

top



gear

JUNE 2012

BARRY & DOTT ON THE PUTTY ROAD

THE START OF OUR GREAT TRIP TO LIGHTNING RIDGE



ABOUT OUR CLUB

Calender

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

Club Meetings

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

Club Objectives

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

Club Shoppe

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

Correspondence

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

Email: secretary@thoroughbredsportscarclub.asn.au

Incorporation

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

Affiliation

TSCC is affiliated with CAMS Limited

Committee

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

Membership Forms

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

Website

www.thoroughbredsportscarclub.asn.au

Contributions to the Webmaster:
webmaster@thoroughbredsportscarclub.asn.au

Top Gear

All contributions to:

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Disclaimer:

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

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





EDITORIAL

NIGEL BRYAN



Bloody Sydney weather! For seemingly ever now the default position has been rain, and I well remember leaving Britain all those years ago for precisely that reason. For months now I haven't dared book in for a track day at Eastern Creek as you have to book so far in advance that the present weather makes that too big a gamble (no refunds if it rains). Then finally the weather in May seemed to be settling into a nice dry and sunny spell so I booked in for last Tuesday. You all know what happened. Down it bloody came, and I sat in the garage with the 2 bikes on tyre warmers, exploring my language skills in as many languages as I could muster.

Now look at it today (Tuesday a week later), sun splitting the trees, although cold. No words to describe. I am getting cabin fever as it has been so long since I rode the race bikes. Anyway, a decision needed to be taken, as a good friend of mine who used to run the track days at Eastern Creek has moved to Queensland and had called me to see if I was interested to go to Darwin for a week of riding on that track culminating in a three hour endurance race. Last Wednesday I called him and found out more details, and signed up!

So here we go. I leave 28 July or so to drive up to Darwin with the 2 bikes on trailer (just like Perth in 2006), then we have 3 days in a row on track first week August, a couple of days off to get bikes race ready, scrutineered and qualified, then the 3 hour on Sunday 12 August, then another week of bimbaling back to Sydney taking in some sights along the way. That will complete the collection of states I have driven in Australia, and will have done the full North South, East West as well. Haven't done the full round Australia yet, but that might happen as Ray and Narelle Moody are doing it next year on a bike and I am awfully tempted.

I am looking forward to the Darwin race more than I thought, and especially to being able to turn up to track and KNOW I will get in a ride. Not to mention some warm weather. Lea and I did a quick break to Fiji a couple of years ago to escape Canberra freezing weather (she is originally a Queensland girl so how she puts up with Canberra winters I have no idea). As one grows older the less one is able to willingly stand the cold. I spent some time in Russia as we built a Russian investment business in the nineties, and came to understand why they consume such vast quantities of strong liquor! It is no coincidence that the strongest drinks are invented by people like the Russians, Finns and Scots who "live" in really cold and miserable climates.

A huge thank you to Gary and Wendy for their excellent article on Volvo, the second in our "Passion for our Brand" series. I am now looking forward to Barry's promised one on Ferrari, and I will persistently nag you all until you cough up an article on your favourite brand. I promise!

I had a good chuckle reading Terry's political rant this issue, and I agree 100% with everything he said. I well remember reading of a mobile speed camera van being blown up in America and had to admit I felt no sympathy for the occupants, as what they do is very far from a legitimate job. I have entertained fantasies of shooting out speed cameras and burning them down, as a protest against a blatantly mal-motivated government cash grab while they pretend to care about road safety. I have submitted papers to government in the past about the issue, and if you are interested I am happy to let you have a copy of my 7 point plan. Of course they will never adopt it as it would cost too much. That is the point.

At what price do we set the loss of life on the roads?

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EDITORIAL

NIGEL BRYAN



It seems as a society we are quite prepared to accept the deaths and injury to a number of people every year. If that number were killed in military action we would see a national outrage, protests (especially by the green lefties). Hypocrisy? Yes. Stay safe out there, and enjoy the wonderful contributions so many people have made to this issue.

I thank all of you who have taken the trouble, and please keep those articles coming. It is rather fun compiling them, and thanks again as always to Jeremy for his tireless efforts in turning my amateur efforts into the fine publication he does. One article I had more pleasure writing than I can describe is my Holy Grail one this issue. It only took 24 years to scratch that particular itch. Next issue is August so I should have some stories from the top end. Fittingly the Honda dealership helping me is called "Cyclone Motorcycles". I hope I don't get to witness why!

