it like Tucson Arizona 120 years ago, or the set for a spaghetti western (wherefore art thou Clint?), can't the powers that be direct police to solve real crimes??!! We did eventually see him sitting in a perfect location to trap unwary people on a downhill run miles away from any dangerous part of the road.

Made it through unscathed, delayed even further by "road works" (in reality trimming trees) making us do 40 for seemingly ages. Through Mt. Victoria, and on to Gt. Western Highway towards Lithgow. Descent of Mt Victoria now also subject to road works slowing us to 40 and preventing us enjoying the descent from Mt Panorama (sorry Mt Victoria) into Hartley where we were stopping for lunch at the Tea House. Our hostess Mel (lovely lady) did a fabulous job of efficiently fitting in our rowdy large group and serving us all a great lunch. One dessert which did require a sample was described on the specials board as "Death by chocolate cake". It was every bit as good as one thought it might be.

After a most enjoyable lunch, at which my "Bullshometer" was heard regularly going off, we eventually wandered off for a leisurely bimble home, punctuated by the horribly badly placed and annoying school zones.

In all 34 people I think enjoyed a lovely day out on an unusually sunny Sydney day.



The offending NSX ... Derek Scott pic

TOP GEAR REPORT

Wednesday run 18 July 2/2



In all 34 people I think enjoyed a lovely day out on an unusually sunny Sydney day.

In attendance were:

Terry and Robyn Daly

Les and Roselee Johnson

Nigel Bryan

Vic Andrews

car??!!)

Laurie and Fran Bromley

John and Margaret Moody

Adrian and Lorraine Walker

Vern and Wendy Kelly

Jack and Jenny Jones

Malcom and Toni Ireland

Keith and Carol Reynolds

Barry Farr

John and Val Dixon

Ian Norman and Liz Allen

Jeremy and Julie Braithwaite

Derek and Maggie Scott

Chris and Debbie Hallam

Dominic and Pauline Truelove

ML Howard

Mustang Laguna Seca

Subaru Liberty

Honda NSX

Porsche Cayenne (Sports

Triumph Stag

Mk II Jaguar

Jaguar Mk II Coombs

Mercedes CLK 430

Jaguar Series III XJ6

Mazda 3

Triumph Stag

Audi A6

BMW 318

BMW 330

Jaguar XKR

Mercedes 380

Jaguar XK120

Mercedes 380

(Bumming a lift!!)



Jack Jones Series III XJ6... Derek Scott pic



TOP GEAR REPORT

WEDNESDAY RUN 15 AUGUST/1

TERRY DALY



Nineteen hearty souls (including three guests) arrived at the Dunes Palm Beach for an absolutely great lunch in what can only be described as perfect winter's day. The route and how some got there is another story. Only twelve turned up at the start at McDonald's Dural. We had Jack Jones and Vern Kelly sharing Jack's red MGB , in another red MGB we had David Slater , the Ireland's in their Mazda, ML co sharing her Mustang with rally legend Bob Riley , and John and Wendy Slater in a beautiful white 1600 GT Junior Alfa . My mother-in-law was in town so Robyn and I used the family saloon for the run.

The drive took in three National Parks going through the Galston Gorge , then over the Pacific Highway and down through the very picturesque Bobbin Head . A photo stop at the Sphinx War Memorial site turned out to be a non eventno one had a camera !! Several in the convoy hadn't known of it's existence and to enlighten members " Between 1926-1928 , an ailing William Shirley labored at creating his personal memorial to his fallen A.I.F. comrades. The Sphinx took some one and half years to complete . He died in 1929 leaving an unusual legacy in stone " .

The group then travelled through St Ives , Terrey Hills and out to West Head . The road from the toll booth (costs \$11.00) to the West Head lookout is a very well built and a very smooth road and one to be enjoyed on such a quite day . The view from the lookout couldn't have been any better . No wind , beautiful blue sky , smooth ocean and with no smog or tourists. It was hard to believe that ML had never been to this location before . (Many others in the party commented on their younger days, of night times drives to this wonderful location, and the abundance of "parking spots" in the local bush !!).

Unfortunately we had to leave as we had to meet up with the others for lunch. The route took us along the waterfront through McCarr's Creek , Church Point , Bayview , Mona Vale and then up the Coast Road to Palm Beach where we meet up with the others for Lunch. The others in this case were the Johnson's (the Les type), the Dixon's , guest's of the Slater's and a Dotless Barry Farr in his Ferrari. Also present but not in the restaurant were the cast and crew of Home and Away who were filming just up the road.

The conversations etc flowed freely for several hours before Toni Ireland had to rush off for an appointment leaving Malcolm to either walk home or hitch a ride and that he managed to do with the Dotless Barry in his Ferrari. I gave Bob Riley a lift home and caught up with his many stories of running the Ralliart team for 17 years. He still has some lovely cars left over from when the team was disbanded. So ended another glorious Wednesday.



Ralliart Starion at Bathurst with KB behind the wheel. See the following link for a story on the Starions:
http://www.turboclub.com/Books/Bathurst_84_85/Default.htm

The other Starion in the article is Greville Arnell's car. Greville shared a house on the Gold Coast with Julie and I for a year before the advent of Group A and we ended up towing the car to Winton for the category's first race. The article is incorrect in that Frank Lowndes (Craig's dad) only got to fettle the car when Greville moved back to Melbourne; Miami Mitsubishi supported the car in Group E trim. Jeremy

TOP GEAR REPORT

WEDNESDAY RUN 15 AUGUST/2

TERRY DALY



The sort of things you would have photographed if you'd remembered your camera!

Photographers unknown...

MEMBERS CARS

JAGUAR/1

ADRIAN WALKER



JAGUAR - A PASSION FOR LIFE ... by Adrian Walker

"I never buy a Car or Motor Cycle .. unless I fall IN LOVE with it" ...

IN THE BEGINNING was a fling with Motorcycles ending up with a Triumph Thunderbird 650 Twin. My thoughts then turned to the fairer sex ie: being able to entice/accommodate female company in a conveyance, and so purchased a Sports Car 1939 MGTA; quickly upgraded to 1946 MGTC. Joined the Australian Sporting Car Club ASCC with Frank Matich; got my CAMS LICENSE and proceeded to some Motor Sport, including Mona Vale Hill Climb, Silverdale Hill Climb, GNOO BLAS racing circuit Orange. To pass Scrutineering we installed a fire extinguisher, seat belts, also fitted aluminium bucket seats, Brooklands Steering Wheel, removed suicidal front wings-mudguards - giant AERO wings caused one to become completely airborne over 100mph; fortunately in those days, that much Engine POWER without Supercharging was difficult to arrange. We copied/picked the brains of the other faster Mugs, all had cycle guard. So we fitted MG K3 cycle guards made up by a Motor Cycle Workshop in Newtown; We pulled the engine apart (my brother and I both Engineers, the first thought was pull it apart yourself). We had a few tools, so fitted new rings, bearings, ground valves by hand, fitted a full race camshaft, parts from Ronnie Ward or LYNX Engineering (Johnny Bruderlin & Leon Thomas who had Superchargers hanging like pineapples from the rafters of their Burwood shed). Johnny Brudelrin used to call me "Mr Resonance" after I expounded my theories about tuned lengths of exhaust pipes which I read in a book by Phil Irving "Design and Tuning of Competition Engines"). I guess using Superchargers a hunk of water pipe will do!! We bolted it all together, tuned the SU carbides to perfection, set up our own advance curve, Extractor exhaust system made by Jesse Griffiths Bankstown who raced a 4CL Maserati F1 car, had wire wheels converted from 19in to 16in, much wider tyres, competition brake linings which we countersink drilled and rivetted ourselves to steel shoes, ventilated the backing plates by drilled holes, made up little aluminium scoops. I recall a Race meeting at GNOO BLAS circuit Orange; those old enough will recall Ronnie Ward, Holt Binnie (MGTF with Holden 6cyl Engine), Paul Samuels in an MG Special which looked like an F1 Ferrari, Bill Buckle Zephyr Engined Sports car, Georgia WEBSDALE MGTC etc. In Scrutineering, I got knocked back for a very professional job WIRING UP a steering locknut !! I borrowed a SPLIT PIN from Bill Buckle who was pitted next to me (Bill Buckle Motors major Sydney car dealership - extensive backup, toolkits galore, mechanics etc). In one race Peugeot powered Polished Aluminium Special lost it badly in Windsock Corner and went sideways right in front of me. With everything locked up, eyes closed I hit him right in the side with a sickening crunch. I still remember the look of absolute horror on his face as my MGTC barrelled into the side of his aluminium special (he was unhurt). This gave me far more TOE-OUT than I really needed, so back to the pits, pulled it all apart, straitened the solid front axle with a SLEDGE HAMMER hammer and 2 blocks of wood (God's truth), a quick visual wheel alignment; back in the next race <<Ah-that were the days>>!! On the way home my Big end bearings gave out coming down Kurrajong, so left the MG in an Apple Packing Shed, came back with my brother a few days later & towed our stricken MGTC back to our workshop for an Engine Refit.

ENTER JAGUAR XK120



MEMBERS CARS

JAGUAR/2

ADRIAN WALKER



A few months later on the Annual pilgrimage to BATHURST, up Kurrajong I was overtaken by a roaring XK120 coupe !! Uphill - wrong side of the road - WOW - What an amazing piece of machinery that is!! One day I must get one of those ! And .. one day,

Buying MG parts at Ronnie Ward's Burwood he said << Come out the back, I have something to show You >>.. here was a JAGUAR XK120 Roadster - with some side sill panel damage, most of the Engine in parts in the boot. It was up for auction. The owner worked on the SNOWY RIVER scheme, bought it in Sydney, then defaulted on Finance Company. SO I bought it at Auction. My brother Lionel and I, with my father Charles's help, Towed this XK120 roadster home with a rope behind my father's New Holden .. as you would.

RESTORING AN XK120

This car then spent 2yrs in my/our shed being restored. As the previous owner of our House had been a POLO Horsie person, and we had several stables out back which we quickly converted into Garages; We stripped the XK120 motor, built it from scratch, new rings, big end bearings, mains, hand ground the valves. We stripped the bodywork back to metal, undercoated and spray painted with Acrylic Old English White, using newly acquired HIGH-TECH Vacuum Cleaner Spay gun. New floor boards from marine plywood painted with white House paint and finally it was ready for testing. I well recall one testing session - Lionel & I the back roads testing - at speed. The recently fitted bonnet, not yet firmly secured by a Secondary catch, worked itself loose, flew up and banged/wrapped itself over our heads and the windscreen !! (see photo). There were Two large bumps in the beautiful freshly painted Aluminium Bonnet where our head were !! One Barry(Bo)Seaton master Panel beater & successful Motor racer repaired it perfectly for us. As a callow youth, of modest means as a Cadet Engineer, this car was a thing of beauty beyond my Wildest Dreams of ever finding and owning.

