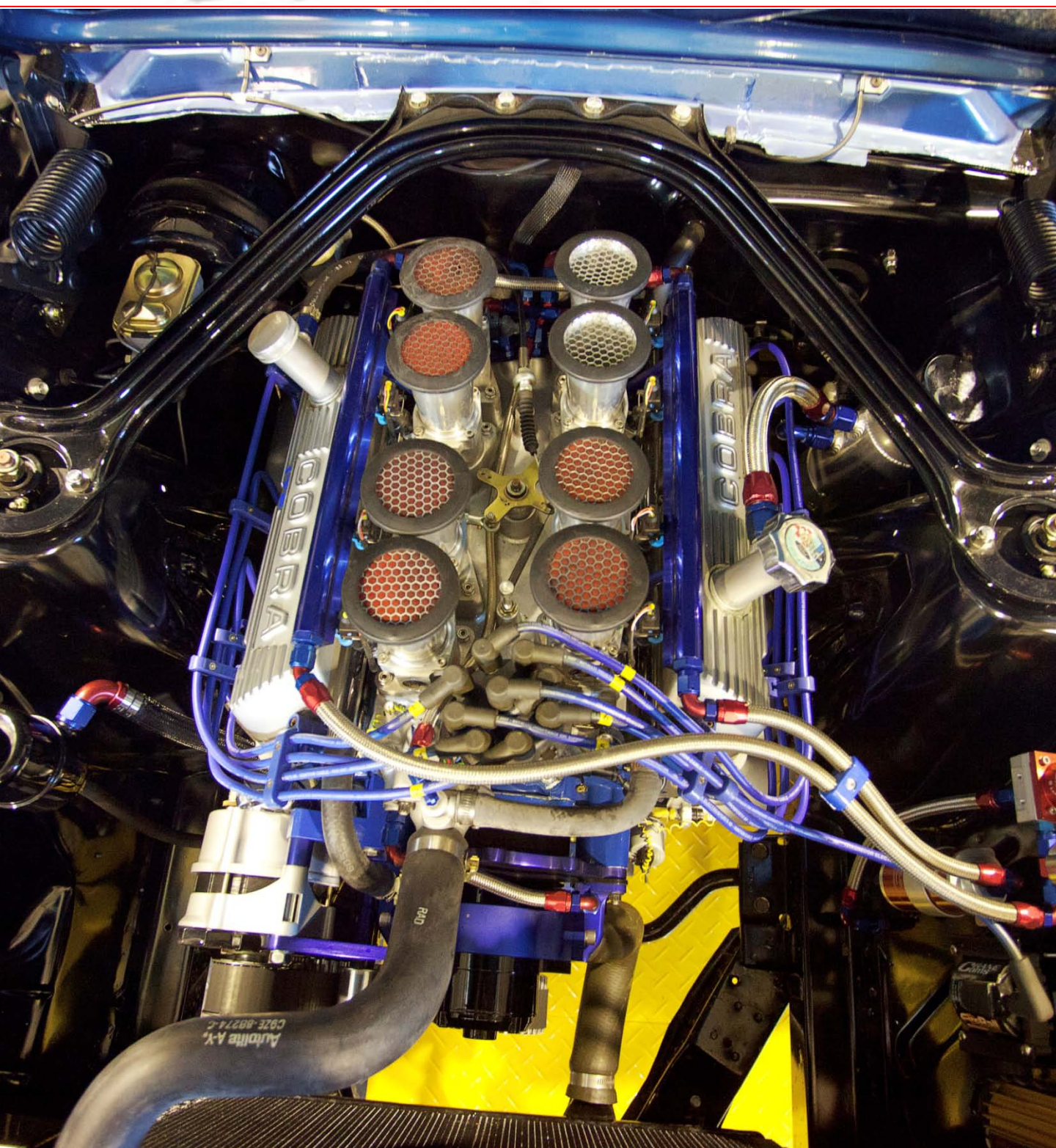


**top**



**gear**

FEBRUARY 2012



THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTS CAR CLUB



# ABOUT OUR CLUB

## Calender

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

## Club Meetings

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

## Club Objectives

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

## Club Shoppe

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

## Correspondence

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

Email: [secretary@thoroughbredsportscarclub.asn.au](mailto:secretary@thoroughbredsportscarclub.asn.au)

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

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

## Membership Forms

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

## Website

[www.thoroughbredsportscarclub.asn.au](http://www.thoroughbredsportscarclub.asn.au)

Contributions to the Webmaster:  
[webmaster@thoroughbredsportscarclub.asn.au](mailto:webmaster@thoroughbredsportscarclub.asn.au)

## Top Gear

All contributions to:

Nigel Bryan, P.O. Box N143, Grosvenor Place  
NSW 1220

M: 0411 756 992 Email: [editor@thoroughbredsportscarclub.asn.au](mailto:editor@thoroughbredsportscarclub.asn.au)

## 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

## NIGEL BRYAN



Hello everyone.

Rain! Will it never stop raining? I have to admit to being more than slightly fed up of constant rain, which means my pristine 1997 NSX has only been out of the garage once so far this year and my Honda bikes have only been warmed up in the garage rather than cutting laps at Eastern Creek. Not happy.

Back at Top Gear, I have had many interesting conversations with Jeremy and between us a few ideas have emerged. One starts this issue. As I said at last club meeting I would love to do a series of "mini histories" on all the famous makes of cars which fire our collective as well as individual passion, and I have made a start by talking this issue about the only one I can say I know about, Honda of course.

Jeremy has come up with the brilliant idea of "my great motoring adventure" and already has a few ideas of crazy adventures some of us have contrived to experience so we will be chasing up stories all round.

*I have been asked to remind everyone memberships are due 1 March so please go to website, download a form and either send to Ian or bring to next meeting armed with cash.*

I also want to chase up some interesting stories. At our last meeting new member Ross talked about his Packard which was the one owned by Emilia Earhart and which he has done a lot of the restoration. I really want to hear the story behind this, so Ross please write something, including perhaps the Emilia Earhart story itself. Quite by coincidence Lea and I were watching an episode of Star Trek Voyager a couple of weeks ago in which they find Emilia on a planet very far away, where it was suggested she and many Bermuda Triangle disappearances were down to aliens abducting them. Far fetched? Perhaps or perhaps not.

It was great to see John Moody and Vic back at last meeting both making tremendous recoveries. We wish both fellows continued recovery and good health.

Hoping we soon get some sustained sunshine, so I can go out and remove cobwebs at track!

All feedback on our Top Gear efforts will be most gratefully received.

Best wishes

*Nigel*

*Lea in Nigel's pretty Bowin P4*



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# OFFICE OF THE PRESIDENT

## TERRY DALY



The first two months of 2012 have been "rained away" so to speak. For those of us who have classic cars, finding a suitable day to go for that drive in the country has been a challenge. It's not so much the rain, but it's the thunderstorms, lightning and at times hail that appear just about every afternoon. In fact, the NRMA Motorfest was lucky in that when it rained it wasn't that threatening and most cars required a simple wipe over between showers.

In February the TSCC has had four events, the February meeting, which introduced two new members (Ross Marshall and Dominic Truelove), the Wednesday run to Caves Beach (organised by Jack and Jenny Jones), the Shed Tour which had over 70 participants and the APMC at Eastern Creek. A very busy month indeed.

While on events, the next few months will also be very busy. Don't forget the club meeting on 14<sup>th</sup> March, the Wednesday run on the 21<sup>st</sup> of March to the Great North Track at Wiseman's Ferry, the Forbes weekend 24<sup>th</sup>/25<sup>th</sup> March, and the Fireworks night which will be sometime during the week of the 26<sup>th</sup> to 30<sup>th</sup> March at Eastern Creek. And looking further ahead we are having a Breakfast run to Margan's Creek Winery on the 22<sup>nd</sup> April with the Aston Martin Owner's Club and the another run with that same club to Lightning Ridge on the 18<sup>th</sup> to 21<sup>st</sup> May. We already have 54 starters for that run!!

And don't forget the "BIG TRIP" to Malaysia planned for early September. I believe we already have 17 booked to go on this very exciting trip. DON'T miss out, it will be a trip of a lifetime sharing a lot of fun and excitement with your fellow club members!! Email or call Jeremy or Julie immediately to secure your seats. [atroz@bigpond.com](mailto:atroz@bigpond.com) or 0416 222 112.

During one of the many rainy days of January I headed towards my shed looking for some light reading. Having Motoring Magazines dating back to 1949 I had plenty to choose from. One magazine that caught my eye was a Sports Car Quarterly that had a D type Jaguar OKV1 on the front of it. It had articles on all the D types in Australia and a little history on each one of them.

One such car XKD 526 was a car I recalled well, seeing it race in various forms at Warwick Farm in the sixties, firstly as an open type sports car and then as a closed GT car. This car is still in Australia and owned by Keith Berryman.



The article finished with the following comment "Today, people like the D-type enough to pay well over \$100,000 for a good one" If only I known, I wouldn't mind paying \$100,000 for a bad one !!

I was looking through a 1967 Wheels Magazine and was looking at the cost of new cars back then. Some examples:

• Maserati Mistrale Coupe	\$7,500
• Jaguar E-type drophead	\$7,655
• Jaguar E-type FHC	\$7,918
• Jaguar 3.8 Mk 11 sedan	\$6,633
• Ford Cortina GT	\$2,464

And so on.

The most expensive car for sale was a Mercedes Benz 600 Pullman at \$30,346.

Are the values of Classic Cars on the rise? Shannon's seem to think so, as their February Auction was one of their best ever with most cars selling above their upper range estimates and only two cars failing to sell. I guess with the Share Market all over the place, Real Estate quiet, interest rates low, Superannuation returns pathetic, where do you put that spare cash?





# OFFICE OF THE PRESIDENT

## TERRY DALY



It's also that time of the year when your annual membership falls due . For those new members who joined in January and February we take that as your 2012-2013 membership so don't pay twice! We are also asking members whether they are prepared to let the TSCC publish ( to other TSCC Members) details of their cars etc. And remember it's only \$50 per year, or less than a \$1 per week!

Also a big welcome to all the new members who joined the club in January/February, some of whom I met on the shed tour. Come to the meetings and get to know your fellow members.

Finally, I'm trying to find if anyone has a an electronic copy of the TSCC Constitution.

If you do, please send it to me. After 30 years the committee would like to bring it up to date.

Kindest Regards,

Terry.

An extract from Andrew Whyte's book "Jaguar Sports Racing & Works Competition Cars from 1954"



Mrs Georgie Anderson tries out XKD 526 for herself. (Courtesy: Terry McGrath)



Bill Pitt fuels XKD 526 at Lowood where he won the Champions' Scratch Race and the Queensland TT (from Stillwell's XKD 520) in November 1956, shortly before his lucky escape in Melbourne. (Courtesy: Terry McGrath)



Frank Match (left) and the men from Leaton Motors, Sydney, NSW, visit Lowood, Queensland, in 1959, to test and purchase XKD 526. (Courtesy: Les Hughes)

Two Bathurst angles on the fascinating conversion which enabled Frank Match to win the Australian GT Championship with XKD 526 in 1961, its sixth year of racing. (Courtesy: Spencer Martin)





# COMING EVENTS: WEDNESDAY RUN

# WISEMAN'S FERRY

TERRY DALY



## WEDNESDAY RUN

Combined Run with Jaguar Drivers Club  
GREAT NORTH TRACK WISEMANS FERRY



### "Exercising the Car's Owner!"

Meet at McDonalds Dural at 9.30am for 10.00am departure to Wisemans Ferry, a very pleasant 45km drive

(this will be the exercise for your car!).

We will park most of our cars on the northern side of the ferry and combine cars for those that don't want to go on the ferry as a walk on passenger.

Walk as far or as little as you like from the start of the Old Convict Trail. It's an easy walk, but make sure you wear comfy walking shoes. There are many interesting tombstones and much information telling us of the many challenges our early pioneers faced while building this road.

Lunch is at the Wisemans Ferry Inn from 12.30 and will be a buffet BBQ that will include steak, chicken salads, roasted vege's and bread rolls, finished off with home-made cheesecake and sticky date pudding.

Cost is \$30 per person (includes bottled water for the trek!).

R.S.V.P. Friday 16th March to Terry Daly  
on M: 0418 675 253

H: 02 96516175 or

[terry.daly@live.com.au](mailto:terry.daly@live.com.au)



## WEDNESDAY 21<sup>ST</sup> MARCH 2012



# FORBES WEEKEND

JEREMY & JULIE BRAITHWAITE



We've 31 starters at the time of going to press, so it should be a great weekend away.

The Elders 28 day weather forecast is for fine weather on all three days and we've just completed a recce and all the roads are in brilliant condition considering all the rain.



## THE FORBES WEEKEND

24<sup>TH</sup> to 26<sup>TH</sup> March 2012

**Limited Numbers – Book Early!**

**Stay for 1 or 2 nights**



A fantastic weekend away in Central NSW using some of the best and least known roads in the state, visiting some fascinating places, sampling some epicurean delights, and enjoying very good company.

### Saturday 24<sup>th</sup> March

- Meet at Kurrajong
- Morning tea at the Tarana pub
- Stay on the back roads to Cowra
- Lunch at the Quarry Winery
- Afternoon options:
  - War Museum at Cowra
  - Japanese Gardens
  - McFeeter Motor Museum at Forbes
  - Your choice
- Travel to Forbes & book into the motel
- Drinks and dinner at the RSL

### Sunday 25<sup>th</sup> March

- Breakfast at the motel
- Visit the Utes in the Paddock
- Lunch at the Telescope at Parkes
- Afternoon options:
  - Parkes Motor Museum
  - Parkes Radio Dish
  - McFeeter Museum
- Drinks and dinner at the Golden Dragon Chinese Restaurant – fully licenced

### Monday 26<sup>th</sup> March

- Leisurely breakfast
- Drive to Bathurst
- Group photo on the circuit
- Lunch at the Chicane Restaurant on Conrod Straight
- Optionally visit the Bathurst Museum

RSVP to Jeremy Braithwaite on  
0416 222 112 or [atroz@bigpond.com](mailto:atroz@bigpond.com)  
We need to know exact numbers.  
Bookings close 12<sup>th</sup> February

Japanese carp  
swim in the  
gardens at  
Cowra ....