Cheers for now

Nigel



"It was this close all year in 2006! Damian Sutton (27 Aprilia) just shaded Nigel Bryan (37 Honda RC51) for 6th place in the Australian championship, 222 points to 219! See Holy Grail article for reference to Honda RC51 V Twin superbike."



OFFICE OF THE PRESIDENT

TERRY DALY



Well it's now half way through 2012 and the whole world seems to be in one big Financial mess. It seems the extravagances of the last decade have caught up with just about every nation and it's the politicians and they only have themselves to blame. Anything to keep themselves in office and that means continual handouts, giveaways, etc, etc. The only politician that I've heard say something sensible, was Joe Hockey when he said in London earlier this year, that Australia just cannot continue to feed the welfare system to the extent it currently does. We simply cannot afford it. Anyhow, as I see my Super disappearing down the drain hole at a rapid rate, I think to myself I still have those lovely cars in the garage to look at and maybe drive, if I could afford the petrol. Would you believe it, the price of crude oil dropped 17% in May and all I saw was the price of petrol continue to rise! And we have a so called Petrol Commissioner in Canberra who is paid over \$300k to do what ???

While on the subject of politicians, my hero of last month, Duncan Gay, went from hero to zero, in one announcement. Lots more speed cameras to slow traffic down even more. I don't know whether Minister Gay has driven in Sydney lately but it's barely moving now and with any luck he may just catch a frustrated motorist who has sat through 6 changes of traffic lights before finally running an orange so he can get home. The Minister needs to look at ways to speed up the traffic and that means getting rid of all these so called safety cameras. How often do we see motorist slowing down well before a safety camera just in case it may change. The same with speed cameras, how many of us slow down to 50 or even 40 when we see a speed camera, and that has a knock on effect to the extent that all traffic slows and slows. If Duncan Gay is serious about saving lives, he has my vote to donate all the money that the State was going to pay for all those speed cameras, to the poor starving people of the African states, that way we can save thousands of lives. If Minister Gay really wants to make a name for himself then let him introduced the Gay Act into Parliament whereby every motorised car has to have a man or woman with a red flag proceeding it. That way we don't need speed cameras anymore and he will receive a big fat kiss from Julia Gillard for having created a way to have full employment in Australia!

Besides all the political and financial bullshit we have had to endure over the last few months, the TSCC has" gone bush" to escape the Sydney traffic. We had a great Wednesday run to the Megalong Valley, followed by a four day run to Lightning Ridge and then a run to Bathurst / Sofalia / Hillend. All three events were really fabulous and thanks to the organisers of them.

By the time you read this we would have had Les Johnson give his talk on the Perth to Sydney run he did in his 1911 Clement Bayard. It will be interesting to hear his side of the adventure as compared to that of Dave McCredie in his 1912 Maxwell. And then we will have had the INN to INN run with the Honda Club organised by Chris Hallam. Robyn and I are off on trip from Romania to Passau in Germany and hopefully will meet up with Vern and Wendy Kelly in Budapest. By sheer coincidence our boats are arriving at the same wharf in Budapest on the same day within an hour of each other. We are just trying to spend some of our hard earned money before the Carbon Tax gobbles it all up!!!

I would like to draw everyone's attention to the Gallery section of our Website. It currently has a fabulous look of great pictures from events from years past right up to June 2012. And, as you can see by the advertisement in this issue we are looking to build on this Library. If you have photos and you'd like to share them with the rest of your fellow members, this is your opportunity. Photos of your children, grandchildren, great grandchildren, dogs, cats, etc probably aren't that suitable for this site.

Finally, it's great to see our members coming up with new and different activities for us all to enjoy. Suggestions currently before us are, a driver training day at Marulan, a day in Bathurst at an Aircraft facility, and a day at the Hawkesbury Horse races. All three look very interesting and would be enjoyable.

Taking about enjoyable, I'm off to Romania and will see everyone in July.