JAGUARS LOVE MOTOR SPORT The car was really lovely to drive and thoughts tuned to Motor Sport. Fitted competition brake linings, vented backing plates, seat belts, fire extinguisher. Participated in quite a bit of Motor Sport, sprint meetings, one Sprint Meeting standing 1/4 mile at Lithgow, also Castlereagh, various Hill climbs, Silverdale Wallacia, Mona Vale Foleys etc. As well this XK120 was my everyday transport to work and for Weekend outings. INFACT - I taught my then girlfriend (now wife Lorraine) to drive in this XK120 - as she will attest - on a gravel road doing crash stops sliding to a standstill. Infact, there is an old gentlemen in "The Entrance", where we Honeymooned, who rose to his feet, as he saw an XK120 with a blond lady at the wheel, arriving sideways heading straight for his verandah (where he was sitting) on the gravel road out front !! Days later he rose from his rocking chair again and pointed out the XK120 to a friend, as we drove sedately past ... who US ?? Overall we loved this XK120 passionately & enjoyed it for quite some years.

After we got married, thoughts turned to Houses, so bought a Mini and reluctantly sold this beautiful XK120 to Ted Cornish (JAGUAR CLUB) in order to put a deposit on a house. See photos (not of house) some generic, some of my car CFK 585

Performance

0-60mph 10.0 secs
Standg Qr 17.3 secs
Top Speed 127 mph
POWER 180 bhp
TORQUE 352 nm



MEMBERS CARS

JAGUAR/3

ADRIAN WALKER



ENTER JAGUAR MK2 ..

My father seeing the amazing Main Bearings in XK120 Jaguar engine, decided JAGUAR was the car for him, so traded his near new Holden on a British Racing Green BRG JAGUAR 2.4 MK2 from Ron Hodgson Burwood (opposite Ronnie Ward MG parts). This was soon upgraded to a JAGUAR 3.8 MK2 Manual with Overdrive and Limited slip diff, BRG with Tan trim. He bought from a Company Director with very low mileage. He loved this car which was barely a year old. Several years later, he told me he had pulled a muscle in his chest as he couldn't drive much anymore, said to me Lorraine and I could use his Jaguar MK2. At the time we had a Mini, a house and 2 small children. Sadly, he passed away due to lung cancer a few months later. The car stayed with us. And was much loved, as it is to this day, over 40 years later. Rising through the dreaded ranks of Management and Promotions, I eventually achieved company car status, and the JAGUAR MK2 3.8 was freed up for occasional Motor Sport events.

JAGUAR CLUB MOTOR SPORT Joined the Jaguar Drivers Club, became involved in some Motor Sport, Super Sprint Lap dashes, Hill climbs, Sprint meetings, realized it was a pretty standard ex-factory vehicle, and could be a lot faster with a some slight modifications.

MAKING JAGUARS GO FASTER I considered D-TYPEs winning at Le Mans for 3 years running. YES - I wonder how the 3.8 MK2 would go with a D-TYPE Engine ? So engine out higher compression pistons, Larger 2 inch SU carburettors; fitted D-TYPE camshafts, extractors, D-TYPE exh system with 2 pipes emerging just in front of the RHR wheel. Afterwards a complete stranger came up to me at Oran Park and said "your JAG sounds absolutely magnificent down the straight - Like a Spitfire "

HANDLING - Stiffer springs, stiffer roll bars, HD shock absorbers

BRAKES - Competition Pads for the Discs, a higher line pressure brake booster, analogue oil pressure gauge, 10lb warning light for oil pressure fluctuation, **COOLING** - recored the radiator in Copper; fitted electrical thermostatic fan; horse straps on the bonnet etc,

WHEELS and TYRES - Minilite type wider Mag wheels, serious fat sticky DUNLOP Super Soft racing tyres (see photo), fluted bonnet.

So began many happy years of Motor Sport, various Hill Climbs, Oran Park, and Amaroo Park etc. Lap times came down as driving skills improved and technical improvements paid off. I am grateful to a GroupA V8 Race Engineer Ex Cosworth, who advised me on go-faster things for braking and handling

Eg; Bags of Camber and Castor in front end setup; NYLON bushes instead of rubber suspension bushes to reduce distortion under load; a spring and seal on the dipstick so it doesn't spit oil out onto exh system on track creating smoke and getting you Black flagged - which happened to me once. Once at Oran Park, a member of the Brock Commodore brigade came up and said "Lovely Old Car" ... "Thankyou "I said .



MEMBERS CARS
JAGUAR/4
ADRIAN WALKER



Around lunchtime he came up said "How come is so bloody fast ? " I drew myself up to my full height and said ." My dear boy, you guys are probably too young to remember; JAGUAR Mk2s dominated Touring Car racing in UK USA and AUSTRALIA for years until the Mustangs came along ..."

While I was TSCC President or Sporting Secretary I think, we organised and ran our own HILL CLIMB at Amaroo Park Hill Climb Circuit. We hired the Circuit, applied to CAMS for the License to run a Motor Sort Event, and invited a few other clubs. I well recall Roland Clark in his Million Dollar Shelby Cobra lining up for many runs up the Hill; myself with brand new soft fat sticky tyres having runs wrestling that JAGUAR up the windy hill; I remember helping Vic Andrews get his Racing car off the trailer; Don McDonald and Gary McDonald in the Charger Spots Sedan competing for FTD until dusk.(If anyone finds the ARTICLE-OLD MAGAZINE with that Event, pls contact me)

Best lap times 64.8 Amaroo Park, 54.6 Oran park.. (See photos)

Performance

Standard 3.8 Mk2 Manual

0-60mph 8.5sec
Standg Qr 17.6secs
Top Speed 125 mph
POWER 225 bhp
TORQUE 332 nm

D-Type Modified 3.8 Mk2 Man

0-60mph 6.4 sec
Standg Qr 14.9 secs
Top Speed 140+ mph
POWER 300+ bhp
TORQUE 400+ nm



MEMBERS CARS

JAGUAR/5

ADRIAN WALKER



JAGUAR MK2 RETIRED from MOTOR SPORT

Restored in Spirit of the COOMBS Jaguars A few years ago, I retired our JAGUAR MK2 3.8 from Motor Sport and began setting it up in the Tradition of the British **COOMBS Sports 3.8 MK2 JAGUARS**. Had the car fully painted in BRG (away 1.5 yrs), new hood lining, door trims, all the wood redone etc, new carpets (away another 1.5 yrs). Fitted chrome Wire wheels, an E-Type steering wheel, fluted the bonnet, new horsie straps on the bonnet, kept the D-TYPE spec Engine, 2 inch SU carburettors, kept stiffer suspension, safety harness. Tired of overheating problems, had a thick Aluminium Radiator made up, fitted with a very powerful Electric Thermostatic controlled fan. Last 6 months have hand ground all the valves, polished the aluminium inlet ports, had the alloy carburettor tops and camshaft covers buffed, fitted stainless steel extractors newly acquired from UK, have just put it All back together as we speak. Wonderful to drive !!

JAGUAR - PRESENT TIME.. SEE PHOTO. Our JAGUAR 3.8 MK2 is now on Historic Registration, and being used for TSCC club outings etc. Drives like a new car; Looking better than it ever has, Goes extremely swell, performance plus, and hopefully will be seen at many TSCC events and outings in the years to come .. god willing.



MEMBERS CARS

JAGUAR/6

ADRIAN WALKER



ENTER JAGUAR E-TYPE ROADSTER Like any sane person, I have always wanted a JAGUAR E-TYPE convertible. One day in the notorious coffee house opposite RICHMOND Airbase, chatting with Brian Marshall and Terry Daly, Brian mentioned he had a E-TYPE Convertible he was thinking of selling .. <<What colour >> I asked << BRG >> ..

My favourite colour.. So I went over and had a look; a gorgeous motor car!! See Photo I asked him how much he wanted; I gave it to him and bought the car.. See *photo* .. So I sold my 68 GT Mustang to make room. I then Fiddled with the E-TYPE with a bit fine tuning, new chrome wire wheels etc. This car was bare shell-Rotissary restored in QLD not so long ago and is an absolute DELIGHT to drive. This model is the FIRST a 3.8 Series 1, after this came Series 2 with 4.2 motors, pleated seats, sunvisors etc, then after this the V12s to satisfy the American market. So my collection "Shed " includes a beautiful JAGUAR E-TYPE 3.8 ROADSTER Series1 which I have ALWAYS wanted; considered to be "The most beautiful car in the World" by "ULTIMATE Cars" Cable TV programme, and also named this by ENZO FERRARI. This car will be seen I hope at many future TSCC outings.

Performance

0-60mph 6.5 secs
Standg Qr 14.5secs
Top Speed 150 mph
POWER 265 bhp
TORQUE 353 nm



MEMBERS CARS JAGUAR/7 ADRIAN WALKER



ENTER JAGUAR XJR SUPERCAR

One day I was doodling on my computer and became aware of a JAGUAR for sale in MELBOURNE.. one of the rare Supercharged XJ JAGUARS called XJRs, meaning so I am told, designed by JAGUAR RACING division. (see Photo) They have the same body and luxury accoutrements of the luxury-top-of-the-range - Flagship Limousine model. But stiffer sports suspension and a Supercharged Engine, and enough POWER & TORQUE to choke a horse!! Immediately I began reading up about history of the XJR, how the motoring genius Tom Walkinshaw developed the concept in 1988. ie; Luxury saloon with Sports Car performance and handling. The XJR has Low profile

255 x 45 x 17 tyres, distinctive Alloy wheels, a very distinctive chicken wire grille reminiscent of Blower Bentley and K3MG, stiffened up suspension, stiffer roll bars, shocks, Le Mans brakes, an absence of outside chrome.

He manufactured and marketed the XJR at TWR, along with a beefed up versions of the XJS Sports Car around the time he won Bathurst with XJS I am told. These XJRs are today made in the JAGUAR factory continuing the Walkinshaw XJR Concept today. This particular XJR was owned by a Media Company, and I was able to speak to the Automotive Service Company who serviced this car from new.

It has VERY LOW mileage, and it came up from Melbourne on the back of its own truck. I sold my 69 MACH1 GT Mustang to make room for it. I took off the VIC plates and organised the XJR 002 number plates from RTA NSW. I could not be happier .. it is gleaming and spotless >> LIKE A NEW CAR .. goes amazingly well .. Staggering performance- a Brute of a Car ie: overtaking on a freeway - you plant the foot to the floor .. it KICKS you in the back hard and veritably LEAPS. Handles unbelievably well - like a very positive sure footed sports car - STOPS like a Le Mans Car. And amazingly smooth and Quiet !

Performance

0-60mph 5.7secs
Standg Qr 14.5 secs
Top Speed 153 mph
POWER 322 BHP
TORQUE 531 nm

MEMBERS CARS

JAGUAR/8

ADRIAN WALKER



The XKR COUPE 2 door uses the same Supercharged Engine I am told; Terry Daly & Jeremy Braithwaite who are both fortunate enough to OWN Coupe XKRs, will know more about this; their XKRs are later models I think. The XJR Supercharged model (XFR ?) is available brand new today 2012 with 510bhp 638nm 5.0 Litre V8 (0-60 in 4.5sec - wow!) and costs a terrifying amount of money.