... or visit the  
[War Museum](#)



# COMING EVENTS: BIG TRIP MALAYSIA

JEREMY & JULIE BRAITHWAITE



Numbers are filling fast for the BIG TRIP to Malaysia later this year.

We have to confirm who is coming on 15<sup>th</sup> March, so there's still time to make up your mind.

We've started a new page on the website to provide further details:

[http://www.thoroughbredssportscarclub.asn.au/events/index\\_files/BigTrip.htm](http://www.thoroughbredssportscarclub.asn.au/events/index_files/BigTrip.htm)

All the details are in the flyer which can be downloaded here:

<http://www.thoroughbredssportscarclub.asn.au/events/MalaysiaBigTripFlyer.pdf>

It should be great fun and we're looking forward to some great driving roads and some really spectacular scenery.

**MALAYSIAN BIG TRIP 2012**  
**28<sup>TH</sup> AUGUST – 9<sup>TH</sup> SEPTEMBER**  
**\$983 OR \$1130 PER PERSON TWIN SHARE**

Includes:

- Car hire (\$983 Proton Persona [local car no airbags] , \$1130 Nissan Sentra [Imported car with airbags])
- Accommodation

Excludes:

- Airfares
- Fuel
- Meals
- Admissions
- Travel Insurance

**In Association with**  
**The Malaysia & Singapore**  
**Vintage Car Register**

**GREAT DRIVING ROADS – INCREDIBLE SCENERY – REAL VALUE**



# LIGHTNING RIDGE

TERRY DALY





## LIGHTNING RIDGE

18th May to  
21st May 2012





Combined TSCC / AMOC run ...1750 k in four days

Leaving Richmond after Breakfast on the 18<sup>th</sup> May we drive via Nundle to Bingara for our first overnight stop. Then onto Lightning Ridge via Moree ( visiting the Myall Creek Site en route) for two further nights. The return journey via Orange will have you back in Sydney late Monday evening. We will have a full day in Lightning Ridge to take in the exciting things this Opal mining town has to offer.

Costs are very reasonable with rooms approx \$85 per couple per night...

( It's not 5 star but if you look up at night it's a Million stars of amazement )

We need to put deposits down by the 29/02/2012 so let me know if you are coming along..

- Great driving roads
- Great places to visit
- Great friends .....ensuring
- A Great time will be had by all..

Please book with Terry Daly on [terry.daly@live.com.au](mailto:terry.daly@live.com.au) or 0418675253 by 29/02/2012.

# EVENT REPORT: 2012 SHED TOUR/1

## ROB FINNEY



### TSCC SHED TOUR SATURDAY 25 FEBRUARY 2012

The TSCC Shed Tour was a great success this year long before it started, as so many had shown early interest the numbers had to be restricted to better manage the venues. It began on a perfect sunny day at the Clark residence, where Roland and Stephanie had generously organised breakfast for the starving mob, ably assisted by Keith Reynolds, Tammy and Theo Demopoulos - just as well, as Keith was being mobbed when working solo. The mob was comprised of a core group of hardy TSCC members and their guests from various Clubs. As a result the parking area opposite Roland's place had an eclectic mix of old and new cars, and included Lamborghini, Ferrari, Aston Martin, Jaguar, Maserati, Porsche, Lotus, Volvo, Buick, Ford and Subaru nameplates. It looked like the start of a Shannons tour.

After breakfast the first group left for Dave McCredie's shed down the lane for a viewing of his Packard collection and a fragile looking 1911 Maxwell. All cars were in wonderful condition with the '29 Packard getting much attention, especially for its external dickie seat best left to mothers-in-law. Dave is a brave man, for not only did he open his shed to our prying eyes he intends to drive the flat twin Maxwell to Perth. Good luck Dave, and I hope you don't need the trailer too many times.

While the first group took in Dave's shed, including a dose of exhaust from the Maxwell, the second group took fewer steps to Roland's shed. As ever all cars on display were in tip top condition, with the Astons accompanied by the AC and Maserati sharing the attention of all "sheddites". A presentation was then held by TSCC President Terry for all shed owners as thanks for allowing us all access to the private collections within. This included the "secret" sheds yet to be seen of owners Ben de Boer (represented by Mike Fleming), John Bailey, Roger Morgan and John Davis, as well as Roland Clark and Dave McCredie. The only shed owner who missed out on a presentation was Terry Daly!

With all sheddites sworn to secrecy, a list of the remaining sheds including navigation instructions was then handed out before we all departed to Shed 3, where we were addressed by Mike Fleming.

The collection presented by Ben de Boer was mostly Mercedes, with a '57 300D and '71 280SE 3.5 Coupe prominent among the more recent Mercedes. Variety was ensured by the presence of a lovely XK150, '29 Ford Model A and a BMW 840i coupe. The history of all cars was detailed by Mike and his knowledge of the collection was much appreciated. Already the Shed Tour of 2012 was setting new standards with much remaining!

The group then departed for Shed 4, causing a bit of a stir among the locals in the otherwise quiet street in Glenhaven. I don't think they had seen such an assorted collection of cars in their street before, but no misbehaviour was noted as we all took off for Dural.

Shed 4 was an unknown quantity for most if not all sheddites, but the introduction by John Bailey soon introduced us all to an amazing collection set within immaculate grounds. Shed 4 was a misnomer as it had two sheds: one for "daily drivers" and an office for John, while the other was a converted tennis court that had been closed-in and with a re-covered floor was a tremendous example of how to build a shed. Congratulations John on having what must be the equivalent of a dream shed for so many. Not only was the floor uniquely finished with coloured tiles, the presence of seven Mustangs in various colours added to the spectacle. The fact that all but one was a Shelby made the collection even more appealing, especially for Mustang enthusiasts like oneself.





# EVENT REPORT: 2012 SHED TOUR/2

ROB FINNEY



While many of us were agog with the contents of John's Shed 2, Shed 1 was equally impressive with the same colourful flooring and containing the daily drivers that included a BMW convertible, a ~~much~~ hugely improved VE Commodore, Ferraris 430 and 458, and a 750 BMW. All cars had been carefully optioned and were unique, with paint colours, trim and other options making all vehicles virtually one-offs. It was a tremendous display, backed by John's introduction to his cars that confirmed his passion and a long history of being a self-confessed petrol head. The finale was a photo shoot by Jeremy of all the sheddites assembled by John's duck pond. With some reluctance we all left for our Shed 5.

Roger Morgan was the enthusiastic host for Shed 5, and though the shed was a bit smaller than a tennis court Roger had found sufficient room for two cars and a number of motorbikes. His long history with Lotus cars has given him a depth of knowledge few could equal, and his partly restored Elite was an excellent example of how to thoroughly restore a car. Few cars can be described as pretty, but it is the perfect term for the aerodynamic Lotus Elite that was a sensation when released. A unique Lotus Elan convertible was the second "toy", with the motorbikes including an immaculate Velocette.

The only handicap for Roger that was noted by some is that he could not extend his shed to the rear as there was a 17 foot drop. Never mind Roger, I am sure you could find a way if you ever need to extend.

Shed 6, like Shed 5, was also at Dural and was home to John Davis who used to have a workshop at Amaroo Park. John has since specialised in converting American trucks best suited to towing, such as a Dodge Ram, with serious turbo-diesel power, and had a number of the beasts in his workshop. Also on display was his first Mustang conversion, with an impressive bright red Shelby GT500 recently completed. It only had 550 HP with the help of a supercharger but would surely be sufficient for most of us. The standard of workmanship on all vehicles was impressive, so for all those who want to tow a car trailer (for up to ten cars) or a boat up to 25M, or a house, see John Davis for a solution.





# EVENT REPORT: 2012 SHED TOUR/3

ROB FINNEY



Shed 7 was the last on the list, and fairly well known to all as it belongs to TSCC President Terry. As usual there had been considerable activity prior to our arrival, with Keith, Tammy and Theo again helping out with the BBQ and making available stacks of sausages for the exhausted sheddites. The ice-cold refreshments were a welcome sight on arrival and helped the struggling mob to re-hydrate after the morning's effort. What a big morning it was. It was quite exhausting seeing all that was on display. Terry's shed as usual seemed to have acquired a few extra occupants, and when combined with the lawn display of all of the shed visitor's cars it was a terrific display for all to enjoy at leisure. Well done Terry and a big thanks to all who brought along their "special" cars for us to enjoy during the day.

On behalf of all the devoted sheddites who were able to attend the Shed Tour for 2012 I would like to give a special mention to all shed owners for their extreme generosity in allowing so many people to wander unrestricted amongst their "toys", and to the hosts who willingly (?) provided breakfast and lunch - Roland and Stephanie, and Terry and Robyn respectively. All involved in the catering at both venues are to be commended for their effort - the day was such a success that it can now be called the Grand Shed Tour!

A comprehensive photographic record of events during the day was made by Jeremy Braithwaite, with access to his web site already circulated to members, but for those unsure the link is:

<http://jbraithwaite.smugmug.com/ThoroughbredSports/Events>

Many thanks Jeremy.

Rob Finney  
28.02.2012



*Japanese fan air conditioner for the GT40*



*Shed 1  
The daily drivers*



# EVENT REPORT: 2012 MOTORFEST/1

## TERRY DALY



### Australia Day 2012

For those who may not have noticed, January was a pretty wet month. It seemed to be always raining and the lead up to the Annual Australia day Motorfest proved no different.

This year we didn't have one of those exclusive year on year tickets, so we elected to have a sleep in and go in about 0900. When we left home there was a little blue sky but by the time we got to Balmain the skies opened up and it rained and rained. Robyn was talking about going home as all the cars surely won't stay around in this weather! However, we had a pre commitment for lunch so we proceeded to William St, and as luck would have it a parking spot right opposite the Museum and the rain had stopped.

And what a surprise, the streets were full of classic cars and the first one we spotted was Phil O'loan's 1914 Talbot with it's top down. It seemed it hadn't rained quite as heavily as it had a little to the west and most cars only had a few drops of rain on them.

Next we spotted Adrian Walker's beautiful E-type with it's top also down, however, Adrian was nowhere to be found. Parked next to Adrian was Norm Johnson's FHC E-type and right opposite Adrian's E-type was new member Dominic Truelove's racing Ford.

We then looked at all the Jaguar's, talked to old friends from various clubs and then proceeded over to the long line of Corvette's knowing one of own members, Neil Mason, had recently acquired one. No luck here so walked along the road towards the Opera House looking at the many beautiful cars, many of them I had seen from previous years.

I was told Les and Roselee Johnson were "somewhere over there"! but couldn't find them. Les had brought his 1911 Clement Bayard in for the day but the Veteran apparently had a small problem. I saw Lionel Walker, talked to Malcolm Stephens and was told Colin Allerdice was in the area but couldn't find him.

Right on lunch time it started raining again so what an ideal time to head to Bill and Tony's for a cheap but very good Italian lunch. This place, in East Sydney, has been around for over 30 years that I know of. Very consistent meals, quick service and very well priced.

What started out as "let's go back home" turned out to be another great day. Plenty of beautiful cars and plenty of people more than willing to have a talk about cars and of course, the weather !!





# EVENT REPORT: 2012 MOTORFEST/2

LES JOHNSON



Roselee and myself attended the event along with Rick & Lisa and our grand children Emily, Ryan & Sophie.

That's Emily in the Clement Bayard holding the Aussie flag.

The 1911 Clement Bayard is entered on the 2012 across Australia expedition .

The photograph above is of John Swinfield who sold me the car in 1978.

John lives in the Southern Highlands and is very active in the Alfa community.

I drove the Clement Bayard in and Rick started off in the Overland but an over heating problem occurred forcing him back home.

He then swapped cars for the 1924 Rolls Royce Silver Ghost .

Roselee & Lisa along with grand children followed later in a modern car.





# EVENT REPORT: ENTHUSIASTS CONFERENCE

JEREMY BRAITHWAITE



Eastern Creek, March 26<sup>th</sup> 2012

I gave a presentation at the February club meeting about the potential threat to our ability to build and modify our cars following the introduction of the VSCCS scheme by the NSW government in December 2011. The graphic at the bottom of the page explains the implication of the December changes, and what was required to rectify the situation.

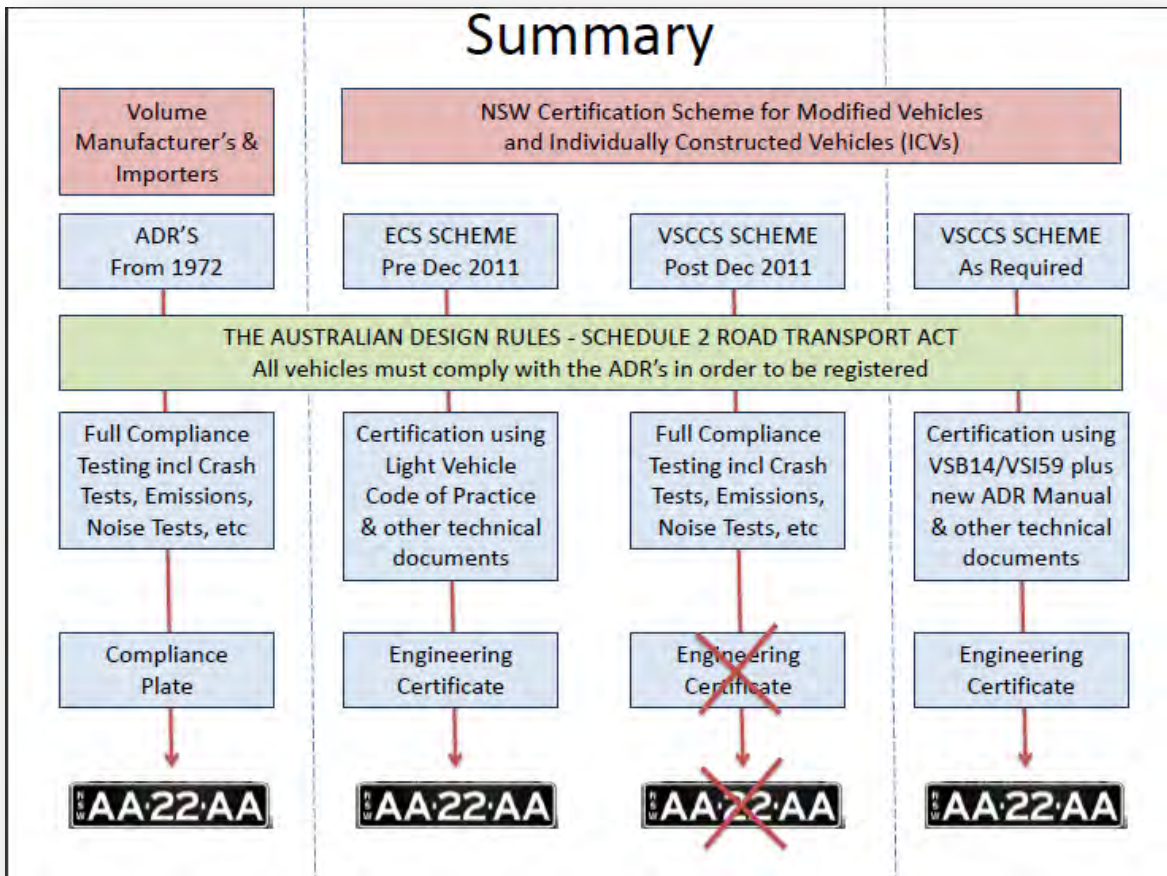
As a club we are a member of the CMC, or [Council of Motor Clubs](#), which is meant to look after our political interests. This group in its turn had the good sense to join with a number of other groups and associations to form the ACMC, or the [Australian Confederation of Motor Clubs](#), under the leadership of Tony O'Donnell. Many will know Tony from his involvement in historic motorsport.

