

THE OFFICIAL MAGAZINE OF THE THOROUGHBRED SPORTS CAR CLUB

ABOUT OUR CLUB

Calender

The <u>Official Calender</u> is published on our web site. Print a copy to keep in your historic log booked vehicle.

Club Meetings

<u>Club meetings</u> 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 <u>Club Shoppe</u> and make sure you are dressed properly for the next event.

Correspondence

All correspondence to The Secretary, TSCC P.O. Box 1318, Mona Vale, NSW 1660

Email:

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 <u>Committee</u> are published on the web site.

Membership Forms

<u>Membership Forms</u> can be downloaded from our web site.

Website

www.thoroughbredsportscarclub.asn.au
Contributions to the Webmaster:
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Top Gear

All contributions to:

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Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor.

No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the editor. Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.



EDITORIAL

JEREMY BRAITHWAITE



Merry Xmas to all our Members!

Bob Holden

Julie & I missed the Xmas Party for completely unavoidable reasons. We've been good friends with Bob Holden since we all raced Escorts in the 1970's and it was his 80th birthday. I'd also said to Bob & Colleen that there was no way that this landmark should be allowed to pass without a proper party and so that is what happened. More than 50 friends and family descended on the Bucketts Way near Taree. It was a great day. Max Stahl was MC and he told a story about the New Caledonian Rally in 1977 which Max won as Navigator, just beating Bob. There haven't been too many did that over the years, from the very early days as a push bike racer, to Bathurst champion in a Mini, the London Sydney Marathons, the Tasman races, the Lynx Peugeot single seater and more recently the Escorts and Toyotas. He's still going and there are three competition cars in the shed. We met John Elliott for the first time. He's writing a book on Bob's story; his past efforts include a number of publications on Slim Dusty.

Top Gear

The magazine has moved ahead by leaps and bounds under Nigel's stewardship, and I'd like to see the momentum continue. The best way we can do that is to involve more people in the publication which should generate more diversity.

We are not limited by size, as would be the case if the magazine were printed in hard copy format, so there is an opportunity to think BIG and include more items of interest to readers.

And one thing is for certain, our membership has some pretty diverse interests. So have a think about the different things that you would like to see in Top Gear and let me know what you would like: editor@thoroughbredsportscarclub.asn.au Here are some thoughts to get you started:

- Member Profile
 Most of us seem to have had a pretty interesting life, and it would be great to share some of your highlights with others
- Member's Cars
 We've started a gallery for <u>Members Cars</u> on our SmugMug site which I'd like to
 see expanded. There's extra interest if you've restored the car yourself, or had it
 restored, and if the car has had an interesting life
- Travel
 Bet you've had some great motoring holidays over the years ... care to share them with the rest of us?
- Technical Articles
 These are always welcome, especially where there are new ways to do things that have presented problems in the past. Examples could include paintless dent repairs, injector cleaning services, and similar

The key thing is to remember we are all Top Gear reporters and we'd like to see a hotly contested <u>Citizen Kane</u> award in 2013! Check out the excellent and amusing reports from John Slater and Darryl Pile in this issue; Roger Morgan is making his bid for the prize as Guest Editor in the February Edition with a Lotus Elite feature. More to follow..

Merry Xmas

Best wishes from Julie & I for a great Xmas and a totally riotous New Year. By chance we've discovered that a couple of other members are also going to the Kirribilli Club ... but I expect there will be a news blackout that night! See you in 2013 for a lot more fun and games!!

Jeremy

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OFFICE OF THE PRESIDENT

Terry Daly



President's Report December 2012

Welcome to the final report for 2012 and it will be brief, as we have just on 70 pages of information and articles for you to read during the Christmas break.

Once again, I would like to thank the two outgoing committee members for their contribution in 2012 and welcome in Jeremy in his role as editor and Darryl in his role as Secretary.

Just before I forget, please remember that the first outing on the club calendar for 2013 is the Australia day CARnivale to be held on the 26th January in Macquarie Street Sydney. We won't be meeting in the one location, however, the focus of the event this year will be a Concours of the "best of the best" cars from the many car clubs throughout NSW.

The Christmas party / Presentation was a great night, with lovely food, great dancing and the all important Presentations.

The main award winners were:

The Don MacDonald Trophy

Jeremy & Julie Braithwaite

The Citizen Cane Award

Gary & Wendy Maher

The Sporting Trophy

Gary & Wendy Maher

The Pride of Ownership Award John Moody
The Clubman Trophy Terry Daly

While the various class, runner up, and gold award winners were also recognized.

For those unfamiliar with the awards, the Don MacDonald Trophy is awarded to the individual or individuals who contributed most to the club in 2012. The Braithwaite's received this award for the fabulous website, the organization of the Malaysian trip, and the organization of the Parkes / Forbes weekend away.

The Citizen Cane award is for the best article in Top Gear as voted by the Committee. This was hotly contested in 2012 as their were simply so many great articles. You simply just have to go back and reread the 2012 Top Gear issues to see what I'm talking about. The particular article that won was "Volvo's for Life."

The Sporting Trophy is self explanatory as is the Pride of Ownership. The Clubman trophy is awarded on a point score basis with points gained for attending events, organizing events, writing articles etc.

The February meeting will have two guest speakers, both talking about their products, one from NRMA Classic Insurance and the other about a new technology car find alarm system.

In the meantime, the new Committee will be meeting in mid January to finalise the 2013 TSCC Calendar and what a Calendar it should be with the six day trip to Noosa on the 20th June being one of the highlights. If you haven't booked on this yet please do ASAP as numbers will be limited. Also, if you have any ideas about an event you would like to see on the calendar or you would like to organize an event please give me a ring 0418675253 or e-mail me terry.daly@live.com.au

And thanks again to Jeremy and all those who contributed articles to this mammoth 2012 Christmas Top Gear edition.

Finally, say a prayer for Roland Clark who is still not the best.

All the best to everyone for Christmas and the New Year,

Terry



COMING EVENTS: **DIARY UPDATE**



2013 Diary

The new committee is getting together in January at Terry's to plan the calender for 2013.

Here are some of the likely dates:

- <u>Australia Day CARnivale</u> in the Sydney City. This event is organised by Sam Movizio and has taken over the old Motorfest from the NRMA. See more info below.
- 8-10 February . Bathurst 12 hour
- 9-10 March Top Gear Festival
- 20-25 June. Noosa Weekend organised by Terry Daly
- 14-23 October. Motorhome Tour of NZ North Island ... The BIG TRIP
- 2nd Wednesday of every Month EXCEPT January & December. Club meeting at Carlingford Bowling Club.
- 3rd Wednesday of every Month EXCEPT January & December. Wednesday Run. Les & Roselee Johnson have volunteered to organise the February lunch run for Wednesday 20 February 2013.

Australia Day CARnivale

Supercar d'Elegance is delighted to announce our collaboration with the Australia Day Council NSW for **2013 Australia Day CARnivale**, held on 26th January along Macquarie Street Sydney and the surrounding precincts.

Next year's event will be more exciting than ever as we reinvigorate the automotive exhibition (formally known as Motorfest) and will include:

<u>Concours d'Elegance 'Best of the Best' Competition</u> – Concours winners and runners up from Car Clubs 2012 Concours Competitions can be nominated for selection.

<u>Supercar Gathering</u> - a display of modern and rare exotic supercars.

<u>Concours d'Elegance Prestige Oblige</u> - a themed Concours parade where entrants will be judged on their car and attire.

Motorcycle Feature - a display of classic and modern motorcycles.

This is a chance for motoring enthusiasts, owners, collectors and car clubs to be involved by displaying their vehicles or by just coming along to enjoy the day and celebrate the heritage of our automobile industry.

Please note, the above four special feature events are in addition to the Australia Day CARnivale display along Macquarie Street Sydney. You can only nominate your vehicle to be included in one of the events, as they will all run at the same time. Vehicles on display will be locked into the designated area's for the whole day.



SYDNEY TOP GEAR FESTIVAL 9-10 March 2013

Is Keith Reynolds really the Stig?

Why did clarkson steal our magazine?

WHAT DOES JAMES MAY EAT FOR BREAKFAST?

Is mark webber quicker than terry daly?

WILL YOU BE UP THE CREEK IN MARCH?

BETTER CALL ADRIAN WALKER ON 9987 4299 TO BOOK YOUR PLACE AND FIND OUT...



20th to 25th JUNE 2013

Leaving Windsor at 0800 on 20th June 2013 with an overnight in Armidale visiting 2 car collections including Aston Martin DB5 & DBS

Three nights at the Montpellier luxury resort at Noosaville. One day of activities including a visit to the Bowden collection, the other day free



Back down the Pacific Highway overnighting at Port Macquarie, and visiting Will Hagon's Kew Pitstop and the National Motorcycle Museum at Nabiac. Budget \$500 per couple for accommodation



Limited numbers. Reserve your place by replying to Terry Daly on M: 0418 675 253, H: 02 96516175 or terry.daly@live.com.au

EVENT REPORT

PRIDE OF OWNERSHIP/1

TERRY DALY

Seventy eight TSCC members and four judges arrived to a beautiful day in middle Dural. They brought 35 cars for display and judging in what must be described as our best turnout of beautiful cars. Just

look at the photos on the Website to see the quality and variety.

Cars were placed in two judging areas ...one for the pre 1982 cars and the other for the post 1982 cars with numbers approximately the same in each . Judges this year were Geoff Scott and Chris Haigh (with their partners and wives) from the Jaguar Club. Both would have over twenty years of Concours judging and what a challenge they had in front of them. Judging commenced just after 1000 and didn't conclude to nearly 0100 pm.

In the meantime, everyone grabbed a glass of champagne or beer and wandered throughout the cars, except for about a dozen ladies who decided that chatting took priority over car gazing. I guess there is still some more training to be done!

Jeremy and Bruno, a new member, spent the morning taking some really lovely photos and both sets of photos can be found on our website.

Lunch was served at 1235 and seating was in three locations with the most popular being the tables placed between the cars in the shed. Dessert was on at 1400 and this was followed by a short presentation from Chris Haigh on the quality of the cars and both Chris and Geoff then called out the winners

In the pre 1982 class the winner was John Moody in his Series 3 E-Type Jaguar, with Barry Farr in his 1959 Alfa Romeo Giulietta Spider Veloce a very close second. In the other class Terry Daly's 2003 Aston Martin DB7 V12 Vantage Volante won from Theo Demopoulos's very rare HSV Coupe 4. Gold award winners were, in no particular order, Ian Norman BMW 330Cl, Malcolm and Toni Ireland's S Type Jaguar, Malcolm Stephen's Subaru WRX STI-R, John Slater's Alfa 1300, David Slater's MGB, Peter Wards Triumph TR5, Darryl Pike's 1947 MGTC Supercharged and Les Johnson's 1962 Aston Martin DB4C. As the judges said any one of the above cars would have been a worthy winner such was the level of preparation. And a big thanks to all the other entrants whose cars all looked brilliant. At around 0300 pm the clouds came rolling in which started the exit home with the last leaving at just

Thus ended another Pride of Ownership day with the weather once again shining brightly down on the Thoroughbred Sports Car Club (and this year we didn't need Vern Kelly's divine intervention!!).