FOOTNOTE: Jeremy Clarkson from TOP GEAR TV SHOW was seen in an XJR Cockpit on his TV show, while doing doughnuts in clouds of smoke in a carpark shouting <<I LOVE THIS CAR >> !! And I AGREE with him .. I love this car .



It joins my stable in my "shed" which also includes
1 x FERRARI 308 GT4 Rossa Corsa Italian Racing Red
1 x DUCATI 800SS Rossa Corsa Italian Racing Red
1 x FORD XR8 V8 Pursuit car Dark Green - My Everyday car
Their story is for another day

MEMBERS CARS
JAGUAR/9
ADRIAN WALKER



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/1

NIGEL BRYAN



As readers of this magazine will know, I had reached saturation point (literally) with Sydney's persistent lousy wet and cold weather! One too many time not able to go on track at Eastern Creek had me hopping mad, so much so that when a good friend called and told me there was a week long opportunity to ride on track at Hidden Valley in Darwin culminating in a 3 hour endurance race, I was hooked. The prospect of reliably warm and dry weather was irresistible.

And so it was that on Saturday 28 July I spent the day carefully packing the faithful Legend with all the tools and gear and spares needed, then loading the trailer with the two bikes and yet more gear! There was almost no space left for me! Early Sunday 29th saw me head up the Bells Line of Road towards Lithgow and on out to Bathurst. Go West young man! Well all right, not quite so young, but still young at heart. Weather was a little grey but never mind, sunshine and warmth here I come. First fuel stop was at Orange and all was well. I had worried a bit as had some suspension noises in the weeks before, which Robbie at Hanny's had carefully checked and found nothing wrong other than possibly a slightly tired driver's side front shock. Fuel consumption is noticeably heavier with the trailer, usually the Legend does well over 600 Kms on a tank but with the trailer and two bikes that drops to around 440. Two factors needed to be considered; distance between fuel stops and availability of decent fuel. Orange signalled the border of civilization in that regard as it transpired! One thing any outback adventurer will tell you, and I reinforce, is NEVER go without fuel drums. I found that I could accommodate 4 X 20 litre drums nestled nicely between the bikes without trouble, so those had 98 BP in them as a precaution.



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/2

NIGEL BRYAN



Through Dubbo and Nyngan, roads becoming emptier and surroundings more sparse. Loads of huge dead kangaroos suggesting dusk and dawn travel not a great idea! Reached Bourke where decided to make stop for first night. Next day delighted I did as nothing after there for at least 100 Kms and that would have seen me in dark. Now I see what they mean by "back of Bourke"! Looked like a set from a remake of the gunfight at the OK Corral. Deserted, downbeat town. I had also found by now my mobile reception was non existent out there so was unable to call Lea which was not too pleasant for either of us.

Next day crossed into Queensland through Cunnamulla and on up through Charleville and Augathella to Blackall. Was originally contemplating there but decided to press on to Barcaldine for second night's stop. Roads pretty bloody awful out here, horrific bumps and lurches, grounding out the wheels and necessitating braking even on open roads to avoid being launched airborne by nasty rises over drainage culverts and then flung down again the other side. Loads of dead roos (bloody big ones) and a range of surroundings from quite open and sparse to well wooded. Thousands of birds feasting on road kill added a hazard as had on several occasions to blow horn to get them to move. How I didn't add dead bird to the menu on many occasions I don't know! I did once clock an eagle, sorry bird but I did everything I could to avoid you.

Day 3 saw some interesting towns, and more bloody awful roads. Had started to encounter Road Trains, but generally those did not present a real problem. Weather was warm and dry, such a nice change. I was also noticing something else. Out of every say 10 vehicles, you will probably not guess what the greatest ratio is. I was astonished. Yes there were road trains, there were some single cars, a few motorcycles, but I would say 9 out of 10 vehicles was a caravan. Yes sir, the "Nomads" are out in force. By day 3 I had decided I did not know there were that many caravans in the Universe. Tell you what, the industry is thriving. Mostly they were a rig towed by a 4 wheel drive. I was also beginning to understand why so many people choose those. I had never had much time for 4 wheel drives before, as I hate them on suburban roads, but the awful roads out west seem to dictate a 4 wheel drive as a necessity.



The Post Office at Bourke. See the lovely Fred Hollows gravesite when you're next there.

TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/3

NIGEL BRYAN



After Barcaldine came Longreach and as I drove in, I was astonished to see a huge red tail right beside the road. Qantas has its roots there and there is a nice mini museum of an original Qantas 707, a later 747-200 series, and indeed I think I saw a Dakota (DC3 to the uninitiated) and there was also a Catalina flying boat. Note to file, worth a visit some time when we have time. Then on to Winton which also claims Qantas origins (not quite sure how both towns can claim the same thing!). I was aiming for Mt Isa, but when I neared it I revised the plan. I thought I was seeing yet another movie set, this time a horror movie! Mt Isa is dominated by two huge chimneys and the attendant copper mines, and is a truly horrific sight. I had been in touch with Lea (by landline at Barcaldine) and she had told me there was accommodation at Cammoweal after Mt Isa. I decided to press on. The road from Cloncurry to Mt Isa provided variety from the seemingly endless plains as it became hilly and surprisingly better quality road, although catching a road train though there was a bit of a pain as one had to wait for an overtaking lane to do the job. Again surprisingly, after Mt Isa the 180 odd Km stretch to Cammoweal was a really good quality road. I was by now racing the daylight and keen to win for obvious reasons. Also surprisingly, the evidence of road kill dropped off dramatically after Mt Isa. Not sure why. Arrived in Cammoweal, and discovered the one horse in the town had retired! Goodness me. The motel attached to the pub was what one might call basic accommodation, but needed at this stage.



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/4

NIGEL BRYAN



Day 4 saw the real outback. Cammowéal as it transpired was right on the NT border and I reached a sign "welcome to the Northern Territory". I imagined the roads would be better from all I had heard when lo and behold, 1 Km later I reached roadworks and was diverted on to a gravel road, with no end in sight. Bumping along at 30 KPH, my blood boiled and all sorts of wonderful expressions loudly escaped my tense lips! Then it ended and back on to tarmac, only for another one to start a couple of Kms later. I thought I had died and gone to hell. Again no end in sight but extremely thankfully about 10 Kms later it ended and we were back on to good road, which persisted all the way. Of course one had no means of knowing this, so nerves were a bit stretched. This was a big, empty stretch as there is basically nothing for 450 Kms except one isolated roadhouse, until Tennant Creek on the main Sturt Highway. This was where I was glad I had the fuel drums as was able to fill from those a bit after half way. Did I forget to mention that Winton had BP Ultimate, but other places in the west had at best 95? Cammowéal BP was not even open, and a couple of very isolated homesteads had signs saying "no fuel". Phew!

I knew from Lea's research that mobile reception should reappear at Threeways (where the road west intersects the main Sturt Highway north. That did not happen as I filled up on Shell 95 at Threeways, only to have to backtrack 25 Kms to Tennant Creek to achieve phone reception, only to discover there is BP Ultimate in Tennant Creek at a lower price. Lesson remembered for trip back. The NT roads so far excellent and well justify their 130 KPH speed limit. I did not see this as the ensemble was more comfortable cruising at 115 or so. Still I was able to realise what a boon it would be to the Hume and other well divided NSW roads if they allowed a 130 speed limit. The fact is most people in NT don't travel this fast, but the fact you are ALLOWED to in order to overtake safely is a message which should NOT be lost on the powers that be. That is if they were genuinely interested in road safety, which we all know they cynically are not. Road trains and caravans are easy to overtake out here as the roads are straight enough and empty enough. I love driving out there. It is so stress free and relaxed, I was by now well in the zone and eating up the miles. Indeed I was on such a comfortable pace that day (after the fraught start with roadworks) that I was able to make Mataranka, a full 1000 Kms drive that day. I had a pleasant surprise in Mataranka as the place I found to stay was a resort with thermal spring, the joys of which I sampled the next morning, knowing I only had 400 kms to go to Darwin. Up early to do so I encountered a Peacock outside my room and several nearly tame wallabies as I was walking down to the river. Made a note for return trip.



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/5

NIGEL BRYAN



Next day (day 5) saw a relaxed run up through Katherine and Adelaide Falls into Darwin, where I saw my first sets of traffic lights and speed cameras for some 3 days! The weather lovely and warm, and I arrived at the house of the couple who had very kindly offered to put me up for the race. I didn't quite expect the location. Right on the water In Casuarina, where one could sit on their verandah and watch the sun set into the ocean. Too lovely for words.

I spent two idyllic days just lazing around in the sun, reading and bumbling around doing nothing in particular, except meeting a few people from the team. Then on Sunday to the track to set up everything in our garage, bikes properly up on stands and inspected, and my portable tables assembled for tools etc. Monday dawned fine and warm (it does that EVERY day in the dry season in Darwin, without fail!). First session was an hour and I was out the entire time. Then also the second session on the 600, and by now the locals were commenting on how I stayed out all session in the warmth. In all I did 4 hours the first day, and invested cleverly in a huge blister on my soft left hand, not having been on the bike for a while (remember Sydney weather and wet tracks etc). I have to admit I don't much like the track, it is too tight and has very nasty slippery white lines, unlike most modern tracks which have grippy line paint. A near off early on one taught me to give them a wide berth which did not help me concentrate as much as I would have liked. Tuesday spent all day on the faster 1000, which was great fun on the faster bits but hard work on the all too often tight bits, so was leaning towards the 600 for the race. Thus spent all Wednesday on the little bike, with some effects from the blister, now bandaged to try to minimize discomfort and further erosion, and not a little mental exhaustion!



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/6

NIGEL BRYAN



Thursday was a good day. I decided not to practice that day as had done enough, and was looking forward immensely to the arrival of Qantas flight at 10 to midnight, as Lea was arriving and had not seen her for nearly 3 weeks. I devoted the day to bike maintenance, changing brake pads, wheels with race fresh tyres, oil changes and general checkovers for both bikes. Took a little longer than I would have thought as was pretty exhausted.

Lea's flight arrived on time, and she stepped out into warmth for the first time in ages (remember she lives in Canberra). We had a lovely relaxed Friday just doing tourist things and thoroughly enjoyed Sundowners at the ocean on another perfect Darwin day! Saturday morning more of the same before reporting to track for afternoon scrutineering, qualifying and then team meeting to go over strategy, practice transponder changeovers, pit boards, etc. All good. Only one thing missing. I was going far too slowly for my liking.