Once the full extent of the problem became known, I also worked with Trevor Booth - another historic racer - to develop a web site to document the problems and report facts:  
<https://sites.google.com/site/no2vsccs/home>

This site contains a report of the conference and its outcomes; essentially everything we had identified as being required was announced by Duncan Gay the Minister. The YouTube videos of the event are all listed on the blog site: <http://no2vsccs.blogspot.com.au/>

Trevor Booth & Adrian Walker attended. As did Terry Daly, Ross Brackenbury and myself all of whom raised questions in the Q&A session.

Everything looks exceptionally positive now, and we can reasonably expect that members wishing to build a clubman or other vehicle in the future - as Ross did - could have a minimum of issues. There are even signs of an end to the 'poisonous relationship' the RTA/RMS has had with its customers!

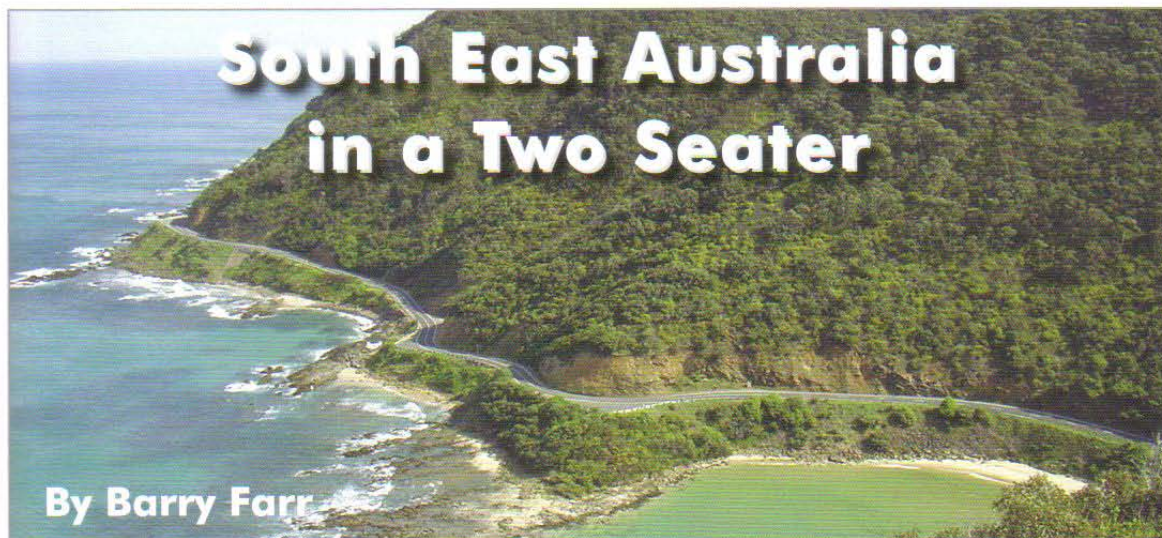
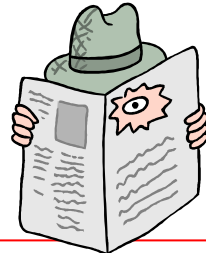




# TOP GEAR FEATURE

# GIULIETTA/1

BARRY FARR



**Y**ou could be forgiven if you thought your Australian Correspondent was resting on the 'Elsie Smith Trophy' laurels or had sold his Giulietta 750F, not having submitted an article for some 10 months. For the past 12 months I have been working on SEATS (taking a leaf from Richard Wigley's recent article) – South East Australia in a Two Seater.

One of the seven motoring clubs to which we belong is the Thoroughbred Sports Car Club (TSCC), a Sydney-based club that was formed 30 years ago. While some members do participate in the varying forms of motorsport, the Club's constitution exemplifies the objective to enjoy motoring alongside like-minded enthusiasts in a social environment. Most years the Club organises a rally – not a rally in the true sense of the word – more of an untimed 'Tour' interspersed with lots of sight-seeing events, activities and exhibitions, garage and shed tours and socialising over good food and wine. Last year it was a Tour of New Zealand's South Island and the previous year it was a tour through northern NSW & south east Queensland. This year, the Tour traversed south east Australia and encompassed a number of motoring-related events and displays as well as other fun and music-related activities. It was called the Tour South/South-West as that's the direction we took from Sydney.

Some members had expressed a preference to drive the Great Ocean Road in Victoria (see picture above), regarded by many as one of the top 3 coastal roads in the world for motoring enthusiasts. We also had in mind a couple of events that we thought participants would enjoy, the first being the Blues Train out of Queenscliff, Victoria & the other being the Bay to Birdwood Classic out of West Beach, Adelaide, South Australia. On Friday 16 September all participants met at the start point at Pheasants Nest, an hour's drive south of Sydney, for a 10am getaway. We assembled the 15 cars in the year of manufacture order

for a statutory 'Start of Tour' photo. They ranged from a 1956 Jaguar XK140 OTS to a 2008 Jaguar XKR and included our 1958 750F, 1961 Jaguar MKII, 1965 Ford Mustang, 1970 Volvo P1800E, 1974 Triumph Stag, 1989 Jaguar XJS Convertible, a couple of mid-90's Honda NSX and some 2000 models of BMW, Jaguar & Mazda.

I had taken a few precautions with the Alfa – taping the inside edges of the guards & the underside body work below the rear bumper sides to prevent stone chips, taping the headlights as Carellos are expensive to replace and installing a new battery. Whilst the battery was not quite three years old and was working perfectly, I did not want the potential hassle & besides, it had a CCA of 330 only whereas I went for a replacement with 680 CCA. I also put together a small box of spare parts, namely fan belt, spark plugs and spanner, radiator cap, set of points, fuel filter, fuel pump, hose bandage, various globes and a multi-tool. Thankfully, none of these were required as the car did not miss a beat over the whole tour. What a gem! I should also mention that I had made a few changes during the past year. Of most significance, I replaced the worn throttle linkage ball & socket joints which made a huge difference in the driveability especially on take off & at low revs (see



**A full boot (trunk)!**

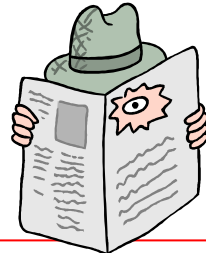
*Continued on next page*



# TOP GEAR FEATURE

# GIULIETTA/2

BARRY FARR



Paul Gregory's article in *Giulietta* #111). I fitted NGK BP 7ES spark plugs and use only Penrite HPR30 engine oil and replaced the Vredesteins with remake Pirelli Cinturados mainly for authenticity, as the ride and handling are not all that different.

Not long after setting off, the MKII Jag, the full restoration of which was completed just the week prior, succumbed to a faulty fuel pump. Fortunately, a spare was produced by another participant and the MKII was on its way again. The XK140, which had also undergone a complete restoration a couple of months prior, suffered a blown fuse and was losing gearbox oil, later discovered to be overfilled. Along the way, we passed field after field carpeted in stunning gold as favourable weather and strong demand had encouraged farmers to plant NSW's biggest Canola crop in a decade & we saw it in full bloom. When we stopped for lunch in the small town of Yass known for its fine Merino fleece and home to a number of flour mills, the local newspaper staff sought us out for an article. By the end of the day, we had travelled 400 miles in good weather to our overnight destination of Albury, a major centre for the surrounding agricultural communities and home to a Swedish Paper Mill. I had organised for us to view the garage of a local who had moved from Melbourne some many years prior and had become a successful proprietor of motels. His collection started with an MG TC, a model with which he 'fell in love' as a young lad in 1949, and now comprises a 1925 Studebaker, 1934 Riley Longback Special (see picture below) which has cable brakes adjusted by a tensioner on the floor, the 1949 MG TC, 1953 Jaguar MK7 3.4 auto, 1965 Mercedes Benz 220SE Auto, 1973 Jaguar E-type V12 Coupe, 1985 Lotus Esprit & 1987 Rolls Royce Silver Spur, all in excellent condition. His favourites are the E-type and Esprit but for me it was the red Riley though I am not too sure about its cable brakes.



After a hearty breakfast, Day 2 saw us head into 'Ned Kelly' country & the town of Beechworth. Kelly & his gang of bushrangers terrorised the gold rush towns of Victoria in the late 1800s, eventually being killed in a shoot-out despite his infamous steel head mask. Nearby, we visited the sheds of a local who used to own a Jaguar dealership. Of particular interest alongside a number of Daimlers in

various states of disrepair/decay, was a 1967 Series 1 E-type that he had owned for 30 years which had all the earmarks of it having been used as a workhorse around the farm and a 1930 Dodge 6 which had been in the family since new and restored twice, the second time over 2000 hours because it had been burnt down to the chassis & wheels only due to a faulty battery extension charger lead. He also had under restoration another Series 1 E-type convertible as well as a Daimler 250 in which he has fitted a 6 litre V12 and a 5-speed box.

After stopping at the rural town of Seymour for lunch it was on to the seemingly never ending Ring Road around Melbourne to Geelong, the home of Ford Australia and for those who may follow Australian Rules football, the home of this year's premier winning team. Geelong is a large city with a population of 160,000 on the western shore of Port Phillip Bay. Apart from taking in the picturesque view of Corio Bay from our motel, we took a charter bus to Queenscliff that evening to hop onboard the Blues Train, combining 4 different live music experiences with a meal and drinks in old time steam train carriages over a 3 hour journey. What a hoot!

On Day 3 a number of the group toured the Ford Discovery Centre which showcases Ford's history in Australia with, inter alia, an 1896 quadricycle replica and 1913 Model T's on display and the technology that goes into the design and manufacture of their motor cars. Our ladies, you guessed it, opted for the shopping experience before all meeting up at the Yacht Club for a few beers and a seafood lunch. Surrounded by blue sky & blue water, it made for a beautiful relaxing afternoon in the sun after driving 250 miles the day before.

Days 4 & 5 were taken up by quality driving experiences rather than traversing long distances. The Great Ocean Road was built over 13 years by WWI soldiers with nothing more than picks, shovels & crowbars, as a memorial to their fallen colleagues. It starts half an hour's drive from Geelong at Torquay, the home of Rip Curl Surf gear and the world's largest surf museum which is a must-see. Just down the road is Bells Beach, home of the Rip Curl Pro, the longest running professional surfing contest in the world. A little further on, our lunch stop was at Lorne where the dramatic scenery of the Great Ocean Road meets the beautiful forests and waterfalls of the Great Otway National Park which provided an ideal opportunity to view dozens of Koalas in their natural habitat of eucalyptus. Teddy's Lookout above Lorne provides an ideal picture opportunity to capture the Great Ocean Road at the base of towering cliffs.

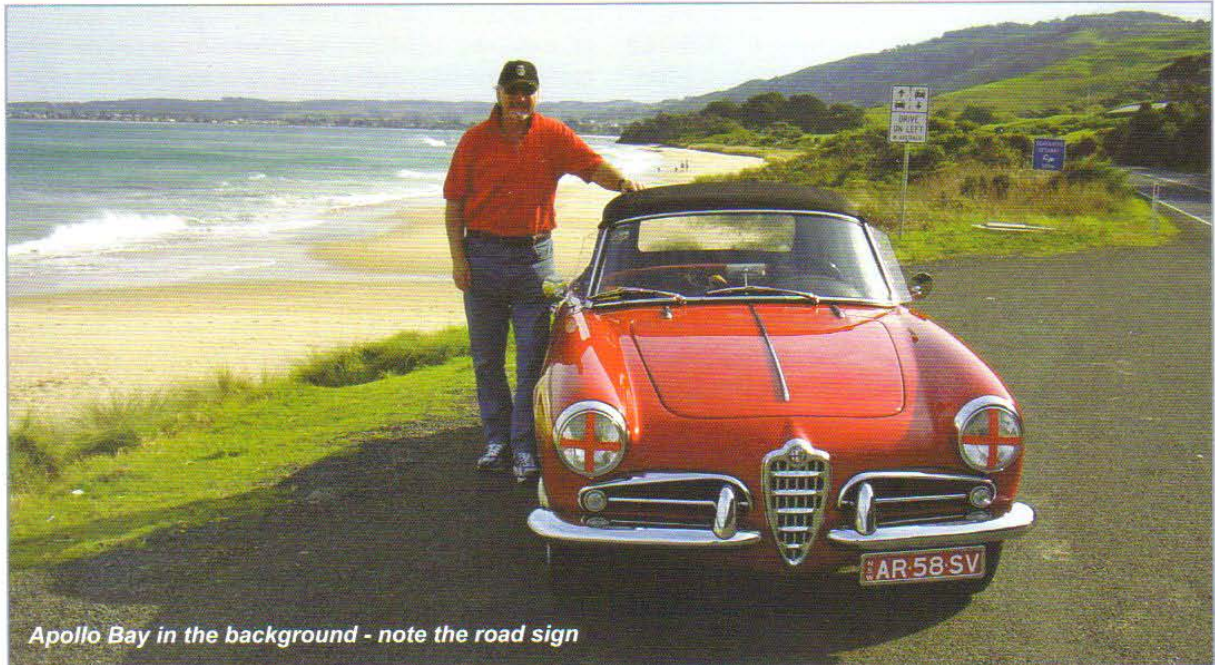
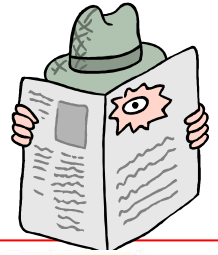




# TOP GEAR FEATURE

# GUILIETTALETTA/3

BARRY FARR



*Apollo Bay in the background - note the road sign*

Overnight on Day 4 was at Apollo Bay, just 70 miles along from Geelong. That night we had wet weather for the first & only time which subsided early the next morning and just as well as Day 5, a journey of just 120 miles to Port Fairy, is the best aspect of the Great Ocean Road. Apart from the exhilarating experience of driving this winding, beautiful road right beside the ocean, there are nine essential stops to take in the spectacular views of the rugged coast formations, the most famous of which is the 12 Apostles (I#37). In fact, there were only ever 9 recorded limestone stacks and through the battering of storms over time, there are only seven still standing but nevertheless, amazing. For the record, from east to west, the lookouts are the Gibson Steps, 12 Apostles, Lochard Gorge, Thunder Cave, Blow Hole, the Arch, London Bridge, the Grotto and the Bay of Martyrs. At the end of the day, we stayed in Port Fairy, a well preserved 19th century shipping port with a population of just 2500, which has a number of well restored quaint whalers' cottages of the 1850s.