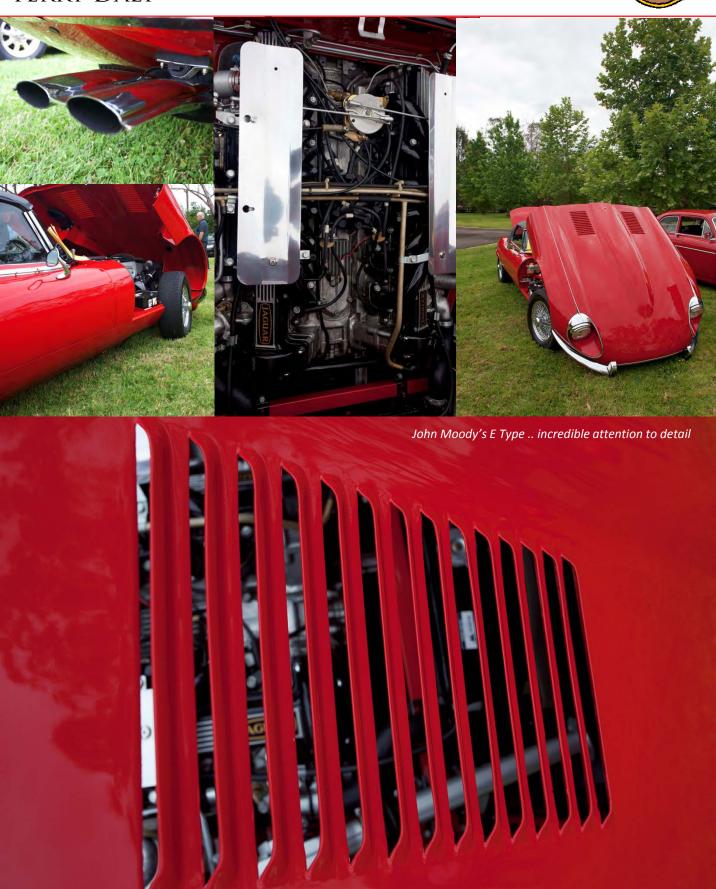
Sunday 28/10/2012



EVENT REPORT PRIDE OF OWNERSHIP/2

TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/3 TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/4

TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/5 TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/6 TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/7 TERRY DALY





EVENT REPORT PRIDE OF OWNERSHIP/8 TERRY DALY







Jeremy Braithwaite

The early cloud burned off by the time Julie and I made it to our rendezvous at the cafe across the road from RAAF Richmond. *En route* we had picked up some bread from the village, had a chat with Keith Peard in the newsagency and met for the first time Fred Galea who has a Jaguar addiction with *two* XK120 Jaguars and an E Type. You have to love village life!

Everybody turned up on time and we departed right on our planned 9.45 to convoy into the Polo grounds. Most people who have driven across the flats from Richmond to North Richmond would be aware of the polo grounds to the right of the road. These were not our destination, but rather the fabulously upmarket Sydney Polo Club grounds which are further on at the end of Rydges Lane.

I had arranged with our hostess, Rebecca Higgins, that we would be parking in front of the VIP Pavilion as we had last year. However a huge contingent of Corvettes completely mucked up that plan so we moved to a much better position right alongside the polo grounds; we've asked for the same position for next year!

The event has grown substantially since we first attended last year. Sam Movizio's Supercar Gathering was there in a large marquee with an impressive range of supercars and other expensive goodies. More about them in a moment...

The Bentley Drivers Club was there again in their old position to the right of the Pavilion. There were two pre-war cars this year, but not the Syd Reinhardt machine that had been the sole pre-war starter last year. They also had a lot of lovely new flags which I think we will need to think about for 2013.

There were also marquees for Macquarie Bank and for Ralph Lauren who would have been churlish to refuse a request for sponsorship with that Polo logo of theirs!

We had a great turnout .. in no particular order:

MGB: Barry & Carole-Anne Lunn

TR8: Ian Peard & Cindy
Porsche 911: Peter and Jelly Van Dyk
MG TF: Terry & Carol Jones
BMW 318i: John & Val Dixon

Buick Riviera: John & Wendy Slater

Honda NSX: Kaye Stevens

Jaguar XKR Convertible: Konrad & Caroline Dover

MGB: Dave & Linda Slater Plymouth Barracuda: Mark & Lyn Lamb

Jaguar V12 E-Type: John & Margaret Moody

Holden Monaro: Neil Mason

Holden Colorado: Peter & Eve Stefan
Aston Martin DB7: Terry & Robyn Daly

Bentley Continental Speed: Peter & Ann Benjafield

Mercedes Benz SL: Derek Scott

Jaguar S Type: Malcolm & Toni Ireland



Mark & Lyn Lamb's striking Barracuda

Barry Farr & Dott Forrester has (mistakenly) booked with Sam's mob before realising that we had a better offering. To make matters worse the Ferrari, which had started perfectly earlier in the day, refused to go at all after being filled with fuel. A flat battery was the cause. Anyway, the Mercedes looked good!

Jack & Jenny Jones and Keith and Carolyn Reynolds had both been planning to join us; in Jack & Jenny's case a large tribe of grandchildren were the cause.

So we all set up our picnic tables and chairs alongside the polo grounds and it wasn't long before the sound of champagne corks going off filled the air, as we all settled down to a relaxed and enjoyable day at the polo.

Check out all the photos on my SmugMug site. They're in three Galleries:

People, Cars, Horses







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JEREMY BRAITHWAITE



EVENT REPORT POLO – SYDNEY GOLD CUP/4 JEREMY BRAITHWAITE



The Supercars At the Polo

Sam Movizio did a great job to motivate the sellers and the owners of a lot of late model supercar machinery to join him at the Polo.

My comments on some of the more interesting cars:

McLaren MP4-12C

I'd been looking forward to seeing one of these in the flesh, and my first view of the new McLaren was the silver car pictured right above.

Well it did look very plain indeed. EVO magazine's usually accurate summary: "Lacks design flair" seems to be on the money.

This is probably why they've already started to tart the thing up. The picture on the right is from the McLaren web site and shows the 'imaginatively' named P1 which will be a more track orientated version of the silver car.



The interior of the new **Porsche Boxster** that was on display in front of the VIP Pavilion (pic above) looked better executed than the McLaren interior in the pic to the right.

The Porsche was fitted with the 7 speed PDK transmission with gear changing via the two silver buttons on the steering wheel. It also had the Chrono option which includes launch control, a stopwatch and some basic data logging. Every car should have one!

There weren't a lot of **Ferrari's** at the event (were there Barry!). But we did spot this lovely 458 Italia. They do 0-100 kph in a mere 3.6 seconds and top out over 200 mph. Well that does sound better than 325kph doesn't it?

There was also a **Ferrari FF**. No – this doesn't stand for Formula Ford, but rather Ferrari Four. That is four seats, four wheel drive, but thankfully still 12 cylinders in the engine bay.





We were sure it should have been called the bread van – see the pic on the right of the original GTO Bread van. This pic is from a web site called Hardtuned.com. Click on the link to see this and other attempts by Ferrari to create what the English and now the Italians call a 'shooting brake'.

JEREMY BRAITHWAITE

The svelte looking salesman was explaining that to enjoy the car you should find a frozen lake or two as the traction control was specially tuned for max attack under these conditions. In Australia?? They would be better to drive it to Lake Eyre. After all Michael Stahl drove that Porsche 911 across the Simpson after it had conquered Big Red. There's a signed picture in the Birdsville pub to prove it.

There was a very pretty little **Radical**. These are the ultimate English sports cars being extremely quick on the track. They have their own series in a lot of countries and in Australia are based at Eastern Creek where there is an 'arrive and drive' arrangement for track days and corporate hire. Now that would be a good idea for a Wednesday Run wouldn't it?

The car that was at the Polo was the black number with 'Live your Dream' painted on the back (pic is second from the bottom on the right). The line-up at the Creek is from their website. If you follow the link check out the SR8 RX which they claim to be road going. Awesome as our friends who have just invaded Darwin would say.

I took a number of photos of the Radicals running at the Creek for a friend – Tim Berryman – which you can check out here. Serious fun.

Of equal interest was this gorgeous 2006 Pagani Zonda. Is it still the only one in Australia I wonder? There is some footage on YouTube with Glenn Ridge chatting about the car with Adam Kaplan who was sales agent for the car when trading as Supercar Investments.







JEREMY BRAITHWAITE

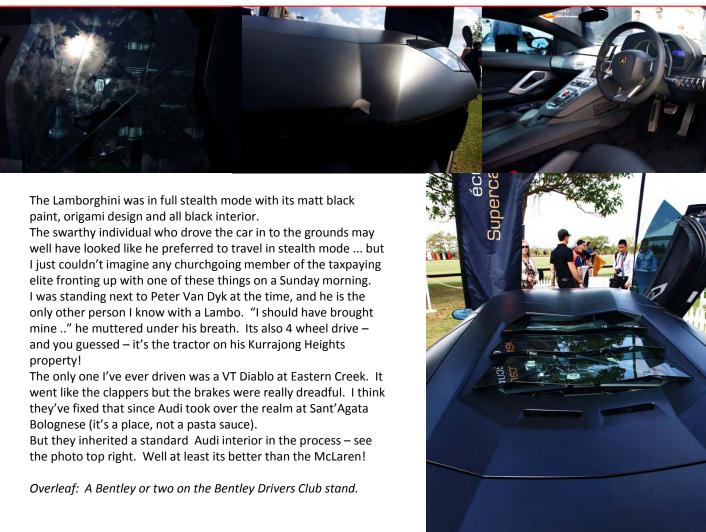


EVENT REPORT

POLO – SYDNEY GOLD CUP/7

JEREMY BRAITHWAITE







JEREMY BRAITHWAITE





EVENT REPORT POLO – SYDNEY GOLD CUP/9 JEREMY BRAITHWAITE



Polo

The game of Polo originated in Persia from 5 B.C.; it spread as far as China and India and was popular in places like Egypt and Turkey.

Modern Polo is derived from the name Pulu in a state of India called Manipur. Two Brits started the Calcutta Polo Club in 1862 and the Argentineans had caught the bug by 1875.

The rules of the game are explained in Wikipeadia:

The rules of polo are written and used to provide for the safety of both players and horses. The rules are enforced in the game by the umpires who blow whistles when a penalty occurs. Strategic plays in polo are based on the "line of the ball", an imaginary line created by the ball as it travels down the field. This line traces the ball's path and extends past the ball along that trajectory. The line of the ball defines rules for players to approach the ball safely. These rules are created and enforced to ensure the welfare of players and their horses. The "line of the ball" changes each time the ball changes direction. The player who hit the ball generally has the right of way, and other players cannot cross the line of the ball in front of that player. As players approach the ball, they ride on either side of the line of the ball giving each access to the ball. A player can cross the line of the ball when it does not create a dangerous situation. Most fouls and penalty shots are related to players improperly crossing the line of the ball or the right of way. When a player has the line of the ball on his right, he has the right of way. A "ride-off" is when a player moves another player off the line of the ball by making shoulder-toshoulder contact with the other players' horses.

The defending player has a variety of opportunities for his or her team to gain possession of the ball. He/she can push the opponent off the line or steal the ball from the opponent. Another common defensive play is called "hooking." While a player is taking a swing at the ball, his/her opponent can block the swing by using his/her mallet to hook the mallet of the player swinging at the ball. A player may hook only if is he/she is on the side where the swing is being made or directly in front or behind an opponent. A player may not purposely touch another player, his/her tack or pony with his/her mallet. Unsafe hooking is a foul that will result in a penalty shot being awarded. For example, it is a foul for a player to reach over an opponent's mount in an attempt to hook.