Sunday dawned beautifully again, and early to track for warm up and 9.30 start to race. In the end it was 10am the 3 hour started. One thing about the Territorians that they take pride in, is how relaxed they are. No stress in scrutineering or indeed any aspect of running the race, unlike here where officials seem sometimes to delight in giving you a hard time! Race went OK, without any real drama except when another guy's engine started to blow out oil and make the track a little unpleasant for a while. Only drama was again I rode far too slowly, costing us a certain third place. My teammate was very cheerful and it didn't seem to matter to him, but I felt really ashamed. I should have called on my Granny to ride as she would have lapped 2 or more seconds quicker!



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/7

NIGEL BRYAN



Another relaxed afternoon before setting off Monday with Lea this time, for drive back. Much looking forward to our Outback adventure together. We deliberately made it to only Mataranka first night, both to have a relaxed first day, and so Lea could experience the thermal springs. The next morning the peacocks did a full show for us, and we said hello to a really tame wallaby, as well as enjoying the springs. We aimed for Tennant Creek the second day, and an uneventful day on those great roads ensued. Lea was a little amazed at how much vegetation there is in the so called "desert" outback. We saw plenty of eagles, and her first sighting of a road train. She became used to them in time. And of course the endless stream of Nomads. Where do they all come from? Where are they all going? Will we one day be one of them? The 600 or so Kms to Tennant Creek were really easy, and we had a not too bad place to stay there, except they leave the outside lights on all night and we eventually had to use a towel to dull ours as it seemed like all night daylight. Lots of native Australians hanging around and boozing. I hate to use such clichés, but you see rather a lot of that in the Territory, and there are alcohol restrictions as a result, all of which achieve nothing more than Prohibition did in the USA 90 years ago.

TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/8

NIGEL BRYAN



Day 3 saw us press Eastwards for the first time back across the emptiest part, refuelling as before from the drums. We encountered the roadworks again, and Lea saw I was not exaggerating! On towards Mt Isa where we decided not to stay, instead settling on Cloncurry. We saw a huge snake on the road, black and silver, not sure what it was but it was at least 8 feet long so probably a python. Several dead cows roadside lent credence to the signs warning the road is not fenced so beware of stock crossing. More on that later. We also saw several roos and some raced across in front of us. I had spent the entire trip watching the surrounding areas for any sign of movement, and at any such sign was on the brakes, each time ensuring a narrow miss thank goodness. I even did a swerve which had Lea alarmed as she didn't see anything until I pointed out the Blue Tongued lizard I had managed to avoid! Even had a fox run across our bows once. Saw a few dead wild pigs but no live ones, thankfully.

Day 4 saw us back on the shitty roads around Winton etc, and the language reappeared! We stopped in Longreach to have a look at the historic planes although did not take the tour as we didn't want to leave the bikes and trailer unattended. Knowing where the good fuel was helped a lot as we planned our stops accordingly, in such as Winton where we now knew BP 98 was. We aimed for Blackall and reached there, finding a surprisingly good motel. There was only pub food so we ate good old fish and chips after we had our by now customary sundowners of a bottle of bubbles. I was in post race mode so the pre race goodness had been cheerfully abandoned! Lea enthusiastically seconded the motion (actually I think she moved it and I seconded). Then we discovered why the town earned its name. As soon as you turned on the water to fuller pressure, it went pitch black and a gas smell erupted. I shit you not. We asked about this and the explanation is that it is bore water coming up through coal (I had guessed that). The motel towels were black, and we wondered whether they had started as white!



TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/9

NIGEL BRYAN



Then it was both of us doing a star trek and boldly going..... We were diverting from my upwards trip at this point to catch up with Lea's parents who live in Toowoomba. We agreed to meet in St George, so we took the road from Augathella to there. Road? I thought I had seen it all until we started out on this B class thing. Single lane in many parts, no lines marked, the by now statutory bloody bumps, and every so often a road train coming the other way. That was the longest 200 Kms I think I have ever driven. I was never so glad to see our motel, where we arrived just after Charles and Audrey, and had a lovely evening with them. The bed in the motel was seriously good too so an excellent night's well earned sleep was achieved. Next day after breakfast and goodbyes, we headed south towards Lightning Ridge, along roads not much better than the one into St George. As we went we saw a group of cows wandering on the road so I came to a stop, just then two young bullocks started a head butting fight and it looked as if they might even ram into us, so I blew the horn and shouted at them to distract them (a trick I learned from a guide in Africa on safari a few years ago). It seemed to work and they suspended their row long enough for us to thread carefully through! I was keen to see Lightning Ridge after missing out on the TSCC run there. We tracked through Walgett, Dubbo and on into Parkes for the last night. We had stayed in Parkes 3 years ago for the 40th anniversary of the Moon shot with the Honda Sports Car Club and the well remembered motel was as good as our memories of it.



Next time you're passing through Winton stop at the shop with the carved emu eggs Jeremy

TOP GEAR REPORT

LEA & NIGEL'S ADVENTURE/10

NIGEL BRYAN



Then the last day through Forbes, Cowra and back into Canberra. On schedule the clouds had returned to greet us along with cold Canberra weather, to remind us why we did the trip in the first place. Was it worth it? Oh yes. It was a great adventure, totalling 9000 Kms and seeing great swathes of the country neither of us had seen before. I did the trip to Perth a few years ago, and I have to say this one was harder, mainly because of the poor quality roads. I have driven on better roads in Africa. If we were to do the trip again we would no doubt go via Port Augusta and up straight through the centre via Alice Springs as we have heard those roads are far better, and based on what we saw in the NT that is highly believable. Makes you wonder. If the sparsely populated NT can make such good roads, why do NSW and Queensland fall so far short?

Weather lived up to its billing, warm and dry all trip. I loved Darwin. The people were very friendly, the pace is relaxed, and the stress of Sydney and Canberra seemed so remote. Indeed we wondered why everyone was behaving so badly on the roads as we returned, having become used to the relaxed pace and easy driving in the outback.

Some words of thanks need to be said. My utterly dependable Honda Legend didn't miss a beat, despite being abused by awful roads and a trailer with two bikes weighing probably 500Kg asking a lot of the suspension. Thank you old girl for such faithful service. Not one tyre problem so also a big thanks to my new Bridgestones and to Mike at Jax.. And of course to Robbie at Hanny's for his usual thorough preparation of the car.

Thanks also to Ray Moody and his team at Western Motorcycles at Penrith for the bikes being prepared to his usual impeccable standard. Thanks also to Garry and Marg Lambert who put us up in Darwin, and to Scott and Graham for their teamwork in the 3 hour.

Thanks most of all to Lea for her endless patience and great companionship.



Waterfall at the Japanese gardens at Cowra. Its always a delightful place to visit. Jeremy

TOP GEAR REPORT

POWERHOUSE MUSEUM DISPLAY/1

JOHN SLATER



Despite having no mechanical aptitude whatsoever, machines have been a source of lifelong fascination. Some (many) years ago a favourite haunt was what was then the Museum of Applied Arts and Sciences in Harris Street, Ultimo. I would watch the Strasbourg Clock model do its thing and then wander around the somewhat dusty exhibits stopping to examine the old sectioned Chrysler and Morris chassis' and the most recent exhibit, the sectioned XP Falcon. Next would be the Boulton and Watt steam engine which, if I remember correctly, was in a sort of shed out the back. This was the highlight of the visit.

Then Neville Wran saved the old Sydney Powerhouse that I used to walk past on my way to work when I was staying at Ultimo and transformed it into the Powerhouse Museum. This meant that I could go and visit the cars including the Bugatti in the glass case and my friends the steam engines, the fascination for which has never left me.

I was therefore very interested to see the Castle Hill Reserve collection of the museum and the news that the Club, through Colin Watts was organising Spies and Sports Cars, a 007 themed display, prompted me to offer my Alfa GT 1300 Junior, which as far as I am aware, never featured in either Bond films or books.

Nevertheless, I called Colin, whom I hadn't seen since our Jaguar Club days in the 80s (I learned recently that we both joined in 1983) to see if I could come along. He was keen to have the Alfa and also my brother, David's, MK 1 MGB.

Saturday the 9th dawned fine and clear and we arrived at Castle Hill to join what looked to be a red car display. There were eleven Club cars of which six were red. Statistically, red was over represented considering all cars sold today are either, black, dark blue, white or some shade of silver/grey. The red cars comprised Lionel Walker's DB6, David Slater's MGB Roadster, Stephanie Clark's lovely Cobra, Marie-Louise Howards Mustang, Joe Zarb's Mercedes 350 SL and Jack Jones' XJS Convertible. The others comprised Jim Orman's E type Fixed Head, Colin Watts' MG Midget, Les Johnson's DBR2 and DB4 Volante - looking ready for a cruise along the Cote d'azur and I was up for the challenge - and yours truly in the Alfa.



TOP GEAR REPORT

POWERHOUSE MUSEUM DISPLAY/2

JOHN SLATER



There were also three Notas on display this being the 40th anniversary of the Fang.

Colin also put on a wonderful display of model sports cars. We were taken for a tour of that part of the reserve collection that includes the museums cars. The museum has a number of special cars, among them ancient Cadillacs, a De Dion, Stanley Steamer, a 3 litre Bentley and my favourite, a 1913 Sheffield Simplex which is simply stunning and one of three known to exist. I also saw my old friends the Chrysler and Morris chassis' and the sectioned Falcon. There are also steam trams, and a huge ploughing engine, buses and lots of other interesting stuff.

Whilst I think it's very important to preserve things, I can't help thinking that some, at least, of these cars need to be out and about, to me a machine that doesn't go doesn't live, it exists. It would be nice to be able to see some of the more usable cars out and about, especially the Sheffield Simplex. Still, they survive and are being looked after, which is the most important thing. It was a great day, my thanks to Colin for organising it, the members we met and to Les Johnson for, er suggesting, I write this.

John Slater
Castle Hill 9th June 2012



TOP GEAR REPORT

SUPERCARS AT LE MONTAGE/1



Supercar Gathering at Le Montage, Lilyfield 24th June 2012

Several members of the TSSC were invited to this event by Sam Movizio and his team.

We all remember Sam as the instigator and investor in the 10 10 10 Concours D'Elegance event held in Manly in October 2010.

Nigel Bryan with partner Lea, Les Johnson with son and Roger Morgan with manageress accepted the invitation to attend the latest iteration of Sam's vision in holding a Supercar gathering, for owners, guests and a growing band of sponsors who have a shared passion for the love of the most beautiful of automobiles.

At this event the majority of cars were future classics, rather than past classics, and current and recent Lamborghini, Ferrari, Maserati, Aston Martin models filled the car park at Le Montage.

A small group of older classic vehicles were spread amongst the more modern exotica and their owners.

A McLaren MP4 -12 C, and SLS Mercedes Gullwing took their place amongst Tesla, Lotus, KTM X Bow (pronounced Cross bow) and other modern Supercars which filled the car park, with Rolls Royce, Bentley and Pagani Zonda toys spilling from the car park into the adjoining reserve.

The entertainment and culinary experience matched the quality of the vehicles on show, with Sam experimenting with new forms of entertainment, aside from the previous list of exceptional vocal entertainers.