Terry

COMING EVENTS:
DIARY UPDATE
NIGEL BRYAN



The following are the next few upcoming events. Each is detailed on the Website so please have a look there, and in addition a circular email will be sent out to members shortly before each run with up to date details:

- | | |
|----------------|---|
| 20 June | Wednesday run to Mooney Mooney Club |
| 24 June | Sunday Inn to Inn Run with Honda Car Club |
| 30 June/1 July | Eastern Creek Historics - for general information |
| 11 July | TSCC Members meeting |
| 18 July | Wednesday run - Nigel organizing |
| 21 July | Restaurant Night - Brazilian Feast at Crows Nest |
| 19 Aug | Shannons Eastern Creek Club Display |
| 26 Aug | All British Day at The Kings School grounds |
| 27 Aug | Malaysian Road Trip |

It was a wet and misty day that greeted us for the Brass Monkey Run to Bathurst
Only a few hardy souls put their roofs down.





THE INN TO INN RUN

TSCC & HSCC



SUNDAY 24TH JUNE 2012

THEME

This run follows historic routes across the Blue Mountains and into the Central West, passing wayside inns en route, stopping at one for morning tea, another for lunch, and a final inn for afternoon tea, at Kurrajong. Fast sports cars preferred to horse and cart.

MEET

Meet at the public car park next to Kurrajong Post Office in Old Bells Line of Road, Kurrajong, at 9.00am, for a 9.30am departure.

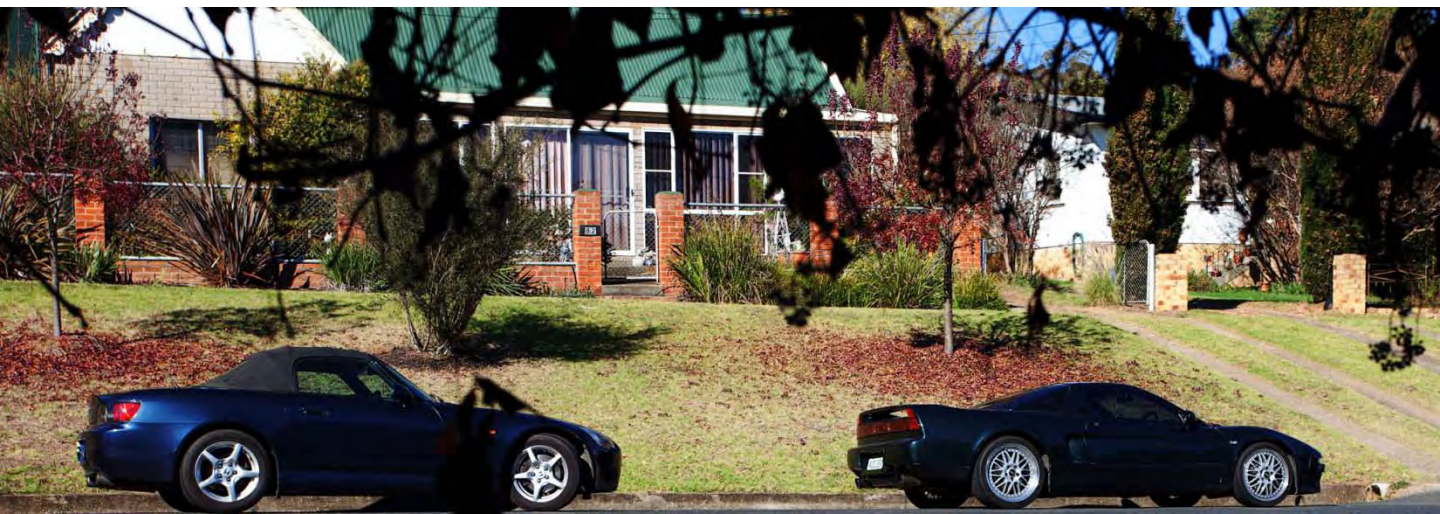
THE ROUTE

We follow Bells Line of Road out to Bell, and down to Little Hartley for morning tea at the Ambergmere Rose Inn (1845). We then drive via Hampton and Oberon to O'Connell, where we stop at the O'Connell Hotel (1865) for lunch. After lunch, we pass through Tarana and Lake Lyell, through Lithgow, and back via Bells Line of Road, the Goldfinders Inn (1809-1850) at Kurrajong, for afternoon tea.

Morning tea and lunch will be at members' cost.

CONTACT

If you are coming, book your passage with Chris Hallam, on chris@christopherhallam.com, or ring on 0419 260468.