*The "Twelve Apostles"*

The 100 mile drive on Day 6 to Mt Gambier via Nelson was very different, through hectares of softwood & eucalypt plantations. Though not a long distance, the thirsty Mustang still managed to run out of gas. Apart from forestry, Mt Gambier boasts its own tourist attraction, the Blue Lake which is one of Australia's youngest volcanoes, dating back 4,700 years. The city of 32,000 people is surrounded by volcanic craters, limestone caves, sinkholes & lakes, the most famous of which is the Blue Lake which changes colour dramatically each year in November when the water warms & an abundance of white calcite from the limestone forms near the surface turning the winter steel blue colour to brilliant turquoise.

Just out of Mt Gambier, at the end of a long limestone road was our next shed or rather sheds, the commonality within which were Reo vehicles. Reo is an abbreviation for Ransom Eli Olds who was the manufacturer of the Oldsmobile. Ransom believed each car should be



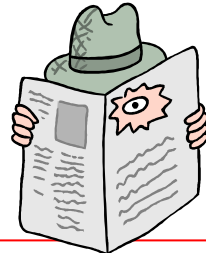
*1926 Reo Roadster - the only one remaining*



# TOP GEAR FEATURE

# GUILIETTA/4

BARRY FARR



individually made, a matter disputed by his partner, so Ranson departed and established Reo. A 1926 TS6 Roadster in original colour scheme was mine and others' favourite & happens to be the last one remaining world-wide. Also in the collection is in effect the first automatic car, a 1933 Reo 4-door Sedan with pre-select transmission and interestingly, a vinyl roof which though not really functional, was all the fad in the 1930s. In another shed stood a fully restored 1954 Reo Gold Comet truck & a 1970 Diamond Reo long-bonnet semi-trailer & in another shed, a number of fully restored tractors of the 1930's, 40's and 50's, the 1930's models having interesting starting procedures, such as having to remove the steering wheel to use as the crank starter and using a shotgun cartridge hit with a hammer for another.

Further along the road from Mt Gambier we stopped and viewed the Tantanoola Cave, one large and spectacular dolomite cavern just below ground level. Fortunately our journey that day was over just 65 miles which also afforded us the opportunity to visit Penola's Yallum House, Australia's best preserved Victorian-era mansion, the tour of which was conducted by it's 93 year old owner, who still resides there by himself. Later that day we visited a few of the Coonawarra Wineries for 'tastings' and stayed overnight at the aptly named Chardonnay Lodge, smack bang in the middle of the vineyards. The Limestone Coast's wine industry was founded by Scottish Pastoralist John Riddoch in 1891 producing his first vintage in 1896. The Coonawarra is one of Australia's premium red wine

producing regions. The 12 x 1.2 miles cigar-shaped strip of 'terra-rosa' soil sitting atop deep limestone beds has more than 2 dozen cellar doors, including Riddochs, which is now Wynns Coonawarra Estate.

After Day 7 was taken up sightseeing and wine tasting, Day 8 was a 235 mile drive through Kingston SE, up alongside the Coorong & via Hahndorf to SA's capital city Adelaide, home to the Australian F1 GP from 1985 to 1995. Australian towns went through a period in the 1960s of trying to outdo each other with a large or very large representative symbol of the town. Kingston SE became the home of the 'Big Lobster', so this was a compulsory morning tea stop for lobster sandwiches. The Coorong is a large strip of shallow lagoons and waterways, a sanctuary for native wildlife & home to more than 200 species of birds including the largest breeding colony of Pelicans. Our lunch stop was at Hahndorf, Australia's largest surviving German settlement established in 1839 with heritage architecture and great German delis and bakeries. The drive down to Adelaide from Hahndorf used to be nothing but exhilarating on a well surfaced winding road with spectacular views and I daresay a number of accidents from carrying too much speed and misjudged braking. Now it's a motorway which lacks the emotive motoring spirit but nevertheless still affords great scenery.

Adelaide is a city of 1.3million people where I lived in the early 1980s. It was there I bought an Alfesud and an Alfa Spider 2000. Adelaide is said to have the driest climate on



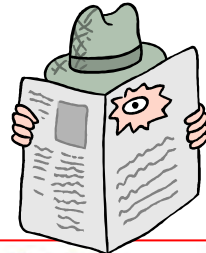
Wynns Coonawarra Estate Winery, SA



# TOP GEAR FEATURE

# GIULIETTA/5

BARRY FARR



the driest continent in the world and with its abundance of great roads and surrounding hills amongst the vineyards, it was made for sportscars and open top touring. No wonder the Adelaide Classic Rally, which ran for many years, attracted a number of overseas entrants. For me, there was nothing better than rising early on a Saturday morning after a long, tough week in the office, jumping in the Spider with the hood down and taking off for the hills. Oh yes, then I repeated the ritual in a different direction on the Sunday morning. Those were the days – no speed cameras, no speed humps and hardly any traffic.

Adelaide is also home to another world class event, the Bay to Birdwood Classic, held on the last Sunday of September each year. Founded 31 years ago, the Bay to Birdwood is the longest, most continually held motoring event of its kind in the world. This year it was open to vehicles manufactured between 1st January 1956-31st December 1977, a retrospective of the colourful 50's, 60's and 70's eras. Participants dress in the era of their vehicle which adds a sense of authenticity, colour & fun to the day. Entries are limited to 1750 and from the assembly area in West Beach, the route showcases SA's beautiful scenery through the city of churches & parklands into the hills of Inglewood, past the Chain of Ponds and ending up at the Birdwood Motor Museum on the edge of the Barossa Valley. A prestigious trophy is awarded to the vehicle considered by the judges to be the 'combination of vehicle and occupants that best reflects the spirit and era of the vehicle'. Whilst European-manufactured sports cars have won 4 titles in the last 15 years, this year the trophy went to a 'trailed' 1958 Ford Fairlane Skyliner, about 3 times the length of the Giulietta with about 100 times more chrome - UGH! Five vehicles in our group entered the event, spending most of Day 9 in preparation and dressing up for the occasion on the Sunday with a few, including Dott & I, entering the 'Fashions on the Field'. A great event and fun day and one I can tick off the bucket list.

On Day 11 we started our long 900 mile journey home to Sydney with our initial 240 mile drive to Mildura, Victoria via the picturesque Barossa Valley, a morning tea stop beside the Murray River at Waikerie and a lunch stop at Renmark's Rose Garden & Car Museum – something for the ladies & something for the gents. Whilst in Mildura, we visited yet another shed, this one being unique in that there were no road-going vehicles in an operating state. There was one under restoration for the past 30 years & "nearing completion", a 1946 Ford Utility Deluxe and an Austin Rally Special chassis but the owner's interest lay more with a collection of pedal cars and an extensive array of garage memorabilia and model cars. One of the pedal cars the owner found in a field in Siberia when he was teaching English there. Because of that country's export restrictions at the time, he had to cut it into 17 pieces and post each piece to Australia then reassemble the pieces when his

teaching assignment finished. Now that's dedication to a cause!

On Day 12 we were facing a boring 350 mile drive to Wagga Wagga across the Hay Plains and hoping it would not be too hot as many a vehicle has succumbed to overheating on this highway strip. Fortunately, all made it through to the lunch stop at the aptly named Long Paddock Cafe in Hay without mishap. However, on the afternoon run the Triumph Stag suffered a fuel pump failure and arrived some 3 hours late with the driver's spouse sitting in the passenger seat holding a wire in each hand which she would join together every time the fuel pump refused to pump. A novel fix! Sure enough, one of the Jags had overheating problems but eventually we were all present for our farewell and awards dinner which turned out to be a great night with each participant expressing what he/she enjoyed most on the tour. There was unanimous agreement and high praise for the tour route, the tour directions, the quality of the hotels/motels & their location, the variety and quality of the events, attractions and shed tours, the quality and quantity of all the meals and particularly of the comradeship among all participants who had smiles on their faces each day and night.

The next morning we had a 285 mile trip to Sydney, but first up we visited, yes, yet another shed, or more particularly an immaculate garage with superbly restored, unique cars. This garage housed a 1905 Rover, the oldest in Australia, a 1912 Delahaye, one of just 3 worldwide, a 1918/20 Crossley, the only one in the Southern Hemisphere and a 1947 MG TC. The cute Rover, in which the owners have participated in many events, is the same model as Rover's first ever car built in 1904.

Apart from a few of the cars experiencing mechanical woes, we had all been fortunate not to have any run-ins with wildlife. We had seen on the road dozens of dead kangaroos and foxes, a live echidna, a frill-necked lizard,

a shingle-backed lizard, hundreds of galahs & parrots and in the fields, plenty of cattle, sheep, horses, emus and alpacas.

All in all a most satisfactory tour of some 2,500 miles and Dott and I can't wait to undertake another long road trip in our wonderful 750F.



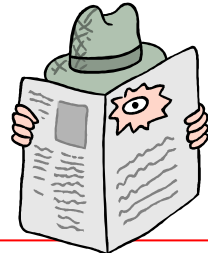
*Barry Farr*



TOP GEAR FEATURE

# THE HONDA STORY/1

NIGEL BRYAN



## THE PASSION OF ONE MAN

*A personal story of one of the greatest men in Motor Sport and the Motor Industry*

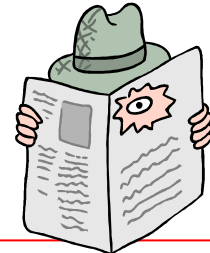


*By Nigel Bryan*

# TOP GEAR FEATURE

# THE HONDA STORY/2

## NIGEL BRYAN



Over the years one hears many emotive arguments in motor sport. The perennial debate rages over who made the greatest contribution, who is most famous, etc. One assertion in particular has come to annoy me more and more, driving me to be quite vocal on the subject. One name that seems to spring to peoples' minds when motor racing is mentioned is Ferrari. Enzo Ferrari seems to epitomize the passion of our sport and great cars in general. There is no doubt that Ferrari gave his life to his sport and passion and has built some utterly tremendous cars and a great brand. His fame and recognition are well earned and justified. Yet if you mention the name Honda in the same breath, people seem amazed.

Why should that be so? When people we know see us in our Honda cars they make remarks like "*when are you going to get a decent car?*" by which they mean a Mercedes or a BMW. *What??* Why is so little respect given to the products of the company founded by a man every bit as great, as passionate, as inspired, as Ferrari? I speak of course of the late and distinctly great Soichiro Honda. The very man who gave his name to the company he founded and whose contribution to motor sport and to motoring generally is every bit as great as any other company in the (short) history of motoring.

I feel so strongly that I have a huge desire to set the record straight, and in many conversations about the subject with my colleagues in the Honda Sports Club in Australia it was often suggested that I capture my own passion for Honda and write the story myself. I took up the challenge initially as a series of articles for our Honda Sports car Club magazine (called 8K+ as all our cars rev to at least that level!) and from that the idea of this book was born.

As World War II ended and Japan reeled from the devastation of utter defeat, shortages of every basic need was the norm. Transport was largely the province of the bicycle; cars were scarce and usually driven by the occupying American military. As Japan remobilized and began to emerge from the ashes of this ruin, cheap convenient transport for the masses was a pressing need. A young and exceptionally bright engineer, Soichiro Honda, had the novel idea of taking the huge number of bicycles available and fitting them with tiny war surplus generator engines.

He proceeded to put this idea into practice and so in 1948 the Honda Company was founded. The idea was so spectacularly successful that it was not long before this innovative maker turned to "proper" motorcycles, producing small engine bikes of great appeal.

There was one overwhelming reason for their popularity, reliability. Hondas contrasted themselves quickly from European machinery by being oil tight (a rarity in those days) and mechanically reliable.



*Photo 1 first Honda motorcycle*

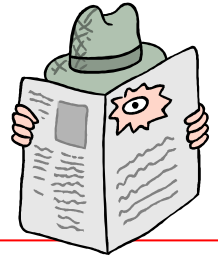
"Who is Nigel Bryan, and why should he have so much to say on this subject", asked several people when we reviewed the idea. This question uncovered another man's passion. Nigel began riding motorcycles in 1970 and his first choice was a 4 stroke Honda twin of 125cc capacity. That little gem served him faithfully for 3 years, before moving up to a 250 and then 500cc Honda. Since 1970 Nigel has owned 49 motorcycles, many for racing, of which 25 were Honda and he still owns 17 of those Hondas. He also owns 4 Honda cars of which 2 are the iconic NSX and another is the S2000. He has raced Honda bikes in Australia, Britain, Japan and the Isle of Man TT races, and still holds an endurance record at the famous Bathurst road circuit 200 Km west of Sydney. His collection of Hondas sees every number of cylinders from 1 to 6 except 5 so Honda please make a V5 race replica so we can fill that gap!! There are V twins, a V three, straight 4s and V 4s and a 1962 parallel twin racer of 350cc, and straight 6s. There is an iconic 50cc factory racer single (a tiny twin cam gem which revs to 15000).