The crowd was initially entertained by a demonstration of body painting - not the painting of a modern nor classic vehicle, rather the painting of a pair of modern female beauties around 20 years of age - it was difficult to be certain of their age, but the bodywork was in pretty good condition, aside from the odd bump or two.

A burlesque dancer of no mean proportions made her way between the guests, with two feather fans, a laced corselette, a huge smile and a substantial décolletage, she ended her display by settling herself down into a liquid filled large glass bowl, similar in shape to a champagne glass.



TOP GEAR REPORT

SUPERCARS AT LE MONTAGE/2



Tattinger Champagne, Peroni Beer, and Vittoria Coffee for the non alcoholic consumers were liberally available. For the bike lovers, a Ducati and Specialized Carbon cycles were also on display, but for most of the male guests I suspect these items of vehicular transport might well have been missed, bearing in mind the distraction of fabulous bodywork both inside and outside the venue.

The event brought some of Sydney's glitterati together for in Sam's words "a morning of fun", and just before the close of the event Sam pulled together the guests, in an adjoining room for a brief presentation by his good self and David Berthon, and more entertainment - a stunning performance by Jane Cho, a gorgeous female violinist, playing an electronic violin, attired in a costume which made the music even more electric. I know not where Sam finds these gorgeous and talented entertainers, but I have been out looking every day, for the past week for a similar costume for Tess.

Zymol (The wax of the gods) then pulled one final spoof when they announced they would fully detail a beautiful 246 Dino which sat amongst the guests before the event closed. And true to form the two young ladies in body paint "flicked" their way over the car with two feather dusters.

A number of the guests were standing on the bottom lip of an adjacent male during this final performance. You have to hand it to Sam and his team. They know how to turn a Car Display event into something beyond just a morning of fun.

I can't wait for the next set of ideas, and wish Sam well in bringing together the best of Classic and Modern vehicles in a stunning location, with excellent mouthwatering food and "beautiful people".

Hopefully Les Johnson, Nigel and I with our partners are invited to the next gathering. It's a pity Terry Daly was on away on holiday the weekend this took place - I fear he would have spoken about it during the next TSSC monthly meeting for far too long.



TOP GEAR REPORT

SUPERCARS AT LE MONTAGE/3



Many of you will remember Ten Ten Ten (101010), Sam Movizio's first Concours event at Manly in October 2010. Many of our members were involved with Sam in the organisation and planning of the event and the judging. Indeed that is how I came to join the Thoroughbred Sports Car Club, through meeting Terry and many of the team, and working closely with Roger drumming up bikes for the show when Sam belatedly decided to add those to the car event.

Sam often consults me on his ideas and we work some of those up, and I help him prepare his speeches. He has shared with me a tremendous vision of where he wants to take this whole concept. If you look up his website you will see the flavour starting to emerge, going far beyond just cars or Concours. He talks about displays of Speed Power and Beauty. I guess when you look back through the annals of motor sport, those three concepts have always been rather intertwined elements of what appeals to the masses! Where would fast cars be without the glamour? Look at it another way, the iconic James Bond movies always managed to intertwine Monte Carlo, the Casino, ridiculously fast cars and impossibly gorgeous babes! Sexist? Yes, unrepentantly so! Sam is after all Italian, through whose veins flow a rich mix of passion for all things beautiful.

Thus it is with Supercar d'Elegance. A mix of exotic cars, exotic girls, exotic lifestyle accessories. Eventually the show will grow to include boats and aircraft. Yes, I kid you not, aircraft.

So it was that Sam invited a select few to his next event following on from 10.10.10, Supercar d'Elegance 2012. I am starting to believe Sam may be right when he claims to have a direct line in to the weather gods! Remember 10.10.10? It rained non stop all day the day before, right into the morning of the event. Then it miraculously cleared to a gorgeous sun drenched day, and as we packed up, back came the rain. Well we all know how shitty Sydney weather has been this last year. Sunday 24 June dawned cloudless and utterly beautiful, if a little cold. We all traipsed out to Le Montage at Lilyfield, a lovely waterfront venue often used for weddings. Sam organised another one, a wedding of fast cars andwell you know the rest!

It looked like a mob wedding too, with largely built fellows in sunglasses directing people where to park, and a line of Ferraris and Lamborghinis outside! The cars themselves were nice to see, various Ferraris, Lamborghinis, and the new McLaren all outside gleaming in the sun. There were some surprises. I didn't know that Austrian maverick bike maker KTM had a car, but there was this open wheeler, complete with F1 style wheel you had to remove to get in, and sit on the unupholstered F1 style carbon seat in an all carbon chassis with an Audi 2 litre engine (one version normally aspirated the other supercharged). Weighs 700Kg all up and looks like a fearsome track weapon. There were the Teslas too, the new electric supercar built by the same South African in America of PayPal fame who is now the builder of spacecraft to service the Space Station, name of Elon Musk.



TOP GEAR REPORT

SUPERCARS AT LE MONTAGE/4



The McLarens looked the part, in keeping with their original supercar but with a quite different approach to engine this time, a twin turbo charged missile, with the space age F1 style accoutrements you would expect. There was a BMW superbike 1000cc (which at last has finally won races in World Superbike this year) and the new and very gorgeous Ducati Panigale which has a minimalist frame like that on Casey Stoner's World Championship winning bike.

There were a couple of feather light carbon composite push bikes costing an appropriate fortune!

Oh yes, the girls! There were two nearly naked models being spray painted in team colours which some guys found fascinating (I didn't !), and one girl wriggling around in a bath of milk. Again didn't interest. The one girl who did appeal was the lovely Jane Cho who combined what Lea described as exotic Oriental looks with a prodigious talent for violin, playing a space age electric violin, something I had never seen before. She played seductively around a vintage Ferrari Dino, a fitting setting for the announcements. I was hoping Sam would use the fire you up speech we had worked on before but he didn't, he was unusually muted strangely. I bumped into old pal Vince Sorrenti (from V8 days) who was looking well as always. He has become well known in Canberra spruiking All Homes, but I remember end of season racing dinners where his very off colour jokes went down particularly well with the V8 and support race crowds!

The bubbly flowed and a good range of hors d'ouvres (no Nigel those are not horses living in Dover!) kept people suitably satisfied while they mingled and ogled. That was the point, to mingle and ogle (and to lay a thick carpet of bullshit on anyone silly enough to listen!) There was the requisite amount of posing and pretentious conversation.

Sam succeeded, and I sincerely wish him all the best in his ongoing passionate quest. He is a lovely fellow and deserves to have this thing happen for him. It is NOT a cheap undertaking and he has poured great wads of time and his own money into this. A man of passion for Speed Power and Beauty.

Nigel



TOP GEAR REPORT

SHANNON'S EASTERN CREEK/1

NEIL MASON



Like the memorable statement from the Forest Gump movie, that "life's like a box of chocolates, you never know what you're gonna get", so it is at Shannon's Eastern Creek Classic Car show, that each year there's guaranteed to be an exciting mix of the most diverse range of traditional and modern classic cars for us all to enjoy and marvel at.

2012 was certainly no exception and the TSCC presented a superb line up of the widest example of classics of any car club participating! Just standing in the midst of our members' cars as Adrian supervised the line up to present the essence of what we strive to enjoy in our club ... great cars, no single marque limitations and satisfying the widest range of car enthusiasts, it was the best place to work up an appetite to start a day of complete car obsession! Weather perfect (check), cars looking perfect (check), restoration stories and advice primed (check), cameras ready (check), sound of burbling exhausts spiking car desire (check), coffee & brekky to sustain (check) ...and so it was that we were primed for a great day to enjoy around 1500 classics representing most eras and car marques that have travelled the Australian roadways.

Adrian as always had the ticketing and organisation well co-ordinated to ensure we showed our members' cars to their best. Front line was Barry Farr's gleaming '58 Alfa Romeo Guilietta looking every bit like a new showroom car (a credit to his restoration), beside Lionel Walkers ever gleaming Jaguar 140 representing our top 1950's classics, with Terry Daly's modern US classic Mustang contrasting to provide a forward look at what will be a definite classic of the future with its style, performance and appointments.

For those of us (OK I admit it) who love their Jaguars, we had three of the best examples of E Types, with Adrian Walker's British racing green Series 1 convertible that makes you want to just sit in it to absorb the open air experience, Peter Stefan's red coupe and John Moody's amazing V12 convertible that amplified the E type's development and changes against the original Series 1. My own Mark 2 3.4 is holidaying with Tony Arditto, so missed its first outing.

The one car that seems to have become the "gotta go see at the TSCC" for spectators at Eastern Creek is always Les Johnson's Ford GT40 that seems to spike the blood of every classic speed enthusiast.



TOP GEAR REPORT

SHANNON'S EASTERN CREEK/2

NEIL MASON



Contrasting the sleek, low, purpose built GT40 were the best of European performance thoroughbreds represented by Ross Brackenbury's Ferrari 328 GTS, Peter Dowrick's '89 Porsche 911 Carrera, Geoff Lane's '84 Porsche 911 Carrera and Ashley Smith's lovely Ferrari 360 Challenge Stradale Coupe that all had red blooded dreamers and drivers circling them through the day. Early 60's Italian styling that was really setting the trends that thoroughbreds would be embracing during the 60's, was evident in John Slater's classic white Fiat 2300 coupe.

MG's; the everlasting pure, every man's compact English sports car was there in great form with Len Fardell's sparkling red TF roadster and Colin Watt's blue Midget. Watching them both arrive and park, it's just not possible to stop smiling as you look and appreciate the fun motoring experience both cars represent.

German classics that match amazing quality with style, handling and driving experience that if we're honest manufacturers in other countries set as a wishful bench mark, were there for us to see in abundance with Vern Kelly's gorgeous black Mercedes Benz convertible, James Dimopoulos' BW 635 Coupe and Dominic Truelove's Mercedes 380SL. Unusually, this year we didn't have an Aston Martin represented in the club display, but Les Johnson's Aston Martin DB3 Le Mans was helping the success of the Borrani wheels display in the Pit garages.

Well the wetting of our car crazy appetites was strong from our own club display and that's something that we really should be proud of as a club, in being able to present so many different and complimentary classics that show pride of ownership. Listening to conversations during the day, these are all appreciated totally by each of us regardless of our own personal car preferences and knowledge.

So, moving from the TSCC stand, the sparkling sunshine was highlighting an incredible variety of classics and enthusiastic owners who were just itching to tell you their car story or something about their favourite era or car. With the great weather, Eastern Creek is simply the perfect venue to show off so many cars in a setting that's pure car enthusiast territory. Many of us have participated in this event for over 20 years, enjoying the number of cars and range of interesting cars that make it such a top day.





TOP GEAR REPORT

SHANNON'S EASTERN CREEK/3

NEIL MASON

Only the NRMA Motorfest comes in close to this meeting, with Eastern Creek absolutely to me the enthusiast's day, where it feels like an carfraternity convention with tall tales and true shared and overheard almost amongst every pack (or is that flock?) of cars. Motorfest is the superb venue and has great car diversity, but maybe less personal and enthusiast oriented, attracting an amazing participant cross section and family oriented visitors, some whose only ever exposure to classic cars is via Motorfest.