The other basic defensive play is called the bump or ride-off. It's similar to a body check in hockey. In a ride-off, a player rides his pony alongside an opponent's mount in order to move an opponent away from the ball or to take him out of a play.



An example of hooking



JEREMY BRAITHWAITE

It must be executed properly so that it does not endanger the horses or the players. The angle of contact must be safe and can not knock the horses off balance, or harm the horses in any way. Two players following the line of the ball and riding one another off have the right of way over a single man coming from any direction.

Like in hockey or basketball, fouls are potentially dangerous plays that infringe on the rules of the game. To the novice spectator, fouls may be difficult to discern. There are degrees of dangerous and unfair play and penalty shots are awarded depending based on the severity of the foul and where the foul was committed on the polo field. White lines on the polo field indicate where the mid-field, sixty, forty and thirty yard penalties are taken.

So the more you learn about the game, the better it is to watch. I went down to the end of the field behind the goal posts to get a better view and take a few photos.

It also gave me a chance to chat to the umpire and learn a bit more about the game.

The sight of three or four horses charging towards you with the rider trying to hit the ball at the same time was pretty stirring from my vantage point ... look at the 2nd photo on the previous page for a sample.

They hit the ball with the side of the mallet. See the pic below. One end of the mallet is cut away so it doesn't dig into the ground.

And just look at the expressions on the horse's faces. They clearly love the game and need little guidance from their rider as they know what's going on!

It's not cheap. Factor in 5 ponies at \$1k/month each plus vet bills. Entry fees are another \$1,000 and then you need to run one of those big transporters to carry everything round with.

The season lasts for 10 weeks in the Spring and 10 weeks in the Autumn.



EVENT REPORT

EVENT WITH THE FUNNY NAME/1

GARY MAHER



'Pas de Deux' - 'A Dance for Two' - how did a car rally get a name like that?

Well, firstly, originally this event was the rally following one which ran through the Southern Highlands that was called 'The Highland Fling' so it seemed like a good idea to follow the dance theme. Secondly, as the rally was to be centred around the Penrith area, there was the alliteration angle, being 'Penrith Pas de Deux' and lastly, most rally teams consist of two people and it was figured that they would have to jig about a bit to accurately complete the course Well! It seemed like a good idea at the time!

As usual, the course was set by (Prof) Jeff West & Gary Maher with Wendy doing all the paperwork and keeping notes during the course checking. The event was promoted by the Classic Rally Club and was open to members of all CAMS Affiliated Clubs who (on this occasion) hold a CAMS Level 2 Non-Speed Competition Licence (minimum). A new innovation this year was to have another party set the instructions for the Apprentice Category. These are instructions for competitors who want to graduate from the fully Route Charted Tour Category but are not quite ready to tackle the fairly tricky Masters Category. Tour instructions are set out the same as those that we (Wendy & Gary) issued for the recent Bathurst Two-Day Run – easy weren't they? Tim McGrath, also from CRC wanted to upgrade his official's licence to 'Event Command' or 'Clerk of Course' so opted to be Assistant Clerk of Course for the event and adapt and write the Apprentice Instructions, under the watchful eye of Jeff. Meanwhile Wendy & I took off to set the Tour Category with its myriad of questions along the 320 km route. Yes, it's a lot of work setting these events.

For our combined efforts this year we were only rewarded with a field of 23 crews spanning the three categories. This was very disappointing and a bit of a surprise as the various Classic Rally Club Championships were still undecided and there were some 'sheep stations' to be won and this was the last event of the year.

Once again, the event started and finished at John Cooper's 'Westco Building' workshop in Penrith where morning and afternoon tea was served. I was given the task of planning the first & last part of the rally to get the crews around Penrith City using the minimum number of busy roads and this year chose to head east then south, basically circumnavigating the Western Sydney University Campus, joining the Northern Road just south of the Freeway. Crews then headed towards Oran Park avoiding sections of road where the word 'THE' appeared on the map – Jeff's idea. This involved some tricky navigation and lots of scenic deviations using great roads.

Competitors should have found Passage Controls, one 'manned' by Jocelyn Vettorretti & Irene (CRC) and the other by Terry Daly (Thoroughbred SCC) with his eye-catching new Mustang. Some crews either missed or entered these controls from the Wrong Direction. Crews also had to record V.R.C (Visual Route Check) boards which were nailed onto poles and trees by myself & younger son Ian who were preceding the field in the trusty Maher 122 Volvo.

From Oran Park, the route headed towards Wilton via some spectacularly scenic roads, through Cobbitty, Camden Heights, Cawdor & Menangle – well at least that was the plan. The organisers went into mild 'organised' panic when Ian & I arrived at Cawdor to find that a bridge that had been trafficable the Wednesday before, was suddenly closed! A quick phone call to Jeff & Wendy, who with Tim were 'hedge-hopping', visiting the manned controls and observing the progress of the field before heading to Picton to man the Lunch Control. This call had them planning a re-direction and racing to get ahead of the field at the road closure. They sent the crews out onto the Old Hume Highway, past the Camden Valley Inn to re-join the intended route at the foot of Razorback Mountain. This also by-passed a question that I reckon would have dramatically altered the results of the Tour Group. Never mind, I'll save it for another day.



Jeff West doing his best to confuse all the competitors!

Pics by Leonard Zech

EVENT REPORT

EVENT WITH THE FUNNY NAME/2





11 Points

11 Points.

From Wilton, the instructions led crews (or not) down the Freeway to Bargo which they thoroughly explored, along with Pheasants Nest, Couridjah and Thirlmere on their way to a B(Buy) Y O lunch at Picton, passing twice through a control manned by Glen & Joyce Innes (CRC) along the way. By lunch time, the crews had covered a little over 180 Kms - some a lot more! The return run to Penrith of about 120 Kms took in The Oaks, Mt Hunter - where crews found or missed Jocelyn & Irene hiding behind a fire station, then on to Grassmere where a tricky Figure 8 course had the teams finding Ramin & Amir (from CRC) twice. Then through Theresa Park, Werombi, Silverdale & Warragamba to Mulgoa where Jeff Had set a cunning trap for navigators in the St Thomas Church area – an area where rallies have been won & lost for years. Ernst & Sonja Luthi (CRC / MG) caught several crews W.D. at their control. From there it was a simple run west of Penrith to the finish.

Greg & Karen Yates Len Zech / Glen Evans

The results were:		
Masters Category:		
Dominic Votano & Michael Stephenson	Commodore	0 Points
●Bob & Teresa Morey	Alfetta GT	36 Points
•John Cooper / Ross Warner	MGA	48 Points
Apprentice Category:		
◆Lynn & Phil Stead	Toyota	108 Points
Doug Barbour / Xanthea Boardman	Porsche 911	168 Points
•lan Packard / Steve Maher	Peugeot 504	288 Points
Tour Category:		
Equ. 1		
Geoff Brieger / Tim Green	MGA	0 Points
Steve & Grace Brumby	Falcon	0 Points
Eau 3		

Mercedes 500SLC

Porsche 928





Wednesday Run **Bathurst Day 1/1**Darryl Pike

Day one was shaping up well for me, we had stopped for a needed coffee break at Liz Kornhaber and Geoff Scott's delightful property at Hartley. After a tour of the shed, filled with enough batteries to power up Hartley, the trophy garage and then the gardens, I had stopped to admire a garden sculpture.

It was a sheep sculptured from multiple sheets of galvanised iron, an ingenious piece of work, then a tap on my shoulder, it was Les Johnson and without a smile on his face pointing at the sheep he said "That's where they get steel wool from."

The second tap on the shoulder wasn't so funny, it came from Gary who proceeded to tell me that a tradition at the TSCC was for him to nominate a scribe, and that I was it for a summary of the first day. I then had to recall the events leading up to the coffee, banana cake and biscuits, so before I go back to the grid a special thanks to Liz and Geoff. Fifteen cars lined up at 8.30am opposite the RAAF Base at Richmond, we expected John Slater to be late as he was nursing a gammy knee having missed the bottom step while descending stairs reading a magazine. The knee he embedded into the parquetry was the same one he had lost his knee cap from after a high speed fall from his Honda 750 at Phillip Island in his youth. Also the same one that took the door handle off a Ute when he T Boned his Moped last year in Nth Sydney, he is now banned from all 2 wheel activities. Anyway he was late but Wendy was driving, his excuse???

Before we started I walked the line, some car perving, the stand outs were of course John Bailey's brilliant yellow Ferrari, and my favourite the 1951 BRG Jowett Jupiter of Neil and Joy Hoods, easy to see the inspiration for the Healey's of the day.

I joined the TSCC because of the varieties of cars, therefore the variety of people and the social events. I didn't expect that it included Mack trucks. For almost the entire length of The Bells Line of Road a Mack truck filled my rear view mirror. He joined the group, regardless of speed he was there, the only way out for me was to share him with Kay and Robert who were in front in the Mustang. They thanked me at Hartley for passing, leaving them with the problem. We left Hartley and Jack and Jenny described the run to Bathurst as a drivers run, he had his foot on the go pedal of the XJS and Jennifer had hers on the brake. A great choice of roads Gary.

We sat next to Kay and Rob Finney at lunch at the Airport where she told us of her love of food. It wasn't therefore surprising that her highlight of the day was the Pumpkin and Fetta Quiche and Coffee Mouse Tart.

Without doubt it was the best Airport food I had ever had.









Wednesday Run **Bathurst Day 1/2**Darryl Pike



The comments were glowing by all, and Wendy in her 'highlight of the day' wanted to give a special thanks to her friend Margaret, who was responsible for preparing a great lunch.

Breaking into groups of 10 we toured the Hangers, to have Andra with me was a great experience for her, she could see that me having a few old dusty sports cars hidden away just didn't compare with having Jet fighters, Ultralights, Tiger Moths and Formula 5000s as toys.

Joe English took our group, he started flying when he turned 60 and was waiting for the delivery of his new plane, a Jabiru, engine built in Australia then shipped to Czechoslovakia to be fitted into his two seater. We all volunteered for a flight after he told us about this big red handle on the dashboard. If the engine fails or a wing falls off, pull the handle and out pops a parachute taking plane and occupants safely to ground.

What a place to live, Bathurst, if you have toys. Want a shed? Join the aero club, apply to council for a lease at the airport, then build a shed. So convenient one of the members flew back home, 7 kms, for a coffee.

Doug Drummond a local and a real collector, a shed filled with stuff, including a 1925 Chrysler, a Stagger Wing By-Plane, various light aircraft and Ultralights but what got Gary jumping was when he fired up his 1884 Fairground – Carnival Organ and played Dam Busters.



The Beechcraft <u>Staggerwing</u> was the Lear Jet of its day and has remained highly collectable since. 341kmh was pretty quick in 1932!

Wednesday Run **Bathurst Day 1/3**Darryl Pike



The interest was in the 'Fast Jet Adventure Tours.' For \$900 you could get a 12min flight in an L-39 Albatros Soviet Light Attack Jet. The cost was up there, but when he explained that at 900kph he could get us to Sydney and back in the 12mins, including some barrel rolls and vertical climbs, it seemed reasonable, he didn't get any takers.