WEDNESDAY RUN TO

MOONEY MOONEY WORKERS CLUB



WEDNESDAY 20TH JUNE 2012

Meet at McDonalds Dural at 10am for a 10.45am departure.

Driving to the Mooney Mooney Workers club, overlooking the Hawkesbury River for lunch at 12.30pm in their recently renovated Dining room.

Leaving McDonalds we will travel via Wiseman's Ferry, Spencer, Calga, the F3 and Old Pacific Highway to reach our destination. A distance of approximately 130km's.

Full driving instructions will be issued on the morning of the Run.

Please take note that for those cars that may have difficulty.....We will be crossing the River on the Ferry.

RSVP PLEASE BY MONDAY 18TH JUNE 2012

Barry Lunn: 9651 6358 or claynglass@optusnet.com.au





EVENT REPORT: WEDNESDAY RUN

MEGALONG VALLEY TEA ROOMS/1

GEOFF LANE

Organiser: Les and Roselee Johnson. 16 May 2012

Sunny blue skies with just a touch of freshness in the air, welcomed the Wednesday Run for May 2012. Our intrepid Group of travellers for this Event consisted of 22 attendees.

The Group comprised:

Les and Roselee Johnson and Madge(Les's Mum)

Terry and Robyn Daly -

Colin Watts and Jack Jones -

Roland and Stephanie Clark -

Vern and Wendy Kelly -

Geoff and Jenny Lane -

Rob and Kay Finney -

Domenic Truelove and Pauline Sercombe -

Jeremy and Julie Braithwaite -

John Bailey -

Barry and Carol-Anne Lunn -

Rolls Royce Silver Cloud

Ford Mustang Laguna Seca

Nissan 350Z Coupe

Aston Martin Vanquish

Mercedes Benz Cabriolet

Porsche 944 Turbo

Ford Mustang GT

Mercedes Benz Roadster

Honda S2000

HSV/Walkinshaw Commodore GTS.

Commodore Wagon

We met for coffee at the Coffee Shop opposite the RAAF Base at Richmond. Just as we were leaving, a Hercules thundered down the runway for take-off. It was very impressive to see these huge planes take-off.

The Run was organised by Les and Roselee Johnson and the route planned included a run up the Bell's Line of Road, across to Mount Victoria, where Jeremy and Julie Braithwaite were waiting for us, then down the Great Western Highway to Blackheath, then onto the Tea Rooms at the Megalong Valley.

The road down through the Megalong Valley is a tight and twisty road, which reminded me of the road down through Kangaroo Valley. It was like travelling through a rain forest with tall tree ferns on either side of the road....very picturesque.

Our destination was the Megalong Valley Tea Rooms, famous for its Devonshire Teas since the 1930's. The Tea Rooms provide light lunch meals, tea/coffee, together with their much loved scones and apple pies. Although it was chilly outside, we were toasty inside, courtesy of the warm open fire.

The meals were very tasty and I even saw some unnamed Members tucking into large slices of apple pie and ice cream.....yummy.

Terry Daly thanked Les and Roselee for organising the Run and a very enjoyable day was had by all.



EVENT REPORT: WEDNESDAY RUN
MEGALONG VALLEY TEA ROOMS/2
GEOFF LANE



Julie's S2000 at Mt Victoria



Roland signs the photo for the McFeeters



John Bailey's Lamborghini Walkinshaw



Terry Daly's Laguna Seca Mustang



The Finney Mustang was the first to be converted



Geoff & Jenny Lane's 944 Turbo



EVENT REPORT: LIGHTNING RIDGE – DAY 1

EVE STEFAN

It was a beautiful crisp autumn morning as we gathered for breakfast at “Simons” on George Street in Windsor which had opened at 6:30am just for us. The delicious smell of bacon, eggs and coffee filled the air along with laughter and the usual early morning chit chat. As we all received our big yellow envelopes with details of the trip and assorted touristy bits and pieces the one question on everyone’s mind was “who is Phil White?”

We left Windsor right on schedule at 7:30am and headed up the Putty Road towards Muswellbrook where a long queue formed at the first available service station and you guessed it, the need was not for petrol. The drive from Windsor out to Singleton passes over the mountains and through the Wollemi National Park and is very picturesque, you then drop down to follow the Hunter Valley through Muswellbrook, Scone and Murrumbidgee where the landscape becomes very pastoral with the rolling hills of vineyards and green paddocks and post and rail fencing of large horse breeding establishments. Everywhere the beautiful changing colours of autumn, painted the trees with orange, red and yellow falling leaves.