Strolling around the line-up of cars, there were some great classics making new or rare appearances on the turf. A rare and beautiful example of the Jensen 541 was there, showing what British engineering and design can create. Think about it, 1958, ultra-modern low coefficient fibre glass body, classic Italianate / English club interior, performance car, powered by a 4 litre Austin Sheerline engine. The precursor to the CV8 and then the Chrysler powered Interceptor era.

In the paddock was the amazing silver and black 1930 Cadillac V16, silent, massive, superbly restored from scratch representing the pinnacle of early 30's US luxury engineering and refinement. Other 1930's US classics appearing were the red 1942 Buick 8 coupe, that you literally can't hear running from 2 metres away and the black 1948 Chevrolet Fleetline pulled from 25 years hibernation and only repainted, presenting a time capsule of 1940's motoring that many of us would remember .. even the original interior smell brought back memories of the many drives I took in a car just like this as a kid.

An amazing mid 1920's Hispano Suiza tourer grumbled by, that looks to be a barn find, running quietly but showing its age and untouched weathered condition almost as scars to be proud of. There's definitely a growing trend of keeping such old-timers in their discovered condition, with owners arguing they're only original once.

Early Holdens, Morris Minors, Corvettes of every "C" series, Mustangs, Triumphs of all types, including a superb line up of Spitfires, Packards including a never seen 7 seater V12 limousine that showed the very real commitment Packard made to making the uncompromised "best", early Fords and A models in abundance, classics large and small, fast and slow .. there was every car for every interest and an enthusiastic owner only too willing share their story.



TOP GEAR REPORT

SHANNON'S EASTERN CREEK/4

NEIL MASON



Gossip headline of the day was mention that Terry Daly had done a magazine centrefold. Maybe Unique Cars doesn't rate the same as some others, but seriously we were all thrilled for Terry to see his great interest and collection recognised and featured so well.

To Norm Johnson & Jeremy Braithwaite we all missed you and hope you're both well again real soon.

Back at the TSCC enclosure, sitting around in the chat circle, you really get to understand the camaraderie that has grown between our members and the depth of knowledge many have as they throw around advice and suggestions built on their years of experience.

Isn't this what a great "car day out" is all about? Did you miss Eastern Creek 2012? Hope we'll see you there in 2013!!



TOP GEAR REPORT
SHANNON'S EASTERN CREEK/5
NEIL MASON



TOP GEAR REPORT

RESTAURANT NIGHT

JOHN AND VAL DIXON



We arrived at Crows Nest to [as usual] no street parking, however parked in in an almost empty car park [cost \$5].

Members had come from far and wide for this event, Rob and Kay Finney from Bowral, Bruce Griffiths and Barbara from Lake Munmorah and Malcolm and Margaret Stephen from the Shire.

26 members partook of this feast in a vibrant atmosphere [do I mean noisy – surely not our group].

3 long tables had been arranged for us next to the Churrasco [grill] so we could see the Espetos [large skewers] being being bbq'd filled with "slabs of meat" beef, pork, chicken and prawns – a carnivores delight.

The service was very good with a constant flow of waiters bringing these large espetos to the tables and carving slices of meat for the hungry diners.

As usual the company was great with much conversation and merriment even though we were spread over 3 tables.

Many thanks to Barry and Dott for organizing such a fine night.

It must have been good our group was among the last to leave the restaurant.

John & Val Dixon

Barry & Dott

- > Vicky & Greg
- > Vern & Wendy
- > Ian & Lisbeth
- > Rob & Kay
- > Les & Roselee
- > Malcolm & Margaret
- > Theo & Tammy
- > Bruce & Barbara
- > Keith & Carol
- > Jack & Jenny
- > Malcolm & Toni
- > John & Wendy (Slater)
- > John & Val Dixon



TOP GEAR REPORT

ALL BRITISH DAY /1

MALCOLM IRELAND



The following members represented the Club at the abovementioned event.

Jack Jones
Vern & Wendy Kelly
Adrian Walker
Phil O'Loan
Malcolm & Toni Ireland
Bruce Griffiths & Barbara
Colin Watts
Len Fardell
Terry & Carol Jones

Jaguar XJS
Jaguar X308
Jaguar E Type
Jaguar E Type
Jaguar S Type
Jaguar XJ40
MG Midget
MG TF
MG TF

Terry & Carol are prospective new members having purchased their MG from Jack a couple of years ago. Jack had owned the car for 30 years.

The weather was perfect & there were approx 1800 cars on display.

With some of our usual group overseas & a number on the sick list our display was a little down on numbers & we only had two Marques involved. Most unusual.

During the day we were visited by Les & Roselee Johnson who had two of their Aston Martins on display with that Club. Peter Stefan & Bob Smith also dropped by.

This is a great event as the venue is first class & in addition to the cars, there is Art & Jewellery for sale, so there is something of interest for the ladies.

Thanks to Jack for organising a top day.

Malcolm



TOP GEAR REPORT
ALL BRITISH DAY /2
MALCOLM IRELAND



26 8 2012



26 8 2012



26 8 2012



26 8 2012

VALE

DIANA GAZE/1

JEREMY BRAITHWAITE



Australia lost a wonderful woman on August 8th when Diana Gaze passed away.

I only had the opportunity to meet her a few times, initially at the annual Binalong Motor Club get together, which a group of us used to attend, and more recently at the Gnoolas Classic in 2011 where she and Tony Gaze were interviewed by Will Hagon after the Saturday evening dinner.

"I've had a couple of interesting husbands actually" was a masterful understatement!

The Matriarch of Australian Motor Sport Diana Gaze (Davison) passed away on Sunday evening, surrounded by her loving family at her home in Barwon Heads.

She is survived by her second husband, Tony Gaze, WW2 Spitfire Ace, Australia's first ever Formula One Driver and holder of the CAMS Sir Jack Brabham Award.

Mrs Gaze was the widow of one of Australia's greatest racing drivers, four times national Grand Prix champion Lex Davison. CAMS president Andrew Papadopoulos said Mrs Gaze was the matriarch of one of Australia's most prominent racing families, and indeed of Australian motor sport.

She was mother to motor sport competitors Jon, Chris and Richard Davison, and grandmother to contemporary racing stars Alex, Will and James Davison.

Her daughter Catherine also competed with her in occasional Targa events.

"Diana was an integral part of Australian motor sport for more than 60 years and an inspiration to many young people."

"Diana also held the position of patron of the Australian Motor Sport Foundation's Lex Davison Society (helping young drivers forge careers overseas), alongside her husband Tony", Mr Papadopoulos said.

Lex Davison and Diana married in 1946 and spent their honeymoon at the Mt Panorama circuit where Lex competed in the first post war Bathurst meeting.

"Diana was a skilled competitor herself and for some time held the women's record at Rob Roy Hillclimb in cars as diverse as a giant Mercedes-Benz 38/250 and an MG TC," Mr Papadopoulos said.

The Davisons had seven children.

Diana married Tony Gaze in 1977, fourteen years after Lex died in a racing incident at Sandown.

"For the past thirty years the pair have been regular and enthusiastic attendees at major motor sport meetings both here and overseas, and have rightly become regarded as motor sport royalty," Mr Papadopoulos said.

"Diana will be greatly mourned but her legacy will be celebrated.

"On behalf of the Australian motor sport community, CAMS wishes to convey our sincere condolences to Tony Gaze, the Davison family and the many people that knew and loved Diana Gaze"

CONFEDERATION OF AUSTRALIAN MOTORSPORT

Apart from being the Grande Dame of an extraordinary motor racing dynasty, Diana Gaze was a pioneer and role model to all motor sport-minded women in Australia. From a very competitive driver, supportive wife, mother and grandmother, to a tireless worker behind the scenes with Women for Wheels and co-founder and co-benefactor of the Lex Davison Society benefiting young Australian motor sport competitors overseas, she will be greatly missed. We know we speak on behalf of all female competitors and crew members who followed her trailblazing spirit and elegant presence. While celebrating such a wonderfully vibrant life, our sympathies and thoughts are with her husband, Tony Gaze, and the entire Davison clan.

~
Sue Ransom & Pauline Moffat

Farewell to an inspirational lady who will be sadly missed

~
Margaret Hardy
Melbourne

It would have been easy to have been overshadowed being married to Lex Davison and then WW2 hero Tony Gaze, but this was not the case.

Diana's own achievements include being Patron of the Alfa Club in Victoria. She was an accomplished driver in her own right, often competing at race meetings and hill-climbs in her Alfa or MGTC. After the passing of Lex, Diana became a Director of the family business Paragon Shoes. She also co-founded The Buoyancy Foundation, the first drug counselling service in Victoria and is an Honorary Life Member of the National Gallery of Victoria Women's Association.

I've included some tributes on this page and, on the following pages, a lovely account of travelling with the Gaze's to Goodwood in 2010 by John Benson who used to be a fellow Historic Formula Ford Competitor.

VALE

DIANA GAZE/2

JEREMY BRAITHWAITE



Goodwood Revival, 2010 with Squadron Leader FAO Gaze AO, DCF 2 bars

If you've never been to a Goodwood Revival meeting - just do it! Start planning for a September visit to this iconic race circuit and aerodrome complex, set in the idyllic south English countryside, and strap yourself in for the most exhilarating and emotional ride of your life back into aviation and motor sport history...you won't leave disappointed, that's a guarantee!

How do I know? I've had the unique pleasure and the most unbelievably enjoyable, emotionally fulfilling 10-day trip to the Goodwood Estate that one could ever imagine. As one of the very fortunate chaperones for Squadron Leader FAO (Tony) Gaze, AO, DFC 2Bars, Battle of Britain RAF ace spitfire pilot and Australia's first Formula One driver with Tony's wife and my lovely aunt, Diana Gaze, (nee Davison), along with Tony's godson and Di's grandson, Nicholas Davison, son of another 'racing Davison', Chris. These two 'spring chickens' were cordially invited to attend last September's 'Revival' meeting as personal guests of Goodwood Estate's current 'landlord', Lord "Charles" March, to be part of the celebrations associated with the 70th anniversary of the Battle of Britain.

Battle of Britain Day is celebrated on the 15th September in the UK each year and is akin to our ANZAC Day. Along with this legendary WW 2 aviation milestone the 2010 Goodwood Revival was also celebrating the 50th anniversary since BRM won its first F1 Grand Prix race at Goodwood in September 1950, when Reg Parnell's V16 powered P15 Mk1 took the chequered flag. Add to these, the 40th anniversary of English motor racing legend on both two wheels and four, (Sir) John Surtees, who chose Goodwood to launch his four-wheeled racing career in 1960. Lord March manages to find 'anniversaries' and 'celebrations' each year and 'themes' this annual spectacle around them - incredible!