I had asked everyone at dinner on the Saturday night if they would mind jotting down their highlights of the day, Terry's was the smile on M.Ls face when she fitted into the F5000, and then the worry on her face as she tried to extract herself from it. The 5000 was in Jeff's shed along with 2 airplanes 2 Valiants, a Torana, Husquana Mower and the Bob Jane Bowin P8

We left the Airport and arrived at the Bathurst Motor Inn in time for drinks around the pool, where the conversation at our table centred on the pulsating hose attached to the Creepy Crawley in the pool, and without mentioning names I'll not take that conversation any further.

We all headed to Jack Duggan's Irish Pub at 7 for dinner which again was great, a few beers, some great local steak, and I then collected the highlights. The first person I asked, without mentioning his name, but he is a very prominent member of the TSCC, hadn't written anything because he said his highlight was at 6.30 this morning.!!!

He then received a swift kick to the shins under the table, and no more information was forthcoming.



Wednesday Run **Bathurst Day 1/4**Darryl Pike















Wednesday Run

BATHURST DAY 1/5

DARRYL PIKE



We did have some welcomed guests for dinner Helen Dent from Forbes, came via Berry, and Jeff West who is the Secretary of the Bathurst Light Car Club.

It was hard to summarise such a successful two day run, Gary, in his comments, did want to thank all for the acceptance and appreciation we all shared for the event.

So many, Lisbeth and Ian, Peter and Robyn, Keith and Carolyn all shared the same enthusiasm for the Airport tour, but Helen Dent reckoned that listening to Terry's jokes were the go????

I won't mention John Slaters comments, he has a lot to say about Sunday's run, nor will I mention Les and Roselee, the three involved in the pulsating hose conversation.

Drinks at the Torana Hotel with the Can Can girls was high on some lists, I missed what ever that was.

Margaret and John Moody got the best out of the roads in that beautiful Mk 2 Jag, and M.L. said she had the best drive in her life in John's Ferrari. The 5000 seemed to be a hit, with Ross also getting the most enjoyment out of watching M.L. getting her ASS into the drivers seat. (His words)

And finally Pauline and Dominic. They sat with us for dinner at the Pub, I had told them of the comment about some ones highlight of the day (A very prominent club member) being at 6.30am.

When I opened Pauline's comment it simply read "I am still waiting" No pressure Dominic.

Gary and Wendy, thanks, a great trip.



\$900 was the discounted rate ... It's usually \$1,980 for a 20 minute flight at 800 kph+ Going prices are in the \$200k - \$300k range and they have their own category at the Reno Air Races

Wednesday Run Bathurst Day 2/1 John Slater

Thursday 20th November 2012. 8.15am. Car park Bathurst Motor Inn. Destination Abercrombie House, Ophir Road, Bathurst.....

There is, apparently, strong evidence that genetics is a significant factor in animal migration. For those of you who haven't studied the matter, it is postulated that loggerhead turtles can sense the direction and strength of Earth's magnetic field and that mallard ducks can find north using the stars of the night sky.

Human beings, however, have struggled a bit with the whole navigation gig. It wasn't until a bloke called John Harrison invented the marine chronometer in 1773 to accurately determine longitude, that long distance sea travel became relatively safe. This was largely a result of the Scilly naval disaster of 1707 when four Royal Naval ships crashed into the Isles of Scilly off the coast of Cornwall, thinking they were in the middle of the English Channel. A minor error that cost 1400 lives.

It is part of popular folklore that women can't read maps. Regrettably, this can't be reliably verified because:

- (a) the person advancing the proposition is almost always male, and
- (b) it is well known that males can't do two things simultaneously, so how would they know?

Nowadays, we have satellite navigation devices that relieve us of this chore and source of argument, notwithstanding the tendency of the said device to plan a route from Sydney to Penrith via Newcastle, if left unchecked. The whole issue is somewhat circular in that you actually need to know how to get where you are going in order to get the most out of your Sat Nav. And mostly, the voice is female....

Which is how, on a lovely Thursday morning, the 20th November 2012, we came to be turning left out of the car park of the Bathurst Motor Inn onto the Great Western Highway. We continued to drive east until we had nearly exited the town. The small matter of the left turn 60 metres after the first left turn, completely evaded yours truly who was navigating. The result was a scenic tour of Bathurst Showground and surrounds before realising that the correct direction was, in fact, west. Applying this expertise in the navigation of one of HM's Naval ships would have been the equivalent of exiting Plymouth with the objective of the east coast of the US and discovering Amsterdam.







Wednesday Run **Bathurst Day 2/2**John Slater

This was a serious issue because at stake was breakfast. Not only that, it was breakfast at Abercrombie House in Bathurst. Describing Abercrombie House to someone who hasn't been there is a bit like your first experience in any remarkable place, the impact is difficult to convey.

Abercrombie House is an enormous – 50 room – house completed in 1878 for the Stewart family in the Scottish Baronial style, as you can see from the photos. It is built of locally quarried granite – so local that they quarried the granite from an outcrop on the actual site and replaced it with the house - and sandstone. Obviously the Stewarts were VERY wealthy, the estate was over 12,000 acres in its heyday. In contrast, I imagine the average worker's house of 1877 in Bathurst would have been weatherboard with a maximum of four small rooms and a kitchen.

After a chequered 20th Century existence, which very nearly resulted in the demise of the house in the late 60s, the Morgan family bought it as a weekender!! And have been restoring it ever since.

Despite the decoding of the DNA helix in the 1990s, no specific collecting or restoration gene has so far been identified. This doesn't mean they don't exist, like the Yeti, they just haven't been found - yet. Yeti have observed that the collecting gene and the restoring gene very often exist together. This combination can have remarkable and unsung results, unlike the heights of sporting, business or political prowess. In its more common iteration it is often exhibited by a seemingly normal house or shed with seemingly normal inhabitants. I have to confess that I used to watch Collectors and found it satisfying that there were people out there with quite staggeringly eccentric collections. Like the lady who collected orange plastic or, best of all, the man who collected all of his belly button lint, kept it in jars and reflected on the different colours caused by different clothing.









Wednesday Run Bathurst Day 2/3 John Slater



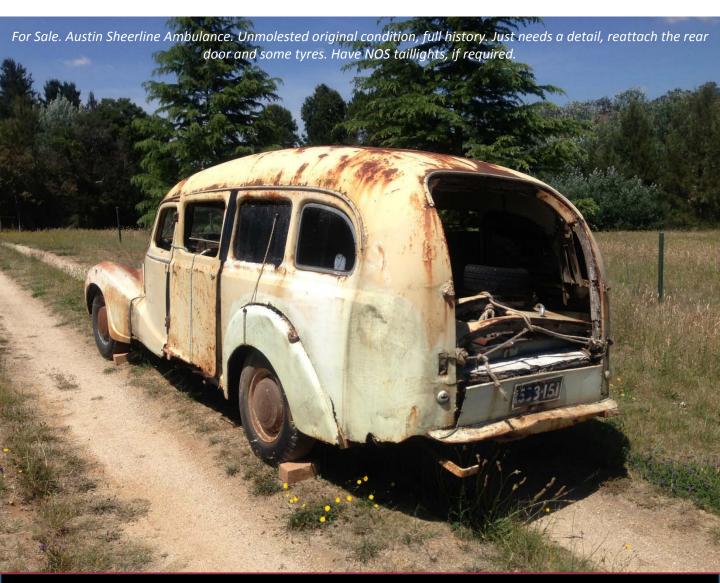
At its best however, the collecting/restoring gene, can result in individuals saving and bringing back to life remarkable things over whole lifetimes or more. Abercrombie House is one such endeavour. The Morgan families of father Rex and son Christopher have devoted their lives to conserving and restoring the house and grounds for over 40 years, without outside financial assistance.

Once we found the house, we had a most enjoyable breakfast on the veranda. This was served by Christopher's family, following which he took us on a two hour tour of the house, after the obligatory photo shoot of course.

Christopher collects Austin Sheerlines. He doesn't collect just any old Austin Sheerlines either, he collects Austin Sheerline Ambulances. He has four of the seven or nine made and believes he has all of the survivors. Like watching Collectors, discovering this made me feel a lot better.

Our thanks to the Morgan family for their hospitality and for sharing their remarkable endeavour with us. We wish them the best in their continuing efforts.

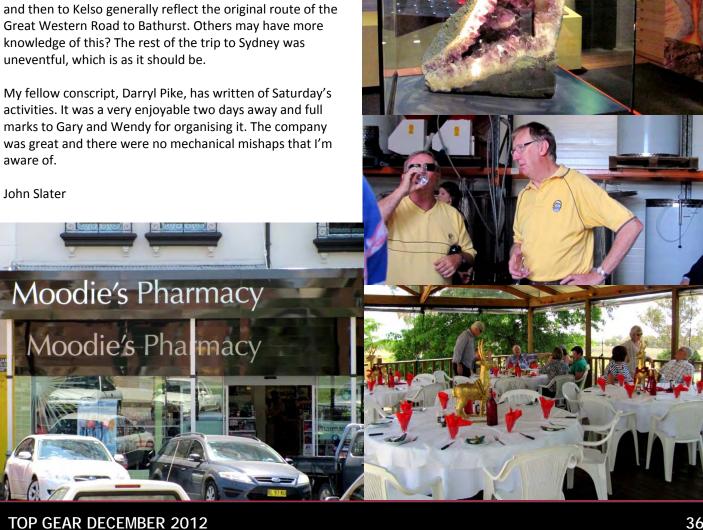
On leaving Abercrombie House, again navigating with Wendy driving, we returned to Bathurst where a visit to the Fossil Museum was suggested. This was altogether too close to reality so we didn't go there. This was probably a good move as the poor jokes that would inevitably have resulted have been avoided. Instead we had coffee.



Wednesday Run BATHURST DAY 2/4 JOHN SLATER

Following the instructions of our Rally Directors Gary and Wendy Maher we proceeded some 16.5 kms to McGraths Winery at Brewongle. Thankfully the navigation wasn't very difficult and your humble scribe achieved it without difficulty. After the obligatory wine slurping, er tasting, McGraths put on a lovely lunch with the tables decorated in full Christmas regalia, the centre piece of each table being an unstable gold reindeer. I've always loved the incongruity of Christmas in Australia; pine trees, reindeer and hot food amid the heat, flies, gum trees and dry earth. I wonder if everything had happened in reverse and we'd colonised them, if they would celebrate with flies, salads and brown marsupials in December? I doubt it.

Following an excellent lunch and goodbyes we headed back towards the Great Western Highway and Lithgow tracking the main western railway line. For those rail enthusiasts and let's face it who isn't? Tarana, which we drove through the day before, is interesting because until 1876, when the line was extended to Bathurst, it was the terminus of the main western railway line. I also suspect but can't verify, that parts at least, of the road from South Bowenfels to Tarana and then to Kelso generally reflect the original route of the Great Western Road to Bathurst. Others may have more knowledge of this? The rest of the trip to Sydney was uneventful, which is as it should be.





TSCC Tasman Revival Classic Car Display



TSCC members who attended on the Sunday. My apologies for not mentioning any members I missed.