There had been a couple of cars with problems at the start of the day, Gary and Wendy Maher had alternator and battery problems but caught us up by lunchtime at Nundle and Liz Kornhaber with a broken steering hose and she arrived in Bingara by dinnertime in a shiny new red car (the colour made the Corolla so much faster!).

Our first stop was at Nundle around 12 noon at the lovely Nundle Pub for lunch. It was very pretty sitting in the beer garden at the back of the pub and looking down over the paddocks. After lunch we were given a tour and demonstration at the Nundle Woolen Mill of the different machines used to take the wool from it’s raw stage in the bale right through to being wound into balls for knitting. Having earlier passed by the coal mines in the Hunter Valley and seen the huge moonscape left after the mining it was very pleasing to hear that even the waste from the dyeing of the wool is not toxic and is used to water the grass. After a few “small” purchases it was on to Bingara. We had all been warned to get there before dusk and to watch out for the “roo’s”. Peter is still smiling and I am sure others will be too whenever they recall letting their thoroughbreds have their heads along that stretch of road. There was a little bit of competition between the British and the Germans at one stage and considering her age the E-Type did very well in the fray. Not that anyone was actually racing of course just following instructions to get to Bingara before dusk.



EVENT REPORT: LIGHTNING RIDGE – DAY 1/2

EVE STEFAN

As you approach Bingara you wind along a valley through very beautiful farming country. I can understand why anyone would want to live there - it is very peaceful. The same can be said of Bingara itself. It is a lovely old country town and the people are so friendly, everyone stops to say "hello".

Dinner was fantastic at Peter's Café and Milk Bar which has been fully restored to its former days of glory when it was "The" place to go for lunch or dinner with the whole family before going to the picture theatre next door. It has a huge long serving counter down one side and tables and chairs and booths down the other. Along the wall behind the counter were the old fashioned metal cups that they made milk shakes in and the lovely big glasses for sundaes. Our delicious beef and fish meals were served to us by wonderful volunteers from the town because the milk bar is not open and operational until the end of June.

After dinner we went next door to the beautifully restored Roxy Picture Theatre. Think of the most decorative theatre you have been to and double it. This theatre is remarkable for all the amazing decorative features on the walls and ceiling, it makes you feel very special just to be in it. We were given an informative speech about the history and restoration of the theatre and the milk bar and then watched an ABC documentary on the history of the old Greek milk bars and theatres from around the early 1900's and how this one at Bingara is possibly the only one left in Australia with the milk bar and theatre next door still operating together. After this we watched the movie "The Iron Lady" with Meryl Streep giving an outstanding performance detailing the life of the first female prime minister of England, Margaret Thatcher. Our special treat while we watched the movie was an old metal milk shake container filled with an assortment of choccies and lollies but not one jaffa to be found anywhere.

The hardy few who made it to the end of the movie slowly walked home to the motel under the brilliance of the myriad of stars that you only see when walking under a country sky. A fabulous star studded finish to a fabulous star filled day.



TOP GEAR REPORT

LIGHTNING RIDGE - DAY 1/3

EVE STEFAN



In attendance:

Vivienne McMahon and George Guidis
Vic Andrews
Peter and Eve Stefan
John and Sue Burton
Les and Roselee Johnson
Margaret and John Moody
Jeremy and Julie Braithwaite
Malcolm and Toni Ireland
Peter and Robyn Wards
Chris and Deborah Hallam
Laurie and Fran Bromley
Wendy and Gary Maher
Barry Farr and Dot Forrester
Ashley and Janine Smith
Carolyn and Keith Reynolds
Jack and Jennifer Jones
Val and John Dixon
Rick Johnson and Lisa Dwyer
Liz Kornhaber & Geoff Scott

Aston Martin V8 Roadster
Volvo P1800E
E type Jaguar
Skoda
Rolls Royce Silver Cloud
Jaguar Mk II
Lexus LS460
Jaguar S type
Mercedes Benz SLK 230
Honda S2000
Triumph TR8
Volvo 1800S
Ferrari Mondial 8V
Porsche Boxter S
Jaguar XJ
Jaguar XJ
BMW 3 Series
Aston Martin DBR2 Replica
AM DB7/Shiny New Red Toyota Rent-a-wreck





TOP GEAR REPORT

LIGHTNING RIDGE – DAY 2/1

GARY MAHER

FRIDAY LUNCH - Nundle Pub: 'I suggest their Soup of the Day' otherwise it will take approximately 20 minutes for your order'.... 45 minutes after ordering, we got our soup.