Goodwood Estate is the 12,500 acre property and ancestral home of the Dukes of Richmond & Gordon which boasts, among its other attractions away from the air-field and race circuit, its own village, horse race track and two golf courses. The 'Goodwood Estate Enterprise' conducts a number of public 'Open House' parties so 'guests' can share the beauty, elegance and ambience of the grounds and view the most magnificent collection of private art treasures set against the rich regal interior of the Goodwood mansion. 'Goodwood House' is open to the public on Sundays and Mondays from March till late August with scones, jam and cream Devonshire teas served in the magnificent ballroom. Almost every facility is thrown open to the public. Other events hosted include 'Glorious Goodwood', a 5-day horse racing festivity described as a "mild and magical cocktail of social banter blended with fine racing". 'Vintage Goodwood', a three-day annual event held in the balmy month of an English August celebrating five decades of 'British Cool' - 1940s, 50s, 60s, 70s and 80s - featuring world renowned DJs, bands, collectors and purveyors of vintage fashion. One can also take a joy flight to view the stunning views of the Sussex countryside and south coast in a Cessna Skyhawk or an historic war bird, the Harvard. All these unparalleled activities, along with the Festival of Speed, Goodwood Road Racing Club's annual vehicle Display and Open House Day, and the Goodwood Revival.

Goodwood Estate became a strategic air base known as RAF Westhampnett for many of England's most famous air squadrons during World War 2, whose daring sorties across Europe helped turn around the entire outcome of the Second World War. Two young Australians, Tony and Scott Gaze who were studying at Cambridge at the outbreak of WW2, enlisted in the RAF and after their initial training were posted to Tangmere air base near RAF Westhampnett. Tragically, Scott was to lose his young life in a spitfire accident following a sortie in March 1941, aged 19.

RAF Westhampnett situated in the grassed paddocks of the Duke of Richmond's Goodwood Estate had a sealed road built around the perimeter during the war to accommodate the heavy fuel tankers during the very wet months of the war effort and little did anyone realise this would become the famous 'Goodwood' motor racing circuit. Everyone that is, except Squadron Leader FAO Gaze, who used this roadway to drive his MG and race his pilot comrades around the aerodrome's perimeter between sorties. It was he who suggested to Lord 'Freddie' March, Lord 'Charles' March's grandfather, that this access road would make an excellent motor racing circuit. The infamous Brooklands circuit, synonymous with motor sport before WW2, had been bombed into extinction by the Germans and the UK lacked appropriate circuits on which to conduct motor racing at the conclusion of the war.

VALE

DIANA GAZE/3

JEREMY BRAITHWAITE



This bloke (FAOG) is considered 'royalty' around these parts and needless to say he wasn't enjoying the attention one bit, not by half! Being an avid motor sport fan, Lord 'Freddie' March set about arranging the work required at Goodwood following his discussions with Squadron Leader Gaze and the first race meeting was conducted at the circuit in 1948.

So, the 'founding father' of Goodwood, to whom Lord 'Charles' March affectionately referred to as the 'Godfather' of Goodwood, Tony Gaze, returned in his 90th year to be an integral part of Lord March's elaborate aviation and motor sport extravaganza. Diana, Nick and I were very proud to witness and be a part of the wonderful reception afforded Squadron Leader Gaze as he was fêted as guest of honour

Upon our arrival at Heathrow Airport we were greeted by one of Lord March's drivers who took us to our magnificent old hotel, The Millstream in Bosham, just a few miles south of Chichester in the ambling Sussex countryside. This part of the world was the infamous place where Wing Commander Douglas Bader used to bring his young pilots for 'R and R' after successful sorties across the English Channel. A quick walk around this precinct and you soon discover that Bosham is over 1000 years old with a beautiful spiral church, thatched roofed cottages, moats, narrow streets, hawthorn hedges and almost-sculptured hand-built stone fences.

Our first taste of Goodwood Revival 2010 - THE annual Cricket Match played in the meandering front grounds of historic Goodwood House, the Duke of Richmond's XI versus Earl of March's XI. This was the twelfth cricket match that revives the tradition of a game which took place annually between the BARC and the drivers.

Miles and miles of roadways meander into and around the perimeter of Goodwood House, again all beautifully prepared, manicured lawns as you might expect for a Lord's Manor homestead. Before we reached the cricket oval which appeared to be a by-product for all the socialising, we drove through the ambling grounds and up towards Goodwood House - which becomes the course for the 'Festival of Speed' - past the 18-hole golf courses to the grass car park behind the thatched roof cricket pavilion. It was full of some unbelievable cars! Try a rat rod, a '30s Ford Special - The Earl Of March's personal car, which he bought at the Bonneville Salt Flats meeting he attended a few years ago. It's his favourite, and apparently he drives it absolutely everywhere; you wouldn't miss it with its open bonnet and and old 'side-slapper' V8, '30s style 'Texaco' branding on the doors, white-wall tyres and rustic finish body work!

The tradition of this particular cricket match dates back to 1702. Notable players this year were none other than 'Gentleman' Jim Richards, Jackie Oliver, John Fitzgerald, Derek Bell, John Fitzpatrick and Bobby Rahal (all decked out in white flannels and allowed to pitch as he couldn't bowl) and Scot John Cleland. An idyllic setting with the 'period' marquee set up alongside the cricket pavilion serving Verve Clicquot from magnum bottles and Pimms on tap, no less! Around 1000 people in attendance sitting on deck chairs at the perimeter of the oval reminded me of 'Mad Dogs and Englishmen who came out in the midday sun'. We ran into none other than Laurie and Jan Bennett. Laurie is 'minding' three McLarens and 'Scotty' Taylor from Tasmania had a '61 Lotus Climax entered in the Gordon Trophy race.

After the tea adjournment we were whisked off to the Goodwood circuit/aerodrome for the Goodwood Aero Club's Lord 'Freddie' March Spirit of Aviation Launch Party. We arrived at the white picket and stone fence circuit entrance and we were greeted by officials all dressed in old army military uniform. Khaki army tents and a WW2 'fuel dump' lined the grassy roadside verge along with a war-time Dennis fuel & oil tanker and a few khaki coloured army motor bikes with side cars. As we drove through the gates you could swear the clock had turned back 50 plus years. All the vehicles - Austins, Rovers, Wolsleys, the art deco buildings, the people's clothing from that era - it was remarkable. Clearly, the attention to 'period' detail ensured all décor and surroundings represented a step back in time. Our wonderful host, Goodwood Aero Club and Road Racing Club Secretary James MacNaughton, quickly arranged a slow touring lap of the circuit.

VALE

DIANA GAZE/4

JEREMY BRAITHWAITE



We cut one slow lap (in a V8 Discovery, no less!), and it was without doubt, one of the most picturesque settings for a motor race circuit anywhere in the world. The grass verges around the track giving a well manicured appearance. Tony gave us a running commentary about the various races he had competed in here, showing us where Stirling Moss had his big shunt, along with the various sorties with his squadron taking off and landing in formation (12 spitfires) to save fuel etc. The Squadron Leader insisting the racing on 'his' circuit should have been conducted in an anti-clockwise direction - that's another story. The grass air field which is located in the centre of the circuit is absolutely huge as one can imagine and covers some 60 plus acres.

The Goodwood Revival is far more than a series of races for historic cars: it is a magical step back in time and a chance for visitors to revel in the romance of motor racing as it used to be. The lovingly restored circuit is unchanged from its heyday, and great lengths have been taken to ensure that everything on the site is exactly as it was. Every aspect on and around the circuit for this meeting is representative of the 50/60's racing 'period'; course cars, flag marshals' apparel, all trackside officials in white dust coats. You could be forgiven for thinking time stood still at this place for the past 50 years or so. Around 250 pre-1966 vehicles serviced the site, from fleets of WW2 Jeeps and 1950s trucks and vans to an array of classic passenger cars and Rolls-Royce limousines. A fleet of classic tractors tow passenger-carrying trailers around the perimeter road, taking visitors to the prime viewing locations all around the circuit. It's a big operation.

The paddock area, reminiscent of the Tasman Series/Longford/Sandown/Warwick Farm days, swarmed with over 350 open wheeler and sports racing cars, 'tin tops', the smell of Castrol R and Avgas. Some 35 plus BRM racing cars ranging from the early '50s right up to the Yardley F1 BRMs all lined up in their respective carport-style garages in this paddock area was an unbelievable site. Not to mention the line up of Aston Martins of all racing persuasions, DBR4s along with the DB range of sports cars, Alfas, Alta's, Brabham's, Bugattis, Connaught's, Cooper Climax's, ERAs, Ford GT40s, D Type Jaguars, Ferraris, HWMs, Lotus', Maserati's, Vanwall's along with Matchless, BSA, MV Agusta, Triumphs and a host of other racing bikes. You name it, a complete smorgasbord of racing history in the one paddock. The paddock was even graced with two immaculately prepared 50s style racing car transporters - one carrying a Cooper Monaco - and even the circuit tow vehicle, an early Series 1 Landrover with the traditional woven Hessian tow rope!

Some 25 plus historic aircraft had been 'invited' to attend the annual Lord 'Freddie' March Spirit of Aviation Concours D'Elegance. Included in the collection were a number of de Havilland models, a 1938 Bucker Jungmann used as a trainer by the Luftwaffe, a 1942 Mk V VB Supermarine Spitfire, a Hawker Hurricane and a famous Mustang. Judging was conducted by none other than Rohan Atkinson, 'funny man' actor and driver, Bruce Dickenson, Iron Maiden frontman and pilot, Ralph Robins former CEO of Rolls Royce, Lorenzo Ramaciotti Chief of Design, Fiat Group and Nick Mason (*drummer of Pink Floyd fame and owner of a good number of historic racing cars including a 50s Ferrari F1 car, about which it was reported earlier he had refused an offer of \$20m to sell!*) There were a good number of private aircraft parked around the aerodrome as well. A myriad of small jets etc were at the other end of this huge complex well out of the way of the magnificent line-up of war machines which were all set up in a marvellous display with full description placards in place, in front of the old hangers and 'period' tents erected for use by all Aero Club members and special guests.

The Freddie March Spirit of Aviation Launch which commenced at 5:00pm on a beautiful balmy autumn evening on the RAF Westhampnett airfield, where Squadron Leader FAO Gaze was stationed, was one of THE most memorable and emotional experiences one could ever imagine. To set the scene you need to take yourself back in time post war. All the old planes - tiger moths, a Sikorsky bi-plane - were stationed in an assembly area looking absolutely immaculate. All of these 'old birds' had flown in from all over the world for the weekend. A huge camouflage marquee was decked out as the Aero Club's Pilots' mess hut with large ration pack boxes lining the walls, and all the hostesses wearing 'period' uniforms - absolutely nothing out of place.

The Opening Ceremony commenced. Squadron Leader Gaze was introduced to the gathered 300 plus crowd of Goodwood Aero Club members and invited guests by Captain Johnny Moss - all dressed in 'period' clothing! Tony spoke for about 20 minutes and as you can imagine you could hear a pin drop, as everyone was hanging on his every word.