Member	Car	, 3	Member	Car
Dominic Truelove	Mercedes Benz 390SL	Terry Daly -	Lotus Élan	
Colin Allerdice	BMW Z3	Roger Morgan	Lotus	
Lionel Walker	Jaguar XK140	Norm Johnson	Jaguar XKSS	
Adrian Walker	Jaguar E TYPE	Jeremy Braithwaite	Jaguar XKR	
Craig Shell	Jaguar MK2	John Moody	Jaguar E TYPE	
Ashley Smith	Maserati Merak	Neil Mason	Holden Monaro	
Colin Watts	Mazda MX5	Gary Maher	Volvo 1800 -S	
Peter Wards	Triumph TR-5	Ricky Johnson	Aston Martin DBR2	
Les Johnson	Ford (replica) GT40	Marie-Louise Howard	Ford - Mustang	
Len Fardell	MG TF	Barry Farr	Ferrari 308 GTS	
Ross Brackenbury	Ferrari 328-S	Stephen Knox	Jensen	

Vic Andrews and son Ross in his Van Diemen - Formula Ford - (See Victor's article RF81 Chassis 401.) The amazing Bob Smith as usual was seen lurking around, and is likely to pop up at any event any where in the world.

The day started early with a quick cup of coffee, and then down to the garage where I turned the key as the GT40 roared into life, trying not to arouse my sleeping neighbours. I eased the car out of the garage because we live in a small valley and it is hard to be quiet whilst warming up the car, because it back- fires a bit on start up. I managed to get the car on the road with low revs and down the street a bit when at last the temperature gauge was on the move.

I caught up with my son Ricky who was driving the Aston Martin DBR2 at Ryde and we proceeded out to Eastern Creek, upon arrival we had the inquisitive security staff at the gate, who wanted to know everything even though we showed our passes and entry windscreen sticker. The gate officials then allowed us to proceed to our allocated display area, catching up with fellow TSCC members and organising the line up of display cars.

The temperature was really starting to warm up, so it was decided to take a walk to inspect some of the wonderful cars as they prepared for the days events. We grabbed an Egg and Bacon roll as we walked through the pit area, catching up with old friends along the way.

As the temperature soared to extreme heat it was decided to find a cool place, which we found in the ARDC garage including air-conditioned, seats and a bar. What more could one want over looking the pits and main straight.

I was to stay in the same spot for most of the day, just talking to fellow TSCC members and friends.

This was the most poorly run event, I have ever attended. The last two previous Tasman Revivals had been terrific with a great selection of historic cars and well attended by spectators.

I am afraid I will not be supporting this event in the future, unless organisation is extremely upgraded! Sadly, the most excitement was the McLaren catching fire in Pit Lane. (Photo taken by Jeremy Braithwaite)

Les Johnson







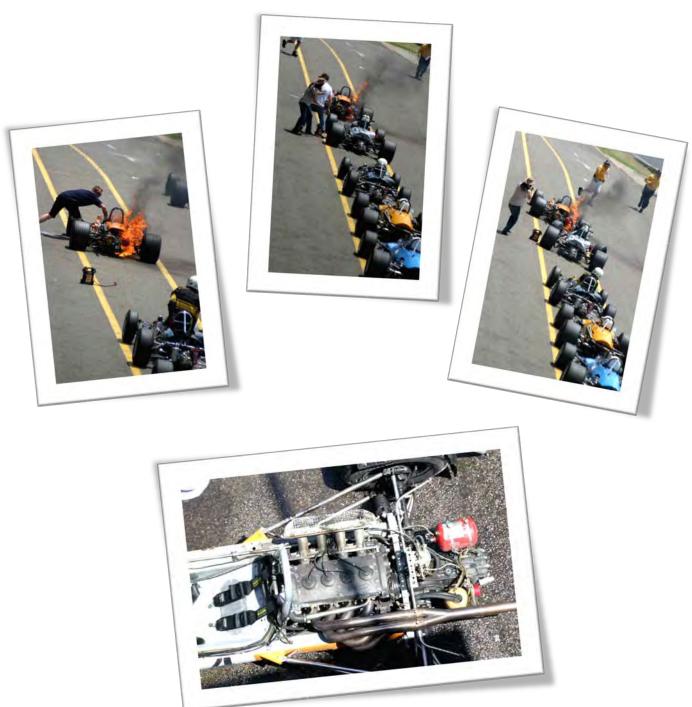
Partly caused by the extreme heat and the poorly run event, the McLaren catches on fire.

All pics Jeremy Braithwaite

More at:

http://jbraithwaite.smuqmuq.com/Motorsport/Historics





All pics on this page from Roger Korte

A Tasman Revival Formula Ford experience

Preparation is the key for improvement in lap times and therefore end results but after many hours of work and a new paint job we need to go back and reconsider more detailed work to the cooling system and power output of the engine.

On the positive we gained improvements in the handling and we did have some improvement in lap times.

<u>Thursday</u> I had a practice session to check out all is well without pushing too hard as I did not want to risk breaking anything for the weekend ahead. Also it was my first time back in the Van-Diemen after my heath problems and I can tell you it was great to get back and blast around the track as I have been suffering withdrawal need for speed symptoms lately.

<u>Friday</u> Ross had official practice and got down to 1:48 which is our best lap time so far but this was short lived as the temperatures soared over weekend so did our problems.

First race lap 2 Ross had a spin at turn 1 as he tried to use the brakes to improve stability. Result was we found the brake balance was not quite right and Ross effectively did a handbrake turn and some grass cutting @ 170kph, a heart stopping moment but he recovered ok.

Saturday Race 1 completed with the engine losing power and overheating ... best lap 1:50 19th out of 24.

Next race the engine overheated again and the oil breather hose came off the rocker cover causing some oil loss and DNF.

<u>Sunday</u> after our best efforts we still had engine noises which were not pleasant so Ross wisely pulled in after the first lap with much disappointment for us both but we gained another signature towards a full licence.

The afternoon TSCC group drinks in the ARDC air conditioned club room was a welcome wine down after a hard hot few days in the pits I can tell you.

Till next time.

Vic Andrews



In Search of History for Racing car Van- Diemen RF 81 Chassis 401

Trying to find the first six years of racing history in England for my RF81 is a bit like searching for the entrance of King Tut's Tomb and does this machine had any connection to the late great Ayrton Senna? Here are the facts so far.

_Ayrton Senna started his racing career in 1981 driving an identical model Van-Diemen RF81 after leaving Brazil to race in England and won the 1981 Formula ford championship over there, two cars were supported by factory with team mate.

Van-Diemen identified my car from its gearbox number and photos as chassis #401 but advised its race history have been lost due to a factory fire. Australian race history and ownership records are no problem.

Any inquires to where the original RF81 is located that Senna raced is met with a code of silence and there are a few look a likes racing in Europe.

The chassis number 401 indicates it is one of the earliest made RF81's which logically means it could have been development car used by the factory test drivers. Maybe we will never know but the car does look good in the Senna livery and it would nice to be able to put his name on the side of the body one day.

Vic Andrews



THE MAN WHO WOULD BE KING

Leading the pack at Silverstone during his 1981 assault on the **British Formula** Ford scene. At the wheel of his works-supported Van Diemen RF81. Ayrton won the two most significant national championships, then toyed with retirement when he was told his further advancement depended on finance rather than the obvious merit he believed should be the key.

were propelled by souped-up motorcycle engines.

Senna's portfolio of achievements in this crucible of future Grand Prix talent speaks virtually for itself. In 1977 and 1978 he won the South American Championship and was Brazilian national champion four times in a row from 1978 to 1981. In addition he had his first crack at the karting World Championship at a one-race shoot-out held at Le Mans, France, in 1977. He finished sixth.

Two years later he was back to contest the same event at Estoril, which would be the scene of his first Grand Prix victory only six years later, and came away with second place to the Dutchman Peter Koene. He was second again in 1980 and fourth in 1981, by which time he was seriously involved in single-seater motor racing in Britain.

He was twenty-one years old when he arrived at the Van Diemen factory in rural Norfolk. Founded by Ralph Firman, a one-time mechanic at the Jim Russell Racing Drivers' School based a Snetterton, Van Diemen has a long-established of building the most competitive cars for the cut and thrust of Formula Ford 1600 most successful ever junior category for the second Grand Prix star.

Senna was introduced to Firman by Cananother Brazilian driver who as a content of Nelson Piquet had been a rising star and 1970s but never quite realized his full potent two years Serra had been telling Firman about another young Brazilian who was involved in karting. Now here he was in folk about to do the most crucial deal of the second career to date.

"He arrived here with Serra in the added January 1981," recalls Firman, "and we all a series of the series of the





Vic's Van Dieman looks superb in its new paint scheme

More FF pics on <u>Jeremy's SmuqMuq site</u>.

I'd been on top of that funny building that is right on Turn 1 at the Creek taking a <u>few photos</u> and as I was walking back across the Dummy Grid the Lotus Elan's were lining up for the Tasman Drivers parade.

It is 50 years since Colin Chapman was persuaded to put a backbone chassis under the Elite and the Elan was born; and it was a pretty good line-up of Elan's that had been mustered by Vaughan Stibbard including a lovely light blue model piloted by none other than our very own 'Rog' Morgan with Bobbie Brittain alongside.

My hearing is not that good, and I thought I heard someone calling my name. Couldn't see who it was until Mike Ryves stood up in the seat of his Elan and started waving his arms about. Mike was meant to take Bob Holden round for the parade laps, and Bob hadn't been able to make it down, so Mike asked me to substitute.

Well in true Top Gear 'gutter press' fashion I insisted that we overtake the entire parade so that I could photograph everybody. Mike agreed ... "much easier to ask for forgiveness than permission" ... so let's get into it.

We'd got past the whole lot of the Elan's when Mike snuck under Keith Berryman in the D Type under brakes for the stop corner behind the pits. All Keith could see was this huge 400mm lens pointed at him until I looked round the side and gave him a cheery wave. Big smile!

Keith has owned at least one Elan that I can remember, so he must have felt quite at home in this group.

Next was this delightful red Thunderbird convertible with none other than Frank Matich in the passenger seat. He gave us a very cheery wave. After that it was the pace car, and we stopped on the side of the track to get a picture of everyone passing us.

Julie was safely ensconced in the air-conditioned paradise of the ARDC Garage on the first floor when someone said to her "Isn't that Jeremy in that Elan in the parade?"

Tess Morgan took a photo to prove it which I shared with Bob Holden to his amusement.

We were up in Taree the following weekend for his 80th birthday which was an absolutely wonderful occasion.

I've known Bob since the early 1970's when I used to race one of his Escorts.

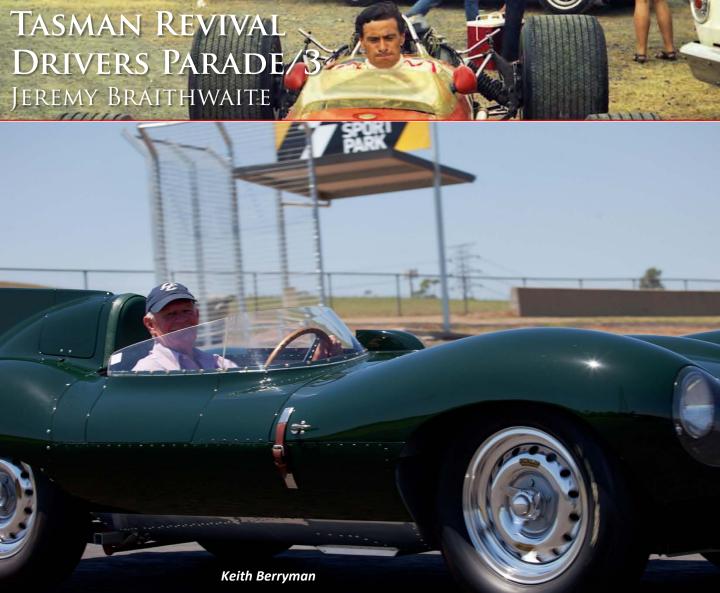
Terry Daly was also part of the scene back then with Bob and they were great days with a lot of great people and some superb competition.