SATURDAY - 'Please, God, let Terry's information be more accurate today!'

2.46 AM. There's nothing worse than an insomniac rooster in the neighbourhood, so it was a bleary eyed 'Top Gear' reporter who, with S.W.M.B.O., arrived at the Bingara Imperial Hotel for a sumptuous breakfast served in true country style - outside, at long table and bench seats. The warmth of the camaraderie was already taking the edge off the early chill.

The pre-arranged [photo shoot](#) outside the historic Roxy Cinema was one of those things that probably won't alter the history of the world but was bloody good fun! It will however, impact on the history of Bingara as the results of our efforts - where cars were lined up in rough decade order - are going to be added to the photos of cars lined up in front of the theatre in the 1930s and 1940s. The activity did impact on the usual free flowing Saturday morning shopping traffic but most locals didn't mind and many joined the crowd to witness the spectacle.

I don't know if the First Response Vehicle and Ambulance, which arrived on the scene, was the result of an over-zealous local who thought there had been an accident, or whether Julie called them because she thought a very enthusiastic Jeremy (who was Director and Chief Photographer) might be run down. My other concern was that Vivian, in that 'oh so nice' white Vantage Convertible would run out of fuel if Jeremy sent her around the block many more times to get that 'just right' shot. The comedy relief was supplied by Lizzie in the Thoroughbred Corolla Rental - there's one in every crowd!

After about an hour we gave Bingara back to its traditional owners and headed for the lookout - but not before Julie and Jeremy gave our windscreens that friendly TSCC service. Something went wrong at the turn off to the lookout - several cars, including your intrepid reporter, over shot it and set off at a great rate towards Copetown Dam. Luckily, my ever-lovin', a half decent navigator, realised the error of our ways and our U-Turn benefitted those behind us and we all managed to find the lookout. Shame you couldn't close that road, Terry, a Hillclimb would have made a great sub event! It's just as well not everyone found the lookout with its great panoramic views over Bingara and the surrounding country side as several Telstra vehicles (who were definitely not invited) half-filled the car park. Terry had gone to great lengths to measure up the space and gleaned that it was exactly right to fit all our cars, so probably just as well the Braithwaites, in their lovely but large Lexus, didn't arrive. Martin and John in the Vanquish made a last ditch effort to get to the lookout but unfortunately met us all coming down. The road was very narrow and twisty with no passing room. The downhill pack was led by our fearless leader, 'Eleven- Tenths Daly' who literally pushed the Aston backwards and it was a sweating, white-knuckled Martin who arrived at the foot of the hill - Great Reversing!!

Another place where the Lexus wasn't seen was the Myall Creek Massacre Site. How moving was that place? As the story recorded on the plaques along the 500m walk unfolded, you could almost hear the screams of the women and children who were massacred. A much over-looked piece of our history which is hard to take in.

At this point, Peter and Eve left us and the beautiful E Type was last seen turning right at Delungra towards Inverell as we turned left to Warialda. From Delungra to Lightning Ridge we were left to our own devices so I can only record in these hallowed pages what we did and whatever I could find out from some 'dobbers'.





TOP GEAR REPORT

LIGHTNING RIDGE – DAY 2/2

GARY MAHER

'Roger Moore Used Cars' shouted a sign at me and of course, this necessitated a photo opportunity with the 'Saint' car. We were in Warialda and had been chasing John and Margaret in the 3.8 Mk2 Jaguar and both the 1780cc Volvo and I were ready for a coffee break. This we did in a tiny café in a back street where we found the 'Toddy' Vanquish and the Potters - having previously spied the Hallam's raiding the IGA for DIY lunch supplies. Most crews opted for lunch in Moree. Boy! Has that town changed since I was last there. I did, however, manage to find my Aunt's old house which I had last visited in the 1950s.