VALE

DIANA GAZE/5

JEREMY BRAITHWAITE



He spoke eloquently about the background relating to why he and his brother Scott wanted to be stationed at Tangmere and then RAF Westhampnett, when the Goodwood Estate fields were upgraded as a satellite airfield in 1940. Tony spoke of the marvellous reception the people of the Chichester region gave the young pilots who came there to live and fly, of Douglas Bader and events surrounding his appointment, being shot down and flying tin legs into Europe after his capture. Once again a very informative talk and Tony received rapturous applause at the conclusion. Just as Tony concluded, a spitfire came out of the sky and swooped low over the airfield and proceeded to do a barrel roll - the classic airman's salute! Wow - it was such a poignant and moving moment...

Immediately a full-on air show began, with a Spitfire and Mustang having a massive simulated 'dog fight' above the circuit for the best part of 30 minutes. They proceeded to swoop on the airstrip chasing each other, flying very close to each other and the ground, barrel rolling as they pulled straight up into the sky. This display will stay with me and all those who witnessed it forever! Some of the very best flying and aerobatic display... and the low level fly-by at around 100 feet at full noise (so we thought) was an absolute treat. Lord "Charlie" March informed Tony that the pilots had been instructed to produce something special for the Squadron Leader and they didn't disappoint. The two planes landed and taxied towards the enclosure, and this too was such a lovely moment and clearly many of the attendees were still standing in almost disbelief at what they had witnessed - a very, very special performance!

The spitfire pilot Nigel Lamb came across to the officer's mess and was clearly looking for the Squadron Leader. On meeting Tony, Tony's first question was: "Why weren't you flying that 'spit' at full throttle? You were about 250-300rpm below maximum revs!". The pilot's quick response: "That's fine for you Sir. When you were flying these Spitfires the government was paying your fuel bills." An absolutely priceless response, which generated huge laughter all round. They both then settled into a half-hour discussion over a couple of glasses of red about wing trimming, throttle control and a variety of other airmanship subject matters, with the Squadron Leader 'instructing' his pupil on how to fly a Spitfire his way!

Friday dawns and it's official practice day. 'Team Gaze' has been invited to Lord March's special enclosure which is the old Control Tower, directly opposite the start/finish line. What a wonderful view of pit straight and the pit lane area which was the best place to see many of the great racing cars as they prepared for the weekend's activities. The unmuffled sounds of a Ferrari 340 MM, a BRM Type 25, a Lotus and Cooper Climaxes, a Maserati A6 and a 250F, a Connaught B Type and Aston Martin DBR4s at full noise, roaring into view and down pit straight was electrifying. On top of the wonderful sights of the cars we had an amazing view of the air display which punctuated the racing during the day. In between all the activities unfolding before us there was a 'who's who' list of celebrities coming and going throughout the day - Eric Clapton, Prince Michael of Kent, Jackie Stewart, Stirling Moss, Rohan Atkinson - and there may have been others that one didn't quite recognise.

The John Surtees Tribute was yet another special event. Almost all the bikes and racing cars that John Surtees either drove or managed as a team manager then owner, were wheeled onto the start/finish line as Goodwood paid tribute to this wonderful racing driver. John Surtees entered his first race driving a Lotus in March 1960 after a stellar career on motor bikes. Surtees won a World 500cc Championship on MV Agusta in 1956 and went on to win both 350cc and 500cc world titles in 1958, 1959 and 1960. John Surtees long list of achievements as a bike racer, F1 and CanAm driver, and team owner were all read out. Yet another very moving ceremony as John Surtees graciously thanked those who had helped him along the way. As Surtees spoke it was clear the tragic loss of his son, 18 year old son Henry, in a freak motor racing accident the previous year was evident. The entire field of bikes and cars then proceeded to do a demonstration lap as a 'salute' to this very famous British racing driver.

Next stop, it was back to "Goodwood House" for the Earl of March's Cocktail Party, held in the drawing room and attended by all the entrants, drivers and pit crew. This was followed by a Gala Dinner for 150 special guests, hosted by the Duke and Duchess of Richmond with Tony and Diana the Guests Of Honour sitting alongside these two delightful hosts. The occasion also happened to be Stirling Moss' 81st Birthday which did not go unnoticed.

VALE

DIANA GAZE/6

JEREMY BRAITHWAITE



The Team Gaze itinerary was quite full! Di & Tony spent a great deal of time in a good number of places around the Goodwood circuit precinct 'meeting & greeting' many and varied people including some of his fellow pilots who had returned to Goodwood for these 70th anniversary celebrations. Tony was interviewed for BBC Television and, in between this, viewed some wonderful historic motor racing. Again, nothing was left to chance with Lord March arranging for both Tony and Di to have a moped each, a very convenient mode of transport within the circuit's private grounds.

One of the social highlights of this amazing 'Revival' meeting was the "Goodwood Revival Party" held on the Saturday night. For 2010 this social extravaganza was a "Count Dracula" theme. An aircraft hanger at the circuit had been totally decorated to resemble Count Dracula's Transylvania! Once again, nothing was left to chance; the detail of the decorations, the table settings, all individually named for the 1500 guests. Indeed the 'dress code' of some of the guests including the 'Grand Marshal Count Dracula', 'LM' himself was something very memorable! When the magnificent 3-course dinner (served with only the very best wines from the "Moet Hennessy" collection) concluded, the dancing and frivolity began and before we knew it the clock had struck twelve and the Squadron Leader and his 'bride' were ready for a nap - it had been a long day!

Sunday: We awoke to yet another gorgeous sunny, autumn morning and this was THE day; the pinnacle of this trip was about to unfold. Time to bail out of The Millstream again. Nick and I cranked up the "Squadron Leader" (Diana beat us all up in the mornings - she was having the time of her life!) and arrived at the track at Goodwood one last time. The crowd was around 40,000 plus the previous day and the place was absolutely jam-packed so we anticipated an even bigger crowd.

The day was something very special, kicking off in the morning with yet another Spitfire and Mustang 20 minute air display followed by the Richmond Trophy Race - Grand Prix cars raced between 1948 and 1960, the Barry Sheene Memorial Trophy Race, and yet another Aussie icon Wayne Gardner, riding a BSA 500 partnering John Leigh-Pemberton in the two-man 50 minute Trophy event. This was followed up by the St Mary's Trophy, consisting of cars raced between 1950 and 1959 (Group Sa). The racing was fantastic - I don't think anyone has seen an Austin A35 driven so hard and so fast by Martin Brundle whose car unfortunately sustained a flat tyre just as he was fighting for the lead as he 'brushed' a Jaguar!

The 'Moment of Remembrance', entitled "Honouring The Few" brought the huge crowd to a standstill.

The parade commenced with the arrival in pit straight of a magnificent horse-drawn gun carriage followed by military bands, seven jeeps and finally a Spitfire and a Mustang positioned at the rear of the parade. Tony was the highest ranking pilot of the seven who attended and he and his old war-time pilot Bob Large whom he had not seen since 1943, were sitting proudly in the leading jeep.

"We reflect upon Goodwood's former role as RAF Westhampnett and pay tribute to those who served in the Battle of Britain 70 years ago". Lord March's speech was so moving as he paid tribute to the gallant pilots. He also highlighted the Squadron Leader's contribution as a highly decorated fighter pilot whose efforts allowed England to enjoy their freedom today, and praised his foresight in suggesting 'Goodwood' should be turned into a motor racing circuit. A seven gun salute and a close formation of four Spitfires flew low over the parade. The seven pilots did a lap of the circuit together in their respective jeeps, and finally the song "The White Cliffs of Dover" was sung on the starting grid.

VALE

DIANA GAZE/7

JEREMY BRAITHWAITE



The remaining afternoon's racing program commenced with the Royal Automobile Club TT Celebration, a two-driver race for closed cockpit GT cars raced in the spirit of the RAC TT races 1960-1964. This was followed by the Glover Trophy, a 20-minute race for 1.5 litre Grand Prix and Tasman cars of a type raced between 1961-1965, and finally the Sussex Trophy, another 25-minute race for world championship sports cars and production sports-racing cars of a type raced between 1955-1960. All grids were filled to capacity with some the world's finest cars - one did not know which way to look. This also applied to the Paddock walk, awash with a smorgasbord of period Grand Prix racing cars, bikes and sports-racing cars one never has the chance to see in our part of the world. I'd suggest you allow a full day to examine the wonderful array of cars and even this may not be enough if you wish to study the 'nuts & bolts' of some of the finest racing machinery one will ever see in the one place at any one time - bar none! It was difficult to believe this wonderful 'long weekend' had come to an end - or had it?

We received a call from Lord March's assistant early Monday morning. We must attend the 'final muster' at the circuit, Monday lunch. No ordinary lunch may I add; this was Lord March's lavish and exquisite luncheon for the Goodwood Revival Event Team, the huge number of officials and volunteers (over 500) who had helped with the operations and success of this breathtaking Revival. Lord March was keen for Tony to attend as his special guest. Once again his speech and the many accolades, above all, thanking Tony for travelling all the way from Australia, were very moving, indeed emotional. At the conclusion, Lord March presented Tony with a magnificent miniature alloy Grand Prix racing car, not dissimilar to one Tony had driven in his Formula One heyday.

Not quite finished. At the conclusion of the luncheon, having farewelled most of the officials, Lord March proceeded to take Diana for a 'boy's drive' - a lap around the Goodwood now-empty paddock in his beloved and deliberately dishevelled '30's 'rat rod' utility!

So we bid a very fond farewell to this iconic landmark circuit having experienced the most amazing 'walk back through time' that any one of us could have ever imagined. As we drove through those magnificent Goodwood gates, one more quick pitstop for some 'Team Gaze' photos and one last look at the beautiful landscape called 'Goodwood'.

Finally, a trip of this nature doesn't happen without some wonderful people who assisted to make the 2010 Goodwood Revival so memorable: Lord 'Charlie' March, his assistant Andrew, Goodwood Road Racing Club Secretary James MacNaughton, Motorsport Director Lloyd McNeill, Goodwood Aero Club Secretary Johnny Moss, Competitor Liaison Lauren Ridley, and many others within the Revival Team who went out of their way to assist with the organisation of this memorable trip.

John F Benson



VALE
DIANA GAZE/8
JEREMY BRAITHWAITE



John Benson and his Aunty Di



Diana Gaze with Derek Bell

TOP GEAR FOR SALE

FOR SALE

MG Midget. Well known club car, 1969 model. Not your average 43 year old Midget. Close to concours condition. Showing 25.000 miles - could be genuine as it was off the road for 17 years at one stage. Full restoration carried out by the previous owner. Never driven in the rain by me or the previous owner. Indigo Blue in colour. Mercedes cloth hood, half and full tonneau. New chrome wire wheels and chrome roll bar. New battery. Goes extremely well. Number plates MG 0690 will go with the car. Very reluctant sale. Colin Watts 96248202 email cdwatts4@gmail.com



THE PARTING SHOT



Diana Gaze leaves for a tour of the circuit with Lord March in 2010.

God speed!