# TOP GEAR FEATURE

# THE HONDA STORY/3

## NIGEL BRYAN



What most people do not know is that Soichiro himself was a mad keen car enthusiast and racer, and raced with some success in Japan before the war before a crash saw a goggle lens break and injure his eye, terminating a promising racing career, racing cars he built himself.



*Photo 2 Honda's Curtiss  
engined car built when he was 18*

Honda san's passion for racing led him to contemplate this as both a hobby and a means of promoting his fledgling bike company. In March 1954 Honda released the following press statement which was to have huge significance:

*"Since Honda Motor Company was established in 1948 we have achieved incredible progress owing to the tremendous enthusiasm of each of our employees. My childhood dream was to be a champion of motor racing with a machine built by myself. However before becoming world champion it is strongly required to establish a stable corporate structure, provided with precise production facilities and superior product design. From this point of view we have been concentrating on providing high quality products to meet Japanese domestic consumer demand and we have not had enough time to pour our efforts into motor cycle racing until now..... Today we have accomplished a production system in which we have full confidence and the chance has come to compete. I have decided to participate in the Isle of Man TT races. I here avow my intention that I will participate in the TT race and proclaim with my fellow employees that I will pour all my energy and creative powers into winning"*

Honda-san's passion for racing led him to grow one of the greatest companies ever in motorcycle and then later car production, covering more market segments than any other motor company, ever. Of all the motor makers in the world today, only 5, FIVE, ever covered both cars and motorcycles and only two really do this comprehensively, Honda and BMW. It is no accident that both companies boast a truly excellent range of high quality products on both 2 and 4 wheels. Passion for Excellence.

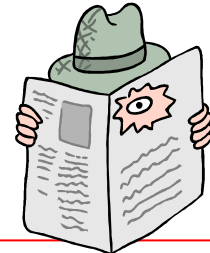
I am writing this story of the passion of Soichiro Honda from a very personal perspective so please do not expect it to be a dry history of this great man and his world leading company. It is not, it is a personal account of my observations and experiences as a hugely emotionally attached owner of Honda machines for 42 years now, in which my life has been profoundly touched and inspired by Honda and his extraordinary story. Please enjoy this story, as it is a real life fairy tale in many ways. It is a story most of all of a man who took his passion, did something about it, and created a legend in his own lifetime. A true inspiration of what someone who cares enough can do if they set their mind and energy and dedication and hard work to it.

1959 arrived and so too did the dawn of one of the most absorbing stories in the history of motor sport. At that time, the British and Italians stood like colossus over the motor racing scene, both two wheels and four. The Isle of Man TT bike races, held on the notoriously dangerous public roads were the Mecca (no disrespect intended, the importance of Mecca is both understood and respected which is why it is used in this context) or Wimbledon of the sport, the pinnacle of achievement. Bike, and indeed many car, races of that time were mainly held on closed public roads like Nurembourg in Germany, Spa in Belgium and Imatra in Finland. At Imatra, even as recently as the mid seventies, the road was cobblestoned in places and even crossed railway lines. Imagine Casey Stoner or Valentino Rossi on their ultra fast GP bikes trying those roads today!!

# TOP GEAR FEATURE

# THE HONDA STORY/4

## NIGEL BRYAN



At the Isle of Man, as the mighty MV Agusta of Italy and Norton of England unloaded their GP winning bikes from the ferry, a small team of Japanese quietly took several small 125cc bikes into their lodgings. With no streamlined fairings, these almost road bikes (in appearance) looked totally incongruous and the pits almost suffocated with uncharitable laughter. *"Who are those Japanese, and what on earth are THOSE things they have brought here?"* Not only were the bikes unstreamlined but they (to be honest) looked a little ugly too! Which just goes to show, doesn't it! Don't judge a book by its cover. In the race, Naomi Tanaguchi finished a highly creditable sixth, Giichi Suzuki seventh and Junzo Suzuki eleventh, and in the process they won the Manufacturers award at the very first attempt.

### Honda had arrived

Nothing could have prepared the World for WHAT WAS TO COME IN 1961! New 125 twin cam twins and 250 twin cam fours appeared, and a team of first class riders. Australian Tom Phillis was joined by English born Rhodesian Jim Redman and for the TT Scottish hero Bob McIntyre (the first man ever to lap there at over 100 mph, in 1957 on a Gilera 500) and Swiss Luigi Taveri for the smaller class. An interesting aside is that a very exciting young prospect was emerging in England, Mike Hailwood, whose father was a wealthy dealer in the motor trade. Stan Hailwood, the father, absolutely insisted that Mike should have one of the new Hondas, so persisted until the factory allowed the Hailwoods to have what in essence was a private Honda 250 four cylinder, virtually identical to the factory ones.

Hondas dominated the TT, and the rest of the series. Australian Tom Phillis became Honda's first ever world champion, on the gorgeous little 125, as well as their first GP winner, and Mike Hailwood took his "private" Honda to the World 250 championship. Honda won the top 5 places in the 250 championship and all except second of the top 6 in the 125s. Sensational results, and Honda had achieved his stated ambition of winning the TT and indeed the two world championships he had contested.



Photo 3 Tom Phillis' Honda 125



Photo 4 Mike Hailwood 250 Honda

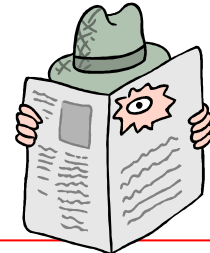
Racing in the fifties and sixties was a highly risky sport, both on 2 and 4 wheels. The circuits were mainly public roads closed for the event, with all the attendant and obvious dangers of poor quality road surfaces, trees and other hard things right beside the edge of the road, and so on. One of the hard and brutal facts of racing life was the quite appalling loss of life. Many wonderful young men were lost in the prime of their lives. Tom Phillis was no exception. This hugely gifted and brave Australian had won the 125 title for Honda and was in 1962 contesting the 250 and (on a 250 bored out to 285cc) also the 350 title.



# TOP GEAR FEATURE

# THE HONDA STORY/5

## NIGEL BRYAN



Whilst quick, this enlarged 250 was not quite yet a match for the MVs of full 350cc size, and Tom was riding bravely and hard in pursuit of the MVs at the TT in 1962 when he tragically crashed and lost his life. This tragedy cast a shadow over the Honda team and indeed all of racing in 1962. Tom was a well loved genuine guy, in whose honour was then created an award for a race in his home state of Victoria, the Tom Phillis Memorial trophy, which is still one of the most coveted in Australian bike racing today.

London born Rhodesian Jim Redman rose to take on the team leader role and became a dominant force in the 250 class with the ever improving 4 cylinder Honda, comfortably winning the 1962 championship. He added the 350 title on the also improving Honda and was a quite unbelievable second in the 125 as well (to Honda team mate Luigi Taveri of Switzerland). Try to imagine what that involved. Watch a modern grand prix, of around 45 minutes length on nice safe specially built circuits, and see the riders looking suitably worn out after that time. Then think of Jim, backing up to do not one but TWO more races, and on lousy bumpy roads, with all-weather tyres (no such thing as slicks or wets then) and usually longer than 45 minutes each as well. They were true heroes in those days.

Jim went on to become the first man to ever win 3 (yes THREE) GPs in one day, at the Dutch TT in 1964. That is a truly astonishing feat, and rates Jim as one of the greatest all round riders of all time. There is a huge difference between a tiny 125 and a far heavier faster 350, and to make the mental adjustments needed after 2 hours of intense racing on the other 2 different bikes, against quality opposition such as Mike Hailwood on the MV, is far far more difficult than these mere words make it sound. HERO, and he can still ride those bikes today pretty convincingly in his late seventies!

Jim won a total of 6 world championships for Honda, 4 in the 350 and 2 in the 250.

Honda established their reputation for immense reliability and quality through their early racing machines, and also their road bikes. The iconic Honda Cub 50cc became a mainstay all over the world as cheap reliable transport.

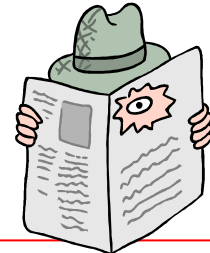
*Photo 5 Honda Cub*



# TOP GEAR FEATURE

# THE HONDA STORY/6

NIGEL BRYAN



Indeed almost incredibly, the little Cub and its many derivatives are still produced today, in a great many countries where Honda has manufacturing plants. Next time you see an Australia Post guy delivering your mail on his Honda "Postie" stroll over and have a look at the little Honda. It is a 110cc version of the very same horizontal cylinder overhead cam single cylinder air cooled 4 stroke as in 1960, still in a step through frame. Over 70 million of the little Cubs have so far been sold, making it by far the most successful model by any maker of motorized transport, ever. They literally put Europe on its wheels, just as they had Japan, and now all of Asia as well.

Soichiro Honda had a dream, and that had not diminished in one iota. At the age of 18, in 1924, Honda-san had helped build a racing car with a huge 8 litre Curtiss aircraft engine, and had indeed ridden races in it as the official mechanic (a common practice in those days where a driver and engineer drove together and the engineer got to fix the inevitable issues along the way). He always wanted to race a car of his own build, a dream forestalled when he suffered an eye injury whilst racing. Still, now that he had built a successful bike company, the old urge itched away.



*Photo 6 first Honda F1 car*

In 1964, he built a V12 engine based on his racing bikes' engines, and mounted it across the frame, motorcycle style, in an open wheeler racing car. He quickly discovered a few problems with the chain drive (no I am not kidding) and decided to adopt more conventional wisdom, turning the engine around to a fore and aft mounting, still common in racing cars today. What may not be known is that this idea was still relatively new in 1964. Up until 1959, conventional racing car wisdom was a hugely big and powerful engine mounted up front, driving the rear wheels in the same way as many large sedans still do. Look up a website on Ferrari and see the magnificently courageous Juan Manuel Fangio et al wrestling the huge and fearsome Ferraris at places like Spa in Belgium and Imatra in Finland. That is why Fangio is so admired even today. It took real courage and commitment to drive such a monster, and he did so without seat belts, helmets or fireproof overalls!

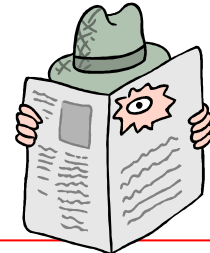
In 1959 an English genius, John Cooper (yes the same John Cooper of Mini Cooper fame) came up with the brilliant idea of mounting a smaller lighter engine behind the driver, in a far more aerodynamic package. With Australian Jack Brabham at the wheel, Cooper's revolutionary car won the Formula 1 title, and again won it in 1960. Formula 1 was changed forever, and pretty soon everyone had copied this idea, and it is now the only format ever used for open wheel single seat racing cars.



# TOP GEAR FEATURE

# THE HONDA STORY/7

## NIGEL BRYAN



Honda entered F1 in 1964, when it was then 1500cc engines, and Honda's initial entry was a demonic sounding V12 which has to be heard to be believed (you can see and hear this car at Motegi museum, so make that a must-see travel destination, as I have). It was to be another year however before Honda tasted success in F1, Here's a teaser, those of you who remember the iconic 1966 film Grand Prix, starring James Garner, will remember him being fired by a lightly disguised team "Jordan" (really BRM), and picked up by a fledgling Japanese team, again really Honda. Remember that scintillating 12 cylinder Japanese car? I still remember going to see Grand Prix in 1966 (the same year as 2001 a Space Odyssey came out) and being quite blown away by the Honda and French pop singer Francoise Hardy (the only thing that has changed in the last 40 years is I am no longer wowed by the singer!!). Also a teaser, in that film if you watch really closely you will see the very rare appearance of the H16 BRM. God don't you wish the rules of F1 still allowed such engineering creations!

You need to remember that Honda was in 1964 not yet a car company. Like Ferrari, Honda went racing firstly as a passion, not to bolster an existing car business (for the latter, think Toyota in F1 in recent years, or BMW, Renault, Mercedes et al). Enzo Ferrari, then later Soichiro Honda, raced for the pure love of racing. That a business then grew for each of them around this does not diminish the truly special place in history BOTH those 2 men deserve. Together, as both were giants of the sport, and both were passionate to the levels needed to drive them to such extraordinary success.

In the sixties the East Germans found the secret to tuning a two stroke bike engine to go fast, the expansion chamber, but struggled to gain the needed reliability. Then along came Suzuki (given a leg up by the defection of East German Ernst Degner) followed soon by Yamaha. The 2 stroke has an inherent weight and power advantage, and Honda resorted to more and more cylinders to stave off this challenge. Honda's winning bikes were a twin cylinder 50cc revving to 22,500, a 125cc 5 cylinder derived from the same design, and two fabulous 6 cylinders, a 250cc and a bored out 297cc of the same engine for the 350 class. The latter engines revved to an ear piercing 18,000 and are in my opinion the most gorgeous GP bikes ever built. In 1966 Honda won all of the Manufacturers championships in GP bikes, a feat never before nor since achieved.

1964 was the debut of the F1 car. F1 was to prove much harder and more complex than bikes, as the intricacies of car chassis design is a greater factor and somewhat of a "black art" as well funded teams find out even today. The power of the excellent engines in the bikes could be ridden to success even if the chassis were not as good, with the right rider at the control, but the same cannot be said for cars. Enormous work was required. Indeed this did not escape Honda's attention, as they hooked up with Jack Brabham for 1965 in Formula 2 to place the Honda engines in a chassis developed and built by Jack. This was to be a most successful partnership, winning the 1966 Formula 2 championship (whilst Jack was also busy winning the Formula 1 title in his own Repco Brabham car, a truly heroic effort on every level).



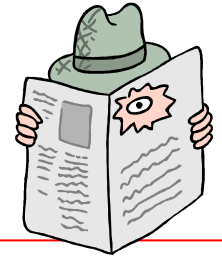
*Photo 7 Brabham Honda F2 car*



# TOP GEAR FEATURE

# THE HONDA STORY/8

## NIGEL BRYAN



For 1967 Honda took a leaf out of their bike racing division's book and went after a high profile driver. The only man to ever win a World Championship on bikes and then come across to cars and do the same in cars was John Surtees. *Trivial pursuit question, and don't Google it! Name the bikes and car and years.* Honda recruited John in 1967 and gave him the new RA300. John finally won with the new Honda at the Italian GP, and finished 4<sup>th</sup> overall in the championship with the V12.