One of the highlights of the Taree weekend was meeting the original owner of the RS Mexico that Bob imported and we're currently restoring.













EVENT REPORT THE XMAS PARTY/1 VICKI BELL





THE TSCC PRESENTATION DINNER & CHRISTMAS PARTY

As usual what a brilliant event and our thanks to Barry Farr and Dott Forrester for all their hard work in putting the night together.

The evening started with drinks on the terrace and after a very hot day this was most welcome, members mingled and conversation flowed until we were ushered inside to our tables for the festivities and presentations to begin.

Barry welcomed everyone and handed over to Terry, who naturally started the evening with a joke, from a book of jokes, quite a thick book!! I fear this book will be around for a while!



The buffet was sumptuous as usual and everyone tucked in with enthusiasm. The awards were presented between courses with 50's & 60's music playing in the background.

It was great to see Les Johnson looking so well and wearing his Christmas socks with pride.

Some highlights of the evening were John Moody winning a lovely hamper for the lucky door prize, Gary Maher celebrating his birthday with 51 of his closest friends and Keith Reynolds finally admitting that yes, he really is Santa, we've all suspected this for some time and now know it's true!

EVENT REPORT THE XMAS PARTY/2 VICKI BELL







EVENT REPORT THE XMAS PARTY/3 VICKI BELL

In the true Christmas spirit of giving, and in an effort to reduce the stock of regalia, Terry away 10 year badges to anyone who had been in the Club for 7+ years, and key rings to anyone over the age of 25!



After dessert the music was cranked up a level and at 10.30 the dancing started, we 'blamed it on the boogy', did the YMCA with gusto and the ladies all rushed to the floor to treat everyone with a synchronised rendition of 'nut bush'.



EVENT REPORT THE XMAS PARTY/4 VICKI BELL



All in all a wonderful evening was had by all, a great start to the Christmas Season.

My thanks to Bruno Ferro for the great photos and I believe more will appear on our website too.

Greg and I would like to wish everyone a happy and healthy 2013 and we hope to see all of you at an event soon.

Cheers

Vic



TOP GEAR ARTICLE UPDATING THE CONSTITUTION/1 NIGEL BRYAN



BACKGROUND BRIEFING

This article has been prepared by Nigel to help explain the background to the recent changes in the Constitution

The Department of Fair Trading ("DFT") is the government body that controls all incorporated Associations throughout NSW. Our Club falls under that jurisdiction.

On 1st July 2010, the DFT introduced into Legislation two items being the Associations Incorporation Act 2009 and, Associations Incorporation Regulations 2010. These changes were somewhat far reaching and were undertaken to allow the 35,000 Associations across NSW to operate more effectively and make things easier for Incorporated Bodies to manage their affairs. I attach the DFT fact sheet dated August 2010 (DFT "Changes to Associations Legislation") that more fully explains their actions. There is no doubt their actions were favourable to all Incorporated Associations which include our Clubs.

The new Legislation of 2010 allows Clubs to continue to operate under their existing Constitution and there is no time frame applied for Clubs to review the matter. There is however a requirement that if ever an Association does proceed with a review (or any change) of their Constitution (even a very minor one like changing the Annual Membership Fee), then there are some minimum requirements that need to be addressed. Those minimum standards are set out in the attached document (DFT "About the Constitution") and comprises sixteen specific points which need to be addressed in any new Constitution that may adopted. In reviewing our existing constitution, those sixteen items are not sufficiently covered.

In summary, the legislation REQUIRES us to update our constitution. Not an option, a necessity.

As part of their review, the DFT has drafted a standard "Model Constitution" which is available for every Association to adopt as their own Constitution. I have been in touch with and talked at length to Mustang Owners who went through an exhaustive exercise examining their constitution, and MOCA have adopted the Model Constitution. I strongly recommended our Club takes the same action, and this was taken unanimously at the Extraordinary General Meeting on 14 November 2012. The Model Constitution can be adopted without changes being made or, may be varied to suit individual circumstances. Some background to this recommendation:

The Model Constitution is subject to change at any time. These changes may be as a result of numerous actions – court decisions; changes to legislation; recommendations from informed sources or any other circumstance. Model Constitution. For those Associations who have not adopted the Model Constitution, then those Associations are responsible for doing their own updates. It is FAR preferable to be able to rely on the fact that our constitution will always be deemed to be up to date by adopting the Model Constitution.

The Model Constitution has been drafted by the DFT as a tool for use by all registered Associations. It has been drafted with the intention of simplifying the running of Associations and supporting the appointed Committee and members. The DFT has the benefit of skilled staff experienced in such matters who are involved in the process on a regular basis – the experience of DFT will generally far outweighs any available experience within the Associations they support.

A review of the Model Constitution indicates the document is reasonably easy to read and understand as well as covering all areas that need to be included in a Constitution. If any omissions or amendment are subsequently determined, then amendments will flow through in accordance with the conditions attaching to the use of the Model Constitution.

In essence, the use of the Model Constitution will remove the need for any further changes to an Associations Constitution as those changes flow automatically. A massive benefit, as DFT intended by adopting this approach. I compared the Model Constitution with our existing one, and it covers most things we have in the existing one, and captures them in better "legalese". There are some things NOT covered. That is deliberate on the part of DFT. The solution is that the Club maintains a separate **Policy and Procedures Manual** which is the subject of internal review by the Executive Committee. These procedures are not part of the Constitution and are therefore able to be reviewed, updated, amended, maintained or altered by the Committee at any time and do not require Constitutional amendments on each occasion (as was the need in the past). Some Clubs did have their membership fees included in the Constitution and therefore any amendment to the fee structure was often difficult. The Model Constitution handles this quite simply by saying ... "membership fee is \$1 or other such amount as determined" The Executive Committee then have ability to perform in the best interests of the Club.

TOP GEAR ARTICLE

AIRSTREAM IN AUSTRALIA/1

JEREMY BRAITHWAITE

I expect that most of us will have seen those lovely all aluminium caravans and motor homes in American movies, without perhaps realising what they are.

I first saw one – in the metal – parked outside Windsor Castle in the UK. It looked pretty special and so I took a photo of it. The next one was at the Polo a couple of weeks ago. Julie and I had a good look at it and chatted to Alan Imrie about it. A really nice bloke and very enthusiastic about his product, which is called Airstream for obvious reasons ... it is not built like a slab sided box on wheels!

Imagine our surprise a few minutes later to bump into Michael Corbett and discover that he is doing the PR for the product. Michael & Dale have been members of our local Kurrajong group for quite a while. Michael has a motorsport background having successfully competed in the same 2000 London Sydney Marathon as Terry Daly.

I asked him for some information:

Since 1931 Airstream polished aluminium travel trailers have graced the roads of the world. Collected by Hollywood stars, travelled in by Presidents and dignitaries, obsessed over by owners and those who hope to be, these magnificent hand-crafted Airstreams are now available in Australia for adventurous souls with an eye for style.

Initially two models will be available in Australia, the 634 and 736 International Series, factory modified and assembled to meet Australian compliance requirements including 240 volt wiring, Australian electrical switches, conversion for right hand drive vehicle towing and towing hitch. Interior fit-outs include premium brand appliances, a selection of flexible floor plans, fabrics and colour schemes providing for individual taste. Individual customised interiors can be produced to special order at additional cost.

Airstreams are known for superior structural integrity: their semimonocoque construction weds inner and outer aluminium layers to an integrated aluminium frame. After 80 years of production, the Airstream concept is still relevant today, lowering fuel and horsepower needs.

Alan Imrie, Managing Director of A&A Industries, importers and distributors of Airstream in Australia, summarised the opportunities in this market saying "We anticipate interest in Australia from a buying public looking for something different, a readily identifiable lifestyle statement and something that I think will really appeal to the outdoors nature of Australians. A balance of art and practicality; classic aircraft styling combined with modern safety, durability and functionality."

Pricing in Australia for the 634 commences from A\$115,000 depending on specification and interior finish and the 736 from A\$135,000.

Australian website: http://AandA.com.au Phone: (02) 4472 5200 or 1300 769 330

Address: 30 Cranbrook Road, Batemans Bay NSW 2536 US website: <u>www.airstream.com</u> (bear in mind US product

differs from Australian product).



TOP GEAR ARTICLE **AIRSTREAM IN AUSTRALIA/2**JEREMY BRAITHWAITE



The Founder of Airstream, Wally Byam, had a dream to create lightweight travel trailers that slipped cleanly through the wind. And with it was born another dream, one of new freedoms, new places, new experiences, and new friendships. It was a dream so powerful and so enduring that it did far more than create a new way to travel; it created a new way of life shared by thousands upon thousands of families.

In 1929, Wally Byam purchased a Model T Ford chassis, built a platform on it, towed it with his car to a campsite, and painstakingly erected a tent on it. The effort was tiresome and unpleasant, especially when it rained. Spurred on by his first wife Marion, Wally built a tear-drop-shaped permanent shelter on the platform that enclosed a small ice chest and kerosene stove. He then published an article that ran under the headline, "How to Build a Trailer for One Hundred Dollars." Readers wrote to Wally for more detailed instruction plans, which he sold at a cost of one dollar each.

The response was extraordinary, earning him more than \$15,000. After building several trailers for friends in his backyard, "the neighbours started complaining that I was making too much noise," Wally observed, "so I went out and rented a building." Airstream Trailer Company went into full production in 1932, when fewer than 48 trailer manufacturers were registered for business. Five years later, nearly 400 companies squared off against each other. Today, of those 400, only Airstream remains.



Let's only make improvements

Anecdotes are legion about Wally's passion for product innovation. "Let's not make changes, let's make only improvements," was his familiar refrain. In quest of these, Wally scoured the world looking for efficient hot water heaters, door hinges, butane lamps, chemical toilets, small porcelain sinks and chairs — myriad large and small items that would make an Airstream more functional and liveable. In Europe he discovered a heating system that took up little space but gave off plenty of radiant heat. He borrowed the design, improved it, and renamed it the Byam Burner.

In France he spied a compact gas refrigerator manufactured by Dometic. He arranged for the refrigerators to be installed in Airstreams, making an end to ice-electric refrigerators that required travellers to be constantly on the prowl for ice. More than 50 years later, Dometic still supplies refrigerators to Airstream. In 1954 he persuaded Max Bowen, president of Bowen Water Heater Co., to develop the first workable hot water system for a trailer. Sargent's Thetford toilets have been used in Airstream models since the 1961 model year. Wally tallied several inventions of his own, including the idea of a flat-sided underbelly to reduce wind resistance, and an 18 x 40 inch escape window in the back of the trailer in case the side door was jammed.