Honda then began to dip their toes into production cars. They built the tiny S360 and then the delightful S500 sports cars, the S500 having a bike like engine with 4 individual carburetors and double overhead cams, and revved to some 10,000, almost unheard of in car circles of that time (indeed even today that would be regarded as cutting edge). It was chain driven, a high maintenance transmission in those days and not popular with car types! This was enlarged to 600 for 1965 and then to 800 for 1966, at last giving in to the need for a more conventional car style shaft drive in the process! The 600 and 800 were classic British style open sports cars.



*Photo 8 S600*

Racing had achieved Honda's personal aim of success, and another very important aim of bringing the brand Honda such an enviable reputation for engineering excellence and reliability. There was a business to run, and Honda needed to pour all its resources into that business.

The World was totally unprepared for Honda's next move, one which history has shown was probably one of the most significant the company has ever made. In 1968, Honda released the 4 cylinder 750cc road bike, the CB750, as the jaws of the world dropped in unison! Suddenly Honda had arrived in the big league, and in a very big way. This magnificent steed redefined motorcycling, and all the big 4 cylinder road bikes of today are based on that pioneering model. *Major motorcycling journalists in 2000 voted the Honda 750 of 1968 as the most important motorcycle in history. Ever.*



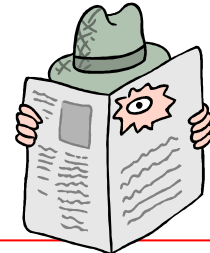
*Photo 9 Honda CB750*



# TOP GEAR FEATURE

# THE HONDA STORY/9

## NIGEL BRYAN



This overhead cam, 4 exhaust pipe classic with electric start and Honda oil tight reliability, suddenly put every road rider on his or her personal Honda or MV GP replica! The oil leaking British twins were consigned to the dusty pages of history books in one single stroke! A whole new era of motorcycling had begun, and Honda was now unquestionably the World leader. In one fell swoop, Honda conquered America, where the big bikes ruled! The last bastion of European resistance also fell. Honda were to achieve world leadership in motorcycling, a position they have never since relinquished.

Then Honda got serious about its cars too!. In 1972 the first Honda sedan arrived in export markets. The CVCC (Constantly Variable Combustion Chamber) engine was mounted transversally very much like a British Mini, and was similarly front wheel drive. There was however a huge difference, just like its bike cousins, the little Honda was oil tight, reliable and a fair bit more powerful than the Mini. There was an amazing amount of performance from the little 1200 engine, and the CVCC designation naturally led to the car being called a Civic. The funky Mini-like Honda replicated the arrival of Honda bikes a decade before, and sold well due to its reliability and practicality. It was also fun and funky. There are still good examples of the original Civic around today, although body rust was a problem, common to all cars at that time.

Then in 1976, Honda released a larger version, still a "hatchback" 2 door, called the Accord (for "Accord with the environment"). This little gem was a 1600cc, designed to meet tougher exhaust emission regulations and to meet a new and unexpected challenge in the car markets worldwide. Up until 1973 everyone had been happily motoring along (literally) on cheap oil and fuel efficiency was not a major factor. Then along came the first "oil shock" of 1973 when the oil producing cartel (largely middle Eastern) decided it was time the decadent West paid a proper price for its fuel, and overnight quadrupled the price of oil. This dramatically altered the car market and the smaller and more fuel efficient Japanese marques were inadvertently handed a "free kick". Honda's timing was perfect. In 1978 (just before the second oil price shock) Honda deliberately divided the Accord genesis, making the Accord itself a family oriented 4 door saloon and producing a separate 2 door coupe of 1800cc called the Prelude ("Prelude to what?" you might ask. Well you will see shortly!).

In 1973, Kawasaki hugely upstaged Honda with a 900cc double overhead cam 4 stroke 4 cylinder, the (now iconic) Z1. This king-hit was a massive success for Kawasaki and established them as a serious player. Just when we thought Honda had lost the excitement edge and gone to sleep, jaws once again fell in unison. Honda retaliated as only Honda know how! The 1000cc Six cylinder CBX was released in late 1978. This totally stunning machine had it all. 6 cylinders across the frame, double cams, 4 valves per cylinder (up to now all the big bikes only had 2), 6 individual carburettors, absolutely gob-smacking styling, and an exhaust note Honda engineers proudly boasted they spent hours analyzing jet fighter aircraft to emulate! *I think you can imagine what I did next! That's right, rattled off to my friendly dealer and placed an order. My beautiful red Six is still the pride of my expanding collection today, 33 years after I took delivery in January 1979. What a fabulous bike. She doesn't handle quite as nimbly as some of her contemporaries, notably the Suzuki, but what a sound and what a feeling to ride!* The bike was largely designed from the magnificent racing 6 of the mid sixties, a similar looking chassis and engine architecture.

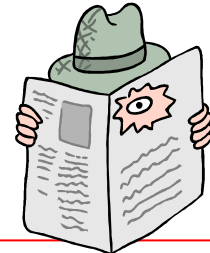


Photo 10 Honda CBX 6

# TOP GEAR FEATURE

# THE HONDA STORY/10

## NIGEL BRYAN



In F1 Honda decided to return and hooked up in mid 1983 with relative newcomer Williams (who had won their first ever F1 championship in 1980 with Australian Alan Jones at the wheel, then using Ford engines). In 1984 this partnership secured its first victory with Finn Keke Rosberg driving. A golden age was dawning. In 1985 a former Honda winner, Nigel Mansell, joined the team. What a combination, 2 big men (unusual for Formula 1) in Mansell and Rosberg, both passionate, brave and skillful drivers, the highly dedicated Frank Williams (and ruthless into the bargain!) and Patrick Head, and of course Honda power. Wins started to flow, with 3 in a row at the end of the season. Who can forget Nigel Mansell leading in Australia when his tyre blew, and he skillfully held it until he stopped it safely! That was the foundation for a landmark 1986. What a lousy way to lose a championship though, one Nigel (and Honda) so richly deserved.

Nelson Piquet replaced Rosberg, and Mansell and Piquet won Honda's first Constructor's championship in F1. The regulators were beginning to try to limit the capability of the cars, and had restricted fuel capacity to a still colossal 195 litres. That is nearly 200kg of fuel sloshing around in a race car!

Then, at long, long last! 1987 saw Honda power its first ever Formula 1 World Champion. The brilliant Brazilian Nelson Piquet drove a faultless season, winning where he could, garnering points everywhere else, to take out the crown. Williams and Honda had proved a winning partnership. Whilst Williams Honda took the glory, another team received Honda engines, Lotus. A young and immensely talented Brazilian had joined Lotus, Ayrton Senna. Indeed the Hondas did the most winning, shared between Piquet, Mansell and Senna. Piquet won the championship, Mansell was second and Senna third, a vintage year for Honda powered cars.



*Photo 11 Williams Honda*

Back to 2 wheels, and a fascinating event at Honda. All along Soichiro had been an advocate of 4 stroke engines, cleaner, more environmentally friendly and also delivering more rider friendly power characteristics. However, the powers that be in motorcycle racing had delivered a decisive advantage to 2 strokes by restricting the number of cylinders to 4 in the bigger class. Finally the younger engineers at Honda persuaded the boss that they might be allowed to 'experiment' with a 2 stroke racing engine, as they had for a couple of years in motocross.

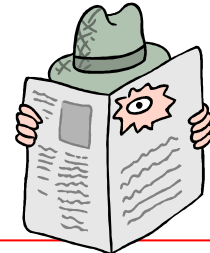
Again Honda genius shone through! By 1982, the Yamaha and Suzuki 2 stroke 500s were fearsomely powerful (for the time) and outstripped the ability of the chassis (and tyres!) to cope. So the bikes would exit corners, sliding and all crossed up! The American riders who grew up on dirt ovals could manage this, but only just. Honda reasoned that a lighter V3, in a well designed and constructed chassis, would handle far better, achieve less tyre wear, and overcome the inherent power advantage of the 4 cylinders. 1983 was a vintage year, in which American genius Freddie Spencer on the light and sweet handling 3 went toe to toe with Kenny Roberts on the faster Yamaha, and finally prevailed at the last corner of the last race to win the title by the narrowest margin possible, 2 points!



# TOP GEAR FEATURE

# THE HONDA STORY/11

NIGEL BRYAN



Again, at long, long last, after being cruelly denied two ridiculously close 500cc championships in 1966 and 1967, one a tied points score, Honda had its first 500cc World Champion. For 1985 Spencer wanted an additional challenge (as if riding the lightning quick 500 wasn't enough) and in a move harking back to the golden sixties, persuaded Honda to build him a factory 250 (V Twin 2 stroke) as well. Freddie at his best was a sight to behold, with total machine control. He won the 500 convincingly, and backed up to win the 250 as well, the last rider to ever win 2 championships in one year, but at a cost, developing carpal tunnel syndrome from which he never fully recovered, ending his stellar career. For 1986 Honda had returned to their Australian connection and my former teammate from 1980 at Mentor Motorcycles was signed. A frustrating 1986 was followed by a vintage 1987 when Wayne Gardner won Australia's first 500cc world championship aboard his Honda.



*Photo 12 Wayne Gardner 1987 World Champion*

Wayne was fated to not win another championship, even though he richly deserved at least 2 more, but his successor in the ongoing story of Honda and Australia, Mick Doohan, was to prove one of the greatest GP riders of all time, setting record after record on his way to 54 GP wins and 5 straight championships from 1994 to 1998, and would have added more had his career not been cut short by injury.

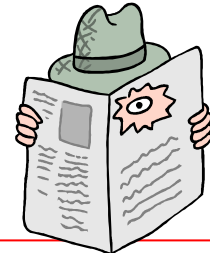
1988 saw Honda again team up with 2 partners in Formula 1, McLaren and Lotus. The Williams association ended as McLaren had persuaded Honda to come to them, with the promise of having the best 2 drivers as well as the best chassis package. Having at last won their first F1 driver's championship in 1987 (with Brazilian Nelson Piquet) Honda were again teamed with great constructors and drivers. At McLaren they had the immensely talented Ayrton Senna and wily Frenchman Alain Prost, whilst Nelson Piquet had moved to Lotus to team with rising Japanese start Satoru Nakajima. Little did the world of F1 know what it was in for!

There is an old saying in racing that the most important rival you have to beat is your team mate. This stands to reason as he (or she) is the only driver with exactly equal equipment, so excuses such as "his car was faster" do not wash! Having said that, there is generally a certain level of respect and harmony within a team (as no team owner wants to see fierce rivals destroy 2 of his cars slugging it out!). Sometimes a team "manufactures" that harmony (as with Ferrari and Schumacher, where his team mates were consigned to always finishing behind him no matter what). Generally there is a number 1 and a number 2. Again there are noted recent exceptions such as Williams in 1996 where the lovely Frank made certain that Damon Hill didn't feel too secure, and then publicly fired him when he was about to win a well deserved World Championship (now you see what I mean about Frank Williams)!

Well in 1988 all that chivalry was well and truly thrown out the door! Senna and Prost engaged in a bitter and public rivalry that ended up in a most unedifying deliberate collision as the two dived with increasing vigour and passion for the title. The Hondas won 15 out of the 16 races, with Senna taking the title from Prost. Poor old Lotus didn't win a race, but kept gathering points sensibly, so at the end McLaren won the manufacturers title with Lotus 4th, with Piquet finishing 6th in the driver's title and Nakajima 14th. A vintage year in more than one respect, and one long remembered for the bitter rivalry between the McLaren drivers.

# THE HONDA STORY/12

NIGEL BRYAN



*Photo 13 Ayrton Senna McLaren Honda*

Now Honda made a commercial decision. It was time to cash in on this stellar racing success, so plans were laid for Honda to produce a Supercar for the road. Actually Honda had been quietly working on this for some time, but could now ramp it up. Naturally the by now beloved V6 engine which had brought so much F1 success was chosen as Honda's "trademark" engine. They were determined to make this venture a success, in fact so much so that Honda established a separate facility to develop and make the car, and no less a luminary than Ayrton Senna was drafted in to do all the track testing and have a great deal of input in the design.

Honda had for some time now been building its passenger car range, which now covered most of the key mainstream market segments. We have the Civic as a class leader in the smaller saloon sector, the Accord family firmly entrenched the class standard in the massively important mid sized family car, the offspring Prelude providing pleasure as a coupe, and the upper class more luxurious sector covered by the excellent Legend.

But in amidst this excellent range of superior cars, something was missing. What? Ah yes, the PASSION. The EXCITEMENT. ***After all this is HONDA we are talking about.*** This is Honda, who had conquered all mountains in bike racing and car racing. Finally Honda decided to do something about this in cars as well as bikes, so a project was commissioned to do exactly that.

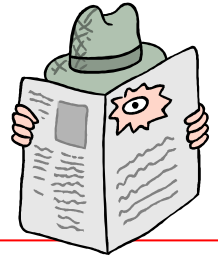
The New Sportscar eXperimental, the "NSX", was born. All aluminium chassis and body, full V Tech V6 Honda trademark engine, loads of revs (another Honda trademark feature) and drop dead gorgeous styling. Suddenly the Supercar bar was raised, and very significantly. Up to then, the Supercar segment was dominated by fast, gorgeous, but temperamental Italians with a well earned reputation for high (and expensive) maintenance. For the first time ever a road car had a fully aluminium body, beautifully crafted and exceptionally strong. Gordon Murray, who later developed and built the extremely limited edition McLaren Supercar said when he saw and drove the NSX "***Porsches, Ferraris and Lamborghinis are no longer the benchmark. This Honda is the car we have to beat.***" High praise indeed.



# TOP GEAR FEATURE

# THE HONDA STORY/13

NIGEL BRYAN



*Photo 14 Honda NSX*

Honda had certainly made it abundantly clear they were prepared to go far further than just “sensible” sedan cars. Now they had achieved the same effect in both bikes and cars. By far their dominant market was the range of everyday riding and driving, still transporting the masses inexpensively as was their initial corporate *raison d’etre*. Excellent, economical, very well built and reliable transport. But when you wanted that bit extra, there also were Honda providing that excitement on now both 2 and 4 wheels. On two wheels Honda had released several highly limited edition road bikes specifically for racing homologation, notably the CB1100R (which brought Wayne Gardner to fame in 1980) and the RC30 which won the first two World Superbike Championships for hotted up road bikes.