TOP GEAR ARTICLE AIRSTREAM IN AUSTRALIA/3

JEREMY BRAITHWAITE



Overseas celebrity owners of Airstream include Tom Hanks, Johnny Depp, Matthew McConaughey, Sean Penn, Brad Pitt, Lenny Kravitz and Sandra Bullock while in Europe Today Celebrity occupants include George Michael, Hugh Grant and Gerri Halliwell. The most recognised aluminium travel trailer in the world has featured in numerous movies and television shows including NBC's Grey's Anatomy and CSI LA. In season three of The Apprentice, Donald Trump challenged contestants to create mobile business ventures using Airstreams. They have appeared in numerous films including Charlie's Angels, Independence Day and Wall Street

Several specially built Airstreams are commonly used to transport American officials around the world. Strapped down inside military cargo planes Airstreams have transported Vice Presidents, First Ladies, Generals and Admirals in comfort. First Lady Laura Bush travelled cocooned inside her personal Airstream which had been installed inside the transport aircraft when visiting the troops in Afghanistan in 2008.

If you'd like to stay in a famous Airstream go to the Airstream Hotel at Escalante in Utah. They have a number of Airstreams that were used by movie stars and for as little as \$149 a night you can stay in Harrison Ford's Airstream used on the Indiana Jones set. The place has its own drive in movie where you get to sit in the '64 Caddy, the '66 Olds 98 or the '61 Rambler and watch Vintage Cartoons, Cliff-hangers like Flash Gordon and the Green Hornet, Classic Drive-In Intermission Ads, and Films from the '40s, '50s & More at: http://www.shootingstardrive-in.com/



TOP GEAR ARTICLE ME & MY MG/1 TOM ACZEL



Tom Aczel recalls some of the highlights from the last 40 years with his MGB

About 40 years ago, (on January 171970, to be precise), as a young car nut I bought a somewhat tired four year-

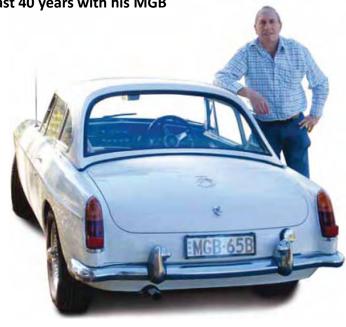
old 1965 model MGB. It was the best I could afford at the time as a 17-year-old, who'd saved up his money, mainly from summer vacation jobs as a builder's labourer.

I'd originally wanted a Healey but my (motor mechanic) father did not think they were suitable for a daily driver. (In hindsight it would have been a poor example on my budget.) My next choice was a TR4. We spent quite some time looking at potential buys, but my father found problems with each one we looked at. I'd never really considered an

MGB, probably simply because MGs were so common on our roads compared to (big) Healeys and TRs. We happened on this MGB almost by accident (parked in a back corner of a car auction sales business, having been 'passed in' at a previous auction). My father liked what he saw and asked if he could have a better look at his workshop. The car was brought over a couple of days later. Up on the hoist and elsewhere it looked good mechanically. We set off to test drive the car, but within 200 yards my father turned to me and said "Buy THIS car"! \$1,675 later, the car was mine!

Never did I imagine I'd keep this car so long, but it just became part of me, a never-ending project. In retrospect,

however, no other sports car would have fulfilled all that my MGB ultimately delivered. My daily driver, even in summer heatwaves and in heavy rain, on highways and rough country back-roads for the next 15 years, (till it came off the road for its second series of rust repairs), it was always completely and utterly reliable and totally oil-tight. The amount of space in an MGB is extraordinary for such a small car, and the car has carried endless bulky items over the years, including camping gear, massive hi-fi speakers, even a large part of my worldly possessions when I had to move interstate in my twenties (the rest went onto the train). I've lost my license for speeding in that car, carried endless passengers (often several at a time), covered most of Eastern Australia, and, eventually, left on my honeymoon with my new bride in the same car.





Tom with the more important members of his family



The Little White Car emerges after its third restoration. (Won its class at the Sydney Concourse 6 months later!)"

TOP GEAR ARTICLE ME & MY MG/2 TOM ACZEL

I've now done over 200,000 miles in the same car, same re-bore, same wife still too, as it goes happily on its way around the odometer for the third time. Most of those miles were before fitting the Mk1 O/D gearbox I found when working in the UK for a year.

After some awfully shoddy panel work over the years, the car finally got a brilliant restoration a few years back, and the car is now in better shape than when I first bought it. My two sons and two daughters love this old car and love driving it. My MGB is obviously now going to be in the family, presumably, forever. Who could possibly have predicted that, all those years ago when my father, with such conviction, turned to me and said "Buy this car"? Prior to me leaving to work interstate in 1979, my father decided to redo my car for the period I'd be away. Even though the car didn't need it yet, at 91,000 miles it received a complete engine rebuild including a re-bore. He then put a couple of spare radiator hoses and a fan belt in the boot for me, "just in case". In 1989, eight years after my dear father had passed away, when refilling with fuel, a puddle of water appeared under the car. A quick inspection showed my fan belt had disintegrated. Out came the spare fan belt, still in the boot where my attentive father had placed it ten years earlier, and in a matter of minutes I was on my way again. It was as if he was still around, keeping an eye on me and the little white MGB!

Countless memories, as you'd imagine, are associated with this MGB. I've torn the exhaust off on rough back roads three times. The most memorable time was on a level crossing at night on a side road. We were well and truly stuck; if I edged forward the engine pipe dug in, edging back, the tailpipe dug in. My girlfriend of the time became completely hysterical! Finally, I hitched the tail pipe up with something I found in the boot, allowing us to creep back off the tracks. The exhaust got welded up in the nearest town the next morning. The little white car and I had survived again. (The girlfriend didn't; we parted company a year or so later!)



Tom with his MGB aged 21



Almost completed engine bay; bonnet cable P clips and spark plug leads still to do.



Ned, number two son, resident petrol head and MG buff with the MGB at home.

TOP GEAR ARTICLE ME & MY MG/3 TOM ACZEL







Above:

Youngest child, Ursula, (another petrol head in the making), inspecting the restoration progress.

Left:

Article as published in the MGCC UK Magazine

Right:

The Chinese MG Club version



TOP GEAR ARTICLE

THE \$30 MILLION ASTON MARTIN/1 LES JOHNSON



World's most expensive Aston Martin for sale for €20 Million.

If it meets valuation the sports car will be the most expensive in British history.



Aston Martin Chassis Number DBR1/2

It is regarded as the single finest car built by Aston Martin in the famous firm's 99 –year history. Aston Martin owner set up a racing programme David Brown racing – DBR series came in to being. So little wonder that this spectacular model- winner of the Le Mans 24-hour race – is set to become the most expensive British car ever.







Built in 1957, the immaculate Aston Martin DBR1/2 went on sale 31st-August 2012 for a staggering £20 million.

After its victorious debut at the 1957 Spa 1000 km race, it scored five more victories.

Most important of all the win in the 24 hours of Le Mans in 1959 in the hands of Roy Salvadori and Carroll Shelby behind the wheel was its finest moment, reaching speeds in excess of 160 mph with both drivers who both sadly passed away this year within 28 days of each other.

TOP GEAR ARTICLE THE \$30 MILLION ASTON MARTIN/2 LES JOHNSON







Model History: David Brown Racing

A victory in the gruelling 24 hour of Le Mans race displays both outright speed and a very high level of reliability under the fiercest of conditions. Ever since his purchase of Aston Martin late in 1946, gearbox manufacturer David Brown put a victory in the most legendary of endurance races at the top his list. Soon after he bought the Lagonda rights, and with the designs of a six cylinder engine with two overhead cam shafts. This advanced engine was one the last designs of W.O. Bentley and would form the basis for all Aston Martins motorsport success.

In the first half of the 1950's, Aston Martin completed with their six cylinder sports cars mainly for class victories, but were still out-powered by British rivals Jaguar and the Italian Ferraris and Maseratis for overall victories. Introduced in 1953, the three – litre DB3S model proved a very capable racer, racking up many wins, including a clean sweep of the podium at the 1954 Silverstone Unlimited Sportscar race. Campaigned by both the works and many privateers, the DB3S' career highlight was a second place finish in the 1955 24 Hours of Le Mans race.

Work was started on a new car early in 1956. A completely new spaceframe type chassis was designed by chief designer Ted Cutting. The new chassis proved more rigid and very importantly 50 lbs lighter than the DB3S. Both front and rear suspension s were pretty much carried over from the latest specification DB3S', as were the Lockheed disc brakes. The first car produced. DBR1/1, was fitted with a 2.5 litre version of the twin-cam 'six' and transversely mounted David Brown gearbox to keep most of the weight within the wheel base.

Driven by Tony Brooks and Reg Parnell, DBR1 made its debut in the 1956 24 Hour's of Le Mans. Blown away by the much more powerful competition, the new car finally retired with an engine problem. This remained the only outing of the DBR1 in 1956 and at the end of the season John Wyer was appointed as General Manager and Reg Parnell as Racing Manager of the company. Under their leadership development continued throughout the winter. With various changes carried out, the 2.5 litre DBR1/1 was campaigned in the first two races of the 1957 season, recording back to back second place finishes.

The winning formula was found when an updated version of the DB3S' three litre engine was fitted. Two three-litre DBR1's were fielded in the Spa Grand Prix race in May of 1957. DBR1/2 driven by Brooks recorded the car's first victory. In his hands DBR1/2 recorded another two victories that season, in the Nurburgring 1000 km race and again at Spa in a three hour race. To complete with the more powerful cars in sprint races, the 3.7 litre DBR2 was developed. Roy Salvadori scored victory with it in a Silverstone Over -1500cc sports car race.

Although 1957 proved quite successful for Aston Martin, a victory at Le Mans still eluded the British manufacturer. Ironically one of the weak components of the DBR1 was David Brown's own CG537 gearbox. A sudden change in the regulations at the end of the 1957 season limiting the displacement to 3-litre for sports prototypes, perfectly suited Aston Martin DBR1. These changes left Jaguars D-Type's, Maserati 450S and the Lister –Jaguar Special obsolete. Already stricken by financial problems, Maserati announced a complete withdrawal, leaving Ferrari as the sole works competition.

TOP GEAR ARTICLE

The \$30 Million Aston Martin/3 Les Johnson



With high hopes and one extra DBR1 chassis for the works team, Aston Martin entered the 1958 season. With Le Mans being the sole focus, the works team rarely took their precious cars in the season leading up to the June race. Three weeks prior to the big race, the team used the Nurburgring 1000 klm as a warm-up. Like the previous season, the DBR1 excelled at the twisty and long circuit, with Stirling Moss and Jack Brabham taking the flag in first position in DBR1/3. In the mean time, Moss was quite successful in non-championship races with DBR2. At Le Mans the car's frailty was shown once again, with none of the works cars finishing, leaving the victory to Ferrari. An old DB3S did claim a credible second place for Aston Martin.

Moss and Brooks were victorious in the Tourist Trophy win in DBR1/2. These results were enough for Aston Martin to secure second place in the Constructor's Championship behind Ferrari, but with the little works competition, this was hardly a big achievement. David Brown and his team were not ready to give up and continued work on the DBR1.

Only DBR/1 was allowed to be campaigned in the season leading up to the 1959 Le Mans race, as Aston Martin was busy designing a completely new car to campaign in formula 1 championship. Moss used it to win DBR1's third consecutive victory at Nurburgring in one of the finest drives of his career, constantly having to make up for time lost by his team-mate. Aston Martin constructed a fourth work chassis, and a fifth chassis to be completed by long time customer Graham Whitehead.

A three car strong works effort was sent out to Le Mans, all three cars equipped with slightly revised engine with a changed bore and stroke. Moss'DBR1/3 was fitted with a special high compression engine to set a high speed pace in the opening hours, forcing the competition to speed up and stretch their material.





When Moss'DBR1 died, this ingenious tactic had already resulted in two retirements for the four-car strong Ferrari team. After the third Ferrari retired, Roy Salvadori and Carroll Shelby in DBR1/2 finished first, followed by Maurice Trintingant and Paul Frere in DBR1/4.

David Brown had finally had his victory at Le Mans.

Aston Martin was now only trailing Ferrari by two points in the World Championship, which presented a new challenge for the remainder of the season. Shelby, Fairman and Moss piloted DBR1/2 to a victory in the Tourist Trophy and with the help of the fourth place finishing DBr1/4 of Trintingant and Frere, Aston Martin were World Champions.

TOP GEAR ARTICLE

THE \$30 MILLION ASTON MARTIN/4 LES JOHNSON





Carroll Shelby, Roy Salvadori, David Brown, Stirling Moss and John Wyer 1959 victory at Le Mans

With the mid-engine revolution taking place, contemporary sports cars and single seaters were quickly rendering obsolete. Not willing or able to make the investments needed to build and design completely new racers, Aston Martin withdrew from racing. With the DB4GT, Aston Martin did give their customers a means to take on Ferrari in GT-racing, but their success was very limited. Long after the David Brown period, in the 1980's Aston Martin badged sports cars unsuccessfully tried to take on Le Mans again. John Wyer did win more Le Mans victories with his Gulf GT40's and Mirages, making him one of the most successful managers in Le Man History.







David Brown Racing programme now history and will never be repeated

Check out the ad for the car at Talacrest where there is lots more historical information and movie footage from the time

http://www.talacrest.com/stockdetails.asp?StockId=5978

TOP GEAR ARTICLE THE RAAF BLACK CATS/1

PETER FINLAY

My father, Sqn Ldr John "Jack" Finlay, served with 113 (ASR) Sqn one of several which operated from Rathmines. He navigated a series of flights in A24-112, departing from Rathmines at 1700hrs on 11.11.1946 with pilot Flying Officer Black to Port Moresby. The non-stop flight took 13 1/4 hours, mostly at night. From there they flew the Catalina to various ports in the area. The mission returned from Port Moresby via Townsville with the aircraft being commanded by Sqn Ldr Emslie arriving at Rathmines at 2230hrs on 28.11.1946.

The Consolidated Catalina, PBY, went into production in 1936 at San Diego and served with the US Navy. The last machines came of the lines at the end of 1945.

A total of 168 aircraft, consisting of five variants ranging from PBY-4, PBY-5 and 5A, PB2N-1 and 2, were supplied to the RAAF and were flown from San Diego to Rose Bay, the flights taking about 60 hours and were routed via Hawaii, Fiji or Noumea. The first Trans Pacific delivery flight by A24-2 in February 1941 was only the third such voyage since Sir Charles Kingsford Smith's pioneering expedition in the "Southern Cross" in 1928. Along with E.J. Greer from Consolidated, the Australian crew, Lester Brain, A.S. Patterson and P.G. Taylor, operated under the auspices of Qantas Empire Airways Long Range Operations Division and the aircraft carried civilian registration-VH-AFA- to comply with the USA Neutrality Act.

Designed initially as a pure flying boat, stabilised on the water by floats which retracted to form the wingtips, ultimately 43% of production were built as amphibians, which, despite a weight penalty of around 1,500kg, markedly expanded the utility of this versatile aircraft.

In order to increase operational range and load-carrying capability, 29 of the Australian PBY-5A were stripped of their undercarriages at No's 1 and 2 Flying Boat Repair Depots at Lake Boga in Victoria and Rathmines, NSW. They were the redesignated PBY-5A(M).

Most people will remember Peter Finlay as either the three time NSW Hillclimb Champion, or their advanced driving instructor in a Formula Ford at Amaroo or Oran Park. He does have another couple of passions: flying and photography. These are combined in this lovely article about his Dad and Catalina flying boats.

More on Peter and his photography at his **SmuqMuq** site.





TOP GEAR ARTICLE THE RAAF BLACK CATS/2

PETER FINLAY

The second last RAAF aircraft, A24-385, went on to achieve fame and glory as "Frigate Bird II" for Gordon Taylor's flight to Chile in 1951 with the civil registration VH-ASA. She is preserved in the Powerhouse Museum in Sydney. Four RAAF Squadrons operated Catalina's: No's 11, 20, 42 and 43 along with two communication Units and several ASR Flights. Much of the operations involved mine-laying although bombing was also carried out most effectively. A great deal of their work was in reconnaissance as well as evacuation of personnel and Air/Sea rescue. Some such operations penetrated nearly 3,000 km into enemy territory.

"HARS' Catalina, VH-PBZ, was acquired in 2002 in Portugal where it had been operated as a water bomber which, after a three week flight, arrived at Illawarra Regional Airport on 5 October 2003. This is a PBY-6A, built in 1945 at the New Orleans plant and delivered to the US Navy. After a chequered civilian career the Catalina was restored to conform as closely as possible to the configuration of the RAAF 'Black Cats' The aircraft markings are those of A24-362 which served with 43 Squadron RAAF as OX-V. Even after the outbreak of war, Qantas took delivery of 19 Catalina's between January and October 1941 and were to convey VIPs travelling overseas. Their most notable route was the 'Double Sunrise Service' direct from Perth to Ceylon (Sri Lanka), a distance of 5,632 kilometres without touchdown. It was the only form of personnel transport between Australia, Europe and America during the war. Catalina's continued in passenger service after the war linking many of the Pacific islands with Australia. The last Qantas flying boat service was VH-EBD Catalina New Guinea flight on 24 July 1958."

The original Rathmines base has been heritage listed by the NSW State Government and an application for similar recognition has been made to the Federal Government so that funds may be raised for the erection of a hangar type Museum from which the Catalina Flying Memorial's own Catalina, VH-CAT will eventually operate References and quotations sourced with thanks from Stewart Wilson's "Catalina, Neptune and Orion in Australian Service" and from HARS' and Rathmines Catalina Memorial's websites.



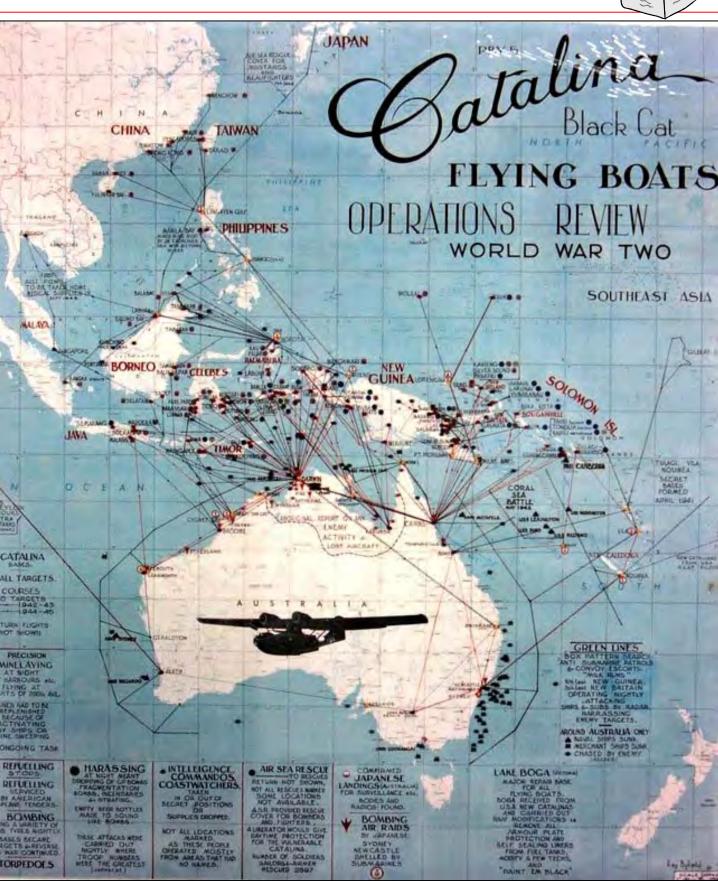
Standing in the doorway of an RAAF Dakota when he was a Flight Lieutenant, my father, John "Jack" Watson Finlay. He was an outstanding navigator who served in the later years of WWII and who later rose to the rank of Squadron Leader before his demise in a mercy flight in Queensland at Easter 1955.



TOP GEAR ARTICLE THE RAAF BLACK CATS/3

PETER FINLAY





TOP GEAR ARTICLE CATALINA'S AT LAKE BOGA/1

Jeremy Braithwaite

A visit to the old repair base at Lake Boga in Northern Victoria will find this largely intact example of a Catalina.

When we were last there in 2008 the drought was in full force and the lake was completely dry.

See the pic on the right with the sign saying please do NOT pick up anything you might find on the lake ... apparently the Catalina crews would often drop unexploded bombs into the lake, especially if they had a difficult landing with a damaged plane.

Since we were there a lot has happened. The lake has filled up again and they have built a hangar over the Catalina and restored it and have expanded the Museum.

The Museum has its own web site: http://www.flyingboat.org.au/

Check out the <u>ABC News</u> footage of the opening of the new Museum with a lot of interesting interviews with people on their war time memories. There is also some lovely footage of the <u>HARS Catalina</u> doing a touch and go on Lake Boga

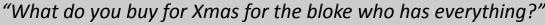




What's Santa Going to Bring you?

A RUSSELL BROCKBANK ORIGINAL

JEREMY BRAITHWAITE





The cartoon above would have to be one of Russell Brockbank's best known. The caption says "...return you to the studio' and really captures the moment.

The devil is in the detail as they say, and in every Brockbank the detail is exquisite. The hair is raised, the stopwatch abandoned on the table, the BBC sign is right there above the microphone, and Harold Wilson would have been proud of the Burberry

neatly hanging on the peg.

There's a lot more like this on the official Russell Brockbank website: http://www.russellbrockbank.com/

For example I just had to bring the cartoon on the right to Terry Daly & Les Johnson's attention.

You can buy a great variety of different Brockbank items:

- Originals
- Prints
- Greeting cards
- Canvas like the example above
- Christmas cards
- T-Shirts



'With only two hours to go, No. 61 has a comfortable lead.'

The web site is also organised by marque – well Jaguar, Rolls, Bentley and Bugatti. There's a section on the Mini and another on Lady Drivers. Hmmm ... Oh, and there's even a section on aeroplanes. I think one way or another it is fair to say there is something for everyone!

TOP GEAR CLASSIFIEDS

FOR SALE/1

BENTLEY MULSANNE

This Bentley is now NSW registered. Enquiries to Peter Benjafield on 02 9411 2233



TOP GEAR CLASSIFIEDS

FOR SALE/2

JAGUAR XKR CONVERTIBLE

Enquiries to Jeremy Braithwaite on 0416 222 112





CONGRATULATIONS TO OUR ANNUAL AWARD WINNERS



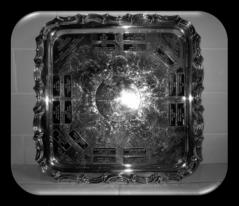
Citizen Kane Award: Gary & Wendy Maher



Clubmans Trophy: Terry Daly



Sporting Trophy: Gary & Wendy Maher



Car of the Year Award: John Moody 1974 Jaguar E-type Series 3 Roadster



Donald McDonald Memorial Trophy: Jeremy & Julie Braithwaite