The only other company worldwide who can boast such bike and car coverage as well is BMW. BMW make a range of excellent cars and bikes, and have a heavily sports oriented view as well as everyday. Honda, however, have a far wider range in both bikes and cars, covering more market segments.

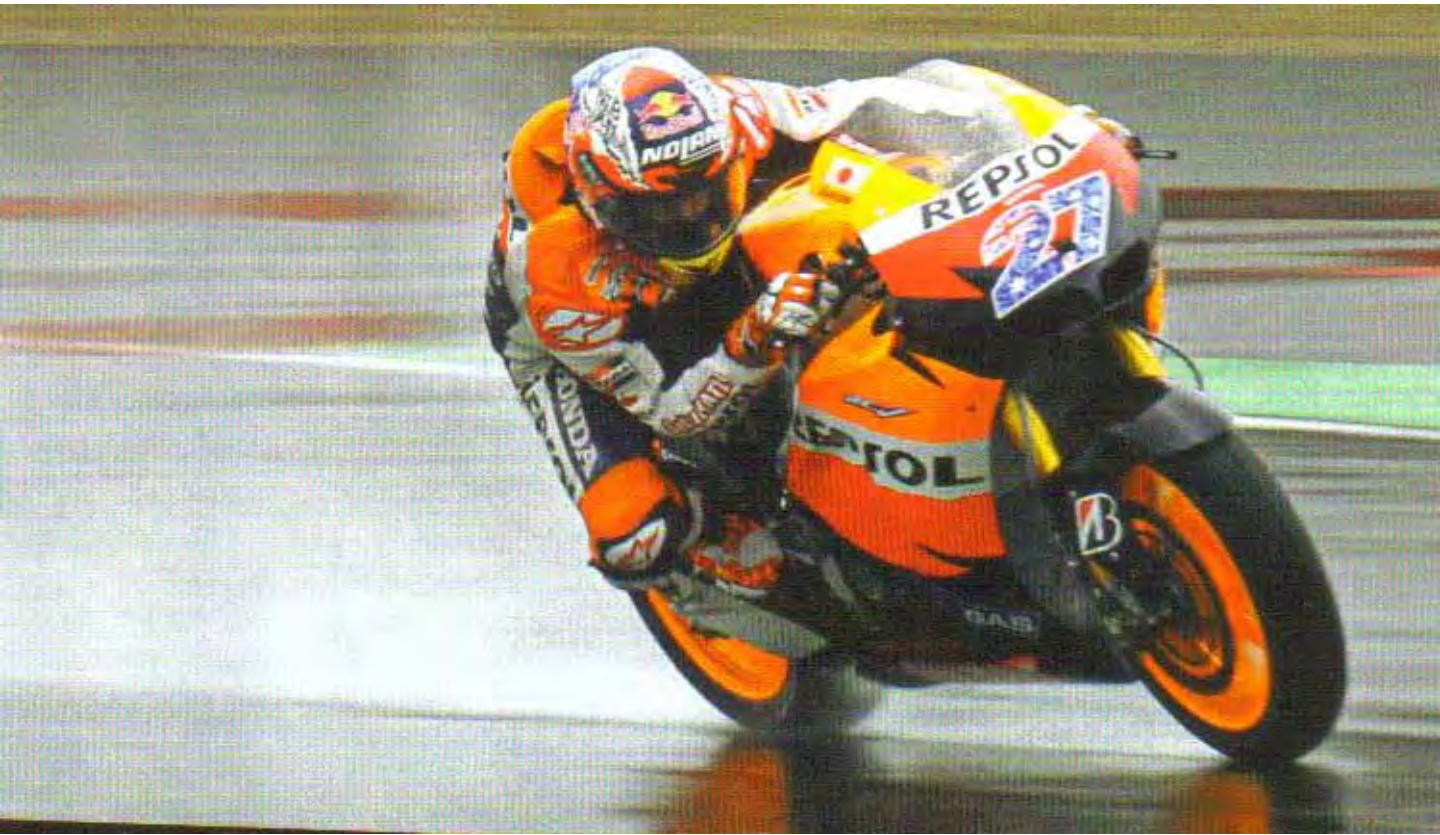
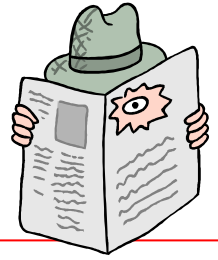
The day I first saw the NSX I knew I had to have one. I didn’t quite know how! Then after a successful period in emerging markets investment in Hong Kong I returned in 1998 to finally achieve my dream. I fell so completely in love, I now have two, the 1997 I bought in 1998 and an original black 1990 which was added so I would not destroy the 1997 playing on track!! Having logged up over 200,000 kms in both fabulous cars, I can tell you I am no less in love with the NSX 14 years later. Still the best!

To round out the sporting story of Honda, in 2002 their push to have the premier GP class become larger 4 stroke engines succeeded and Honda produced a fabulous V5 bike on which Valentino Rossi won the first so called Moto GP championship. Rossi and American Nicky Hayden won two more championships on that magnificent bike. After a few lean years Honda again returned for 2011 to its Australian connections and signed the brilliant Casey Stoner who went on to dominate the championship very much in the mould of his childhood hero Mick Doohan.

# TOP GEAR FEATURE

# THE HONDA STORY/14

NIGEL BRYAN



*Photo 15 Casey Stoner Honda RCV212*

*This is just a short extract from my book, as there is far more to the Honda story than these few pages can tell, stories of their wins in every motorcycle and car championship worth naming, a feat not achieved by ANY other manufacturer. If you would like a copy of my (as yet unpublished) book "the Passion of One Man" please let me know. I will be delighted to let you have a copy. It was a labour of love writing the story through my own eyes of an amazing man who has inspired me for a good part of my life.*

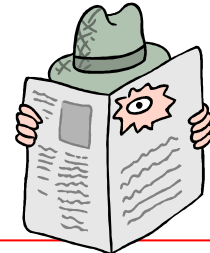
Thank you Soichiro Honda.



# TOP GEAR FEATURE

# THE AUSSIE D-TYPE/1

JEREMY BRAITHWAITE



Terry Daly asked me to help prepare some photographs, a flyer and some video material for the Jaguar National Rally in 2013. The 2012 event is in Perth just after Easter and we needed to get everything ready to promote the NSW event at the WA closing ceremony.

I'd originally agreed with Mike Downey that we would use his Ecurie Ecosse replica C Type; this would have been quite special for me as my cousin's wife (also called Julie) ran the Ecurie Ecosse association in Edinburgh when the team was still competing.

But a combination of weather and Mike's need to help out in his wife's business meant we had to look elsewhere. Graeme Lord suggested we use my old D-Type replica, and I called John Dunning, who bought the car much more than a decade ago, and we used it for some filming on the Seacliffe Bridge.

The pics are to be found in the Gallery page:

<http://www.thoroughbredssportscarclub.asn.au/gallery/index.htm>

It has its own place in Andrew Whyte's book "Jaguar Sports Racing & Works Competition Cars from 1954".

I also found in my archives a story on the car that I wrote around the time I was selling it. It makes a fascinating history of a very Australian special and you can read all about it on the following pages:

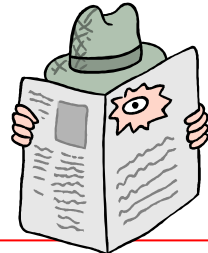




# TOP GEAR FEATURE

# THE AUSSIE D-TYPE/2

JEREMY BRAITHWAITE



## JAGUAR D TYPE REPLICA

### A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

In 1973 two Tasmanian Jaguar enthusiasts, David Dungey and Chris Riches, looked all around the world for a D Type Jaguar to restore.

They were not successful and so they decided to do the only logical thing and build their own car. They raised much of the cash needed from the restoration and sale of an XK120 and during that time also researched the subject thoroughly.

The research was helped by the Jaguar Company in England who kindly provided a complete set of body blueprints and armed with these the project got under way in 1975. The two must have worked extremely hard because the car was completed a year later and was launched at the Jaguar National Concourse at Mildura in June where it won the Tony Reilly Memorial Trophy which was awarded for the Autokhana.

#### Mechanically Faithful to the Original

The car was built as a mechanically faithful replica of the original D Type with independent front suspension using torsion bars and at the rear twin trailing arms also sprung by torsion bars.

The engine is a 3.8 litre with triple Weber carburettors and the gearbox is a 4 speed Moss box. A Salisbury Limited Slip Differential helps get the power to the road.

The main departure from the original specification is the use of fibreglass for the front and rear body sections and the extension of the space frame through the aluminium clad centre 'monocoque' section.

#### Continuous Racing History

From the time the car was launched in 1976 until 1982 the Jaguar had a continuous racing history mainly in Tasmania with occasional trips to the mainland to race at Calder, all with David Dungey behind the wheel.

There are no further entries in the CAMS log book until 1987 when a change of ownership to John Watson was recorded.



*Reproduction of a photograph of the Jaguar with its creator, David Dungey behind the wheel. This photograph appeared in the Mercury in February 1982.*

#### Road Registration

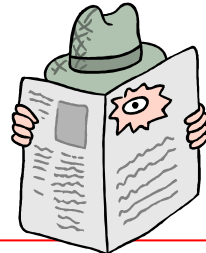
The extensive records with the car indicate that John Watson registered the car for the road and the files contain records of the Tasmanian Department of Transport approval of all modifications to the car. The registration number was CF7127.

After registration the car was then sold to a Mr N.A. Seckold who retained the car, presumably for road use, until 1993 when it was advertised for \$59,000 and purchased by the well known touring car and Appendix J driver, Rob Tweedie.



*A copy of the 1989 registration label of the Jaguar. The car was still registered in Tasmania until 1991 and as a result could today have its registration renewed in other states.*





## A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

**JAGUAR**  
SPORTS RACING & WORKS  
COMPETITION CARS  
FROM 1954



Andrew Whyte

*The late Andrew Whyte was THE authority on racing Jaguars. The second volume of his book covers the competition cars from 1954 onwards and contains a chassis number by chassis number history of each D Type. The 'Tasmanian D Type' is featured in a photograph in the book on page 468.*

Rob with his friend and fellow racer, Don Thallon, had been looking to purchase a 'real' D Type in America. Further enquiries indicated that that car was not as genuine as was portrayed and Don ended up purchasing the Lister Jaguar from Paul Samuels and Rob the "Tasmanian D Type".

### Extensive Restoration

The Jaguar required an extensive and very expensive restoration. The restoration was completed by Ralt importer Graham Watson and included a complete respray and retrim of the car. The engine was rebuilt by Peter Molloy and the gearbox by John Needham, both the best in the business.

All other mechanical parts were rebuilt

including the differential, suspension, brakes and so on

## Historic Log Book

The Jaguar was log booked as a historic being eligible for Group Q and it duly appeared and ran again for the first time at the all Historic Lakeside meeting in July 1994 where it promptly set a new lap record. Don was still working on the Lister and the two cars did not have an opportunity to run together.

Rob ran the car twice more, once at Eastern Creek where it also set a lap record and again at Wakefield Park in November of that year where another lap record was set for the class.

Rob embarked on a number of other racing programs and the car was advertised for sale within historic circles and was purchased by its present owners Jeremy & Julie Braithwaite.

## Extensive Sorting

Initial track tests with the Jaguar indicated

# CAT A LOG

MONTHLY JOURNAL OF THE  
JAGUAR CAR CLUB VICTORIA AUSTRALIA



**September, 1980**  
**\$1.00**

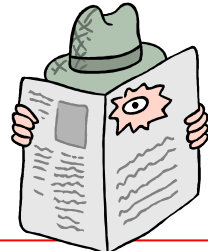
[illegible]

*The Jaguar is featured on the cover of the magazine of the Victorian Jaguar Club.*

# TOP GEAR FEATURE

# THE AUSSIE D-TYPE/4

JEREMY BRAITHWAITE



## JAGUAR D TYPE REPLICA

### A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

that a substantial amount of additional sorting needed to make the car really drivable.

The car was eventually moved to Mittagong under the car of Wakefield Park circuit owner Paul Samuel's mechanic, Michael Vigneron.

Michael is a mechanical magician of the first order and he embarked on a program of improvement based on testing the car at Wakefield and gradually sorting out the previous deficiencies which were mainly in the handling and stopping area.

The results have been spectacular and the Jaguar is now down to times in the mid 1.12 second bracket and some 9 seconds faster than Rob Tweedie's original lap record!

Further improvements are likely especially with a better choice of tyres than are currently fitted.

#### Driving Experience

Very few people will ever be lucky enough to drive a D Type in the way in which the car was originally intended - absolutely flat out.

The Jaguar is extremely controllable on the limit. It turns in extremely well and from there the attitude is easily changed more with the right foot than the steering wheel.

The result is an exhilarating drive that is everything that you would expect from the very best of the 1950's Le Mans cars!

#### In Summary - A Unique Vehicle

The Jaguar was one of the first D Type replicas to be built in the world and the only one in Australia that is ever likely to be eligible for Historic racing.

The car has a well documented history and was very widely reported internationally at the time of its completion in 1976. Some of its press is reproduced here.

This includes article in the English and Australian Jaguar press as well as the general press in Australia, Japan and Fiji.

 Confederation of Australian Motor Sport FIA	
HISTORIC CAR	
No. 0091.02.01	
CERTIFICATE OF DESCRIPTION	
<small>This form has been produced by CAMS based on information available to it at the time of preparation. No responsibility can be taken by CAMS, its Officers or Staff for the accuracy of the data herein.</small>	
Name of car:	Jaguar Special
Type:	Open Sports Car
Year of original manufacture:	1975
Year car now represents:	1975
CAMS Historic Group:	Q
Applicant:	Robert Tweedie 22 Finlayson Street Larne Cove NSW 2050
Date of issue of this document: 24 June 1994	
	
	
Original Collector:	David Dunlop and Chris Riches
Ownership History:	1975 - 87 David Dunlop 1987 - 93 John Wilson 1993 -
<small>This form may be used without alteration of any kind.</small>	

*A copy of the Certificate of Description for the car issued by the Confederation of Australian Motorsport*

There are only two original cars remaining in Australia, those of Ian Cummings and Keith Berryman. Ian's car is currently for sale and Keith's is used mainly for show.

The 'Tasmanian D Type' is a unique Jaguar. It can remain as a historic racing car or can also be road registered and used for events such as the Grand Prix Rally and Targa Tasmania.

With a power output in the region of 300bhp and a log booked weight of 950kg it has a performance that few modern vehicles can match!

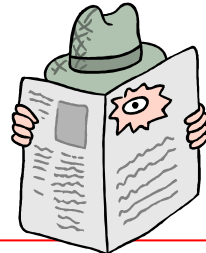
*There can never be another one.*



# TOP GEAR FEATURE

# THE AUSSIE D-TYPE/5

JEREMY BRAITHWAITE



## JAGUAR D TYPE REPLICA

**A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR**

**weekend MOTORING**

# D-type copy built by 2 Jaguar fans

**HOBART.** — An investment of \$A4000 and 15 hours a week for 12 months paid dividends for two Jaguar car enthusiasts in Hobart, capital of Australia's island State of Tasmania.

In June this year before the critical eyes of assembled Jaguar Car Clubs of Australia, Mr David Dungey and Mr Chris Riches unveiled the result of their labours — a copy of a D-type Jaguar.

The two enthusiasts decided in 1973 when they could not find an original model to restore that they would do the next best thing and build a copy.

The D-type, which first appeared in 1934 and left its mark on most major racing circuits, was never a big production machine and today are extremely rare.

Mr Dungey estimated that there would be no more than 40 machines left in the world and of those, only four were found in Australia.

The Hobart project began with the purchase of a Jaguar XK120. Mr Dungey and Mr Riches restored and sold it, the profits from the exercise went towards the D-type project.

In the meantime, they began collecting parts, photographs, descriptions and any technical advice they could find on D-types.

### HAND-MACHINED

An important boost for the project came when the Jaguar car company of England sent a full set of body blueprints and armed with this information the construction began in May, 1975.

The car was built on almost exactly the same principles as the original machines, the only major exception being in the centre section, where a space-frame was used instead of the original monocoque construction. Most parts were hand machined for the replica. The front and rear panels are fibreglass and the centre section is alloy.

The front suspension is from a Series Two D-type Jaguar (the same as used in the original D-type) and the rear end section bar is built to the same specifications as the original although Volkswagen parts have been used.

The engine is a rebuilt 3.8 litre, Mark Nine model with compression ratio of 9:1 driving XK150 gearbox and capable of approximately 280 horsepower. Fuel is fed through triple dual-throat Weber carburetors plus extractors.

Wheels are 15in with 650 Dunlop racing tyres. Braking is through discs on all wheels with boosted dual circuits, and the colour of car is British racing green.

With a theoretical top speed of 150 mph, the D-type replica not only looks good, it leaves many of its fellow jaguars far behind. — Australian Information Service.

● **RIGHT:** A front view of the D-type with Mr Dungey in the driver's seat.



**Luxury on wheels**

**INTERIOR** of a 1981 Rolls Royce Phantom V for sale in a London showroom. The previous owner spent \$2,000 installing colour TV, 8 track stereo, a lady's vanity table, casino, double bed, bar, telephone, vanity side compartments, walnut paneling and gold-plated door handles. The asking price was \$2,000 starting.



*The Fiji Times reports the great event. Saturday, October 30th, 1976.*



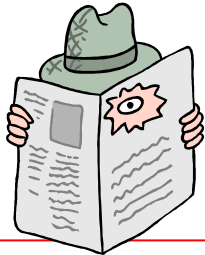
# JAGUAR D TYPE REPLICAS

## A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR



Paul Skilleter's UK magazine 'Jaguar Driver' reports on the birth of David Dungey's creation.





## JAGUAR D TYPE REPLICAS


### A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

# S.A. SUPERRB EFFORT

A very scarce and original M. IV DHC




The fabulous Replica D - the two creators Chris and Dave in the Autobox




The Funer Up 144 from Sydney



SA M. V DHC



The fabulous Replica D - the two creators Chris and Dave in the Autobox



The D-type leaving side from John Davidson's 100



Daggy Thomas, 55100 - with original guard



All eyes out of the 245 launch



12 CAT-a-LOG July, 1976

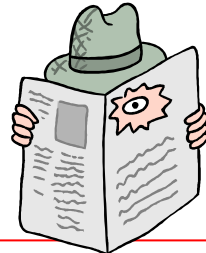
CAT-a-LOG July, 1976 13

The Jaguar Car Club of Victoria magazine 'Cat.a.log' of July 1976.

# TOP GEAR FEATURE

# THE AUSSIE D-TYPE/8

JEREMY BRAITHWAITE



## JAGUAR D TYPE REPLICA

A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

AUSTRALIAN JOURNALISTS ASSOCIATION - WELLINGTON

Title: D-Type Jaguar Built in Australia

Office of Origin: Hobart

Published in: Greyhound Evening Star

Date of publication: October 30

## They Built Themselves A D-Type Jaguar!

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PARTS, PHOTOS, ADVICE

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Most parts were hand-machined for the replica. The front and rear panels are fibreglass and the centre section is alloy.

The front suspension is from a Series Two E-type Jaguar (the same as used in the original D-type) and the rear end (which is built to the same specifications as the original, although Volkswagen parts have been used).

The rear axle is a 3.34:1 limited slip centre from a Jaguar Mark One modified to accept new linkages.

The engine is a rebuilt 3.8 litre, Morris Nine model with compression ratio of 9:1 driving XK120 gearbox and capable of approximately 200 horsepower.

Fuel is fed through triple

carburettors. Weber carburettors plus extractors.

DISC BRAKES

Wheels are 280mm (11in) with 650 Dunlop racing tyres. Braking is through discs on all wheels with boosted dual circuits and the colour of the car is British Racing Green.

Mr Dungey, a computer programmer, and Mr Riches, an executive for a photographic firm, did virtually all the work themselves, although Mrs Marie Dungey did what she called the "dirty work"—painting, scraping and sewing upholstery.

With a theoretical top speed of 241.4 km/h (150 m.p.h.) the D-type replica should not only look good, it should leave many of its fellow Jaguars far behind.



In the associated pictures on this page are a view of the D-type Jaguar looking forward from the driver's seat; Mr Dungey explaining aspects of the D-type's construction to his daughter, Muri; and a frontal view of the Jaguar, again with Mr Dungey in the driving seat.

The other picture shows Mr Dungey making last-

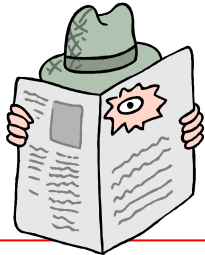
The Greyhound Evening Star publication of October 30th



TOP GEAR FEATURE

# THE AUSSIE D-TYPE/9

JEREMY BRAITHWAITE



## JAGUAR D TYPE REPLICA

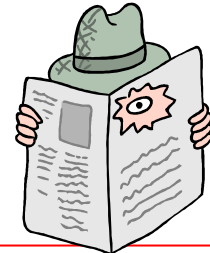
A UNIQUE AUSTRALIAN BUILT HISTORIC RACING CAR

Make / Identity and Model <u>Jaguar Special</u>		Log Book Serial No. <u>V9079</u>	
Year of Manufacture <u>1916</u> Sweep Volume <u>3782</u> cc		Date of Issue <u>24.6.94</u>	
Category <u>S</u> Formula/Group <u>Q</u>		Replacement / Construction of	
Recognition Document No. <u>                    </u> Chassis/Body No. <u>N/A</u>		Log Book No. <u>T560 + T752</u>	
		Issued on: <u>30.3.79</u>	
Registration No. (Rally Cars) <u>                    </u>			

DATE	CIRCUIT	REMARKS	SCRUTINEER
9.7.64	LAKEESIDE	<del>PROTECTED</del> <b>OK INSPECTED</b>	<i>[Signature]</i>
9.7.74	Lakehurst	OK	<i>[Signature]</i>
10.9.94	AJ CRICK	OK	<i>[Signature]</i>
19/11/94	Wentworth Park	OK	<i>[Signature]</i>
22/9/96	Wentworth	OK	<i>[Signature]</i>

PAGE 4

A copy of the Historic Log Book showing the recent entries.



# TOP GEAR FEATURE

## WHY IS RED BULL SO SUCCESSFUL/1

### BARRY FARR

Given its relatively short history in F1, Red Bull's success is undeniable & impressive. Apart from willing Mark Webber on to greater success in the team, I have always been impressed by Christian Horner's measured & unflappable responses whenever he has been interviewed & I have been intrigued as to what background has led to his success.

A recent article in 'MotorSport' throws considerable light on his & Red Bull's progression & this is my synopsis.

Christian Horner, born in England in 1973, pestered his mother for a Kart to go racing & at age 18 he won a scholarship designed to promote kids from Karts to Formula Renault. In his first season he secured some points & won a championship round. The following year, 1993, he moved into F3 Class B with Roly Vincini's P1 Engineering & finished 2nd in the series after 5 wins. In 1994 he moved up to F3 Class A with Fortec but by the end of the year he was broke. He sold everything & borrowed to buy a F3000 chassis & leased two engines & named his team Arden International with Vincini as his race engineer. He got into the points in the last race of the season but one could say his best initiative that year was buying his race trailer from ex F1 driver Helmut Marko.

By 1998 he took in Belgian driver Kurt Mollenkens, who led the F3000 championship until he had a big accident. Christian decided that realistically, he was not as fast as the good guys & stopped driving but by then, he had really worked out how to deal with all facets of going motor racing so in 1999 decided to run a two-car team. Fortuitously, at the same time, David Richards called looking for a F3000 seat for the son of one of Prodrive's sponsors, the Russian oil company Lukoil. Christian sold 50% of Arden International to Prodrive & the team moved into Prodrive's premises with drivers Niktor Maslov & Marc Goossens. The following year, Christian bought out Prodrive's 50% & put Darren Manning in the #1 car & eventually moved away from Lukoil funding & took on Tomas Eng & Bjorn Wirdheim for 2002. Wirdheim had 1 victory & Eng 4, taking out the championship title & Arden, the team title. In 2003 Eng again won the series and Arden the team title with Townsend Bell as #2 driver. Then in 2004 Christian did a deal with Helmut Marko to run Vitantonio Liuzzi who won 7 of the 10 rounds & the championship & again the team championship with Robert Doornbos as #2.

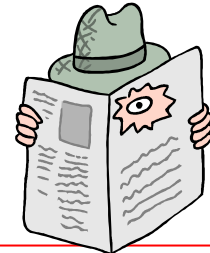
After three consecutive championship winning seasons, Christian wanted to get into F1, had a chat with Bernie Ecclestone & was told Dietrich Mateschitz was thinking about changing Red Bull's F1 involvement which extended to part ownership of Sauber & sponsoring Christian Klien at Jaguar. Ford had put Jaguar up for sale & Mateschitz bought it & signed David Coulthard as #1 driver.

At the beginning of 2005 Mateschitz despatched the Jaguar senior management team & offered Christian the job as team principal. He was now in charge of 450 people who had for years been lacking in infrastructure, technical direction & co-ordination & clear goals & therefore lacked confidence. Christian set about understanding what was in place, where the pockets of skill were, how the team operated & what were its strengths & weaknesses. He set a goal for the first season to concentrate on the basics, to finish races & to score more points than Jaguar had.

In the first race of the season in Melbourne, Coulthard qualified 5th & finished 4th & Klein finished 7th. They scored 34 points for the season. Mateschitz wanted his team to display the core values of Red Bull & introduced the Red Bull Energy Station - a 3-storey motorhome that takes 11 trucks to transport & 25 people to erect & dismantle at each GP.

It emits loud music, gives good access to the drivers & allows them to speak their mind & generally injects fun alongside the serious aspect of racing. This outwardly different environment helped draw Adrian Newey across from McLaren to become Red Bull's Technical Officer, albeit the highest paid in the industry.





# TOP GEAR FEATURE

## WHY IS RED BULL SO SUCCESSFUL/2

### BARRY FARR

By this time the RB2 was already developed for 2006 using customer-supplied Ferrari engines which overheated & were unreliable, so during 2006 a number of key personnel were brought into the team & at seasons end, the engine deal was swapped with Toro Rosso which Mateschitz had also bought & the relationship with Renault began. Newey's RB3 coincided with Mark Webber joining the team for 2007 but 14 retirements & just 1 podium resulted. The RB4 in 2008 resulted in 7th in the Constructors Championship but for 2009 Sebastian Vettel replaced Coulthard & the team had 6 wins, 2nd & 4th in the Drivers title & 2nd in the Constructors Championship. Both titles were won in 2010 & back to back in 2011.

Apart from Christian Horner's extensive grass roots experience as both a driver & team owner encompassing every aspect of running a team, he has in place an ideal management structure. Mateschitz owns Red Bull therefore does not have to seek Board approval for strategic investment so the line of authority is short & sharp.

Horner runs the F1 business day to day with Newey but Mateschitz has final say on the choice of drivers & engines. Newey is involved in all major decisions including driver choice, and everyone of the team's 550 staff share equally in the team's success. Christian therefore has employed tried & tested management principles with exemplary success, namely hiring the right people for each role, empowering them to enable them to do really well whatever they do best, creating a culture where people have the confidence to express themselves & having some fun while doing it.



**RB8**  
RENAULT RS27

If you enjoy F1, you'll find Joe Saward's blog provides the best & most authoritative insight into the sport and all the goings on in the background:

<http://joesaward.wordpress.com/>

# CLASSIFIEDS



## DO YOU HAVE BASIC IT SKILLS AND SOME TIME TO HELP THE CLUB?

I'm looking for an assistant with good basic Microsoft Office and general IT skills who could handle the Webmaster function when Julie & I are away and also help Nigel and other members with technical queries.

Training provided to suitable applicants!

Hours are unreasonable, pay non-existent but job satisfaction unparalleled.

Contact Jeremy on  
0416 222 112  
or  
[atroz@bigpond.com](mailto:atroz@bigpond.com)



# THE PARTING SHOT



*Nice one Les!*