The 'Gwydir Raceway' links Moree to Collarenebri and with the exception of miles of cotton pieces spilt along the sides of the road and a few emus - one very dead - there was not much to see. The Volvo was happily cruising along until I caught a road train. I was just about to arrange an over-taking manoeuvre on the dead straight but narrow and undulating road when I spotted a blur in my side mirror. It was John and Martin in the Vanquish, Vivian in her white drop top, Simon and Jane in the Honda NSX and Barry driving the Ferrari Mondial V8 all of whom continued on to pass both me and the road train. I thought 'Why not?' and to my surprise, the little 1800 accelerated quickly (OK - sort of quickly). To our mutual horror, half way along the side of the huge road train we struck a 'Yump' which launched Barry's Mondial into the air with me following suit. It speaks volumes for forty year old suspension science - yes, even Swedish - that none of us left the road and I kept up a faster pace only for a couple of minutes then I thought 'What are you doing you stupid old bugger? 700 kms from home in a car that hasn't had a rebuild of any kind in 46 years - SLOW DOWN!!' So I returned to my previous leisurely cruise .. plus I had on my mind my dubious generator / regulator.

The Hallams were spied under a bridge just before Collarenebri enjoying their picnic lunch. Vic Andrews in the other Volvo (1800E, 2 litre, fuel injected) and Liz and Geoff in the Corolla opted to use the 40 KMS of dirt short cut from Collarenebri to Lightning Ridge. This enabled Liz to beat Vivian into The Ridge - but I'm sure you've already heard that story!

Keith and Carol in the XJR 4.0 litre V8 probably wish they had used the dirt road too because a truck driver, apparently 'p...d' off with fast cars passing him, purposely drove off the road and showered the big Jag with stones, chipping the windscreen and damaging the bonnet. The Braithwaite's were first into L.R. and were sitting in the pergola having afternoon tea when everyone else arrived - but they have to read this to know what they missed. Pre-dinner drinks were consumed at various places but Wendy had another business to attend to. Click the link for:

[Gary & Wendy's pics](#)

[Simon Mitrovich's pics](#)

[Jeremy Braithwaite's pics](#)

[Jeremy's B&W pics at the Roxy](#)





TOP GEAR REPORT

LIGHTNING RIDGE – DAY 2/3

GARY AND WENDY MAHER

WENDY REMINISCES:

They say 'what a difference a day makes' - but what about 47 years?? With three of my girl friends, the last of my four trips to L.R. was in 1965 and driving into town today was like visiting a place I'd never seen before. I could distinguish nothing familiar and was feeling rather down-hearted until our motel receptionist explained that the main road into town now (Morilla Street) was not the same main road of the 1960s. Back then, the main (only) road into town was Opal Street which still runs down to the Walgett Road but is not sign posted as leading into town. Aha! Now that I had my bearings everything started to fall into place. We set out rather late on Saturday afternoon but I managed, in the failing light, to find a few of the old landmarks and took a few photos for my 'then and now' collection. I was determined to go out again on the Sunday afternoon and find more. I was ecstatic! Memories came flooding back! So what's different? Where do I start!

In the 1960s there were only two roads - Morilla Street and Opal Street. Neither of these were sealed, there were no footpaths, kerbs or gutters - only white, well graded gravel. At the intersection of these two roads, there was a pub - The Diggers Rest - and opposite that there was a Post Office / Store. Both of these have burnt down. The Diggers Rest and Hodges Tram Motel (which used to be on the site of the new church opposite the Chasin' Opals cabins) were the only types of accommodation available - other than camping out. This we opted to do on two occasions and stayed in the Tram Motel on the other two. We ate out at night at the ONLY café in town, which was in Opal Street. No RSL, Outback Resort, or Bowling Club then. Both the Bush Nurse building and the single room school building were there at the time and not much else apart from the miners shacks out on the diggings.

The Artesian bore baths were just under construction in the middle of empty paddocks - the circular edges were there, as was the re-enforcing in the base, ready for the concrete. The hot bore water was there at the bore head which is now behind the change rooms at the baths. Back then, like many other campers, we used this hot water to wash our dishes!

Opal? Yes, we found opal. We took out 'Miners Rights' before we left Sydney. This certificate allowed us to legally fossick through the mullock heaps on the edge of abandoned mine shafts. We did this using a 'Puddler' - but not an old cement mixer as seen on a few of the diggings today - ours was the innards of an old washing machine attached to an old car engine & gearbox. We did most of our fossicking out at the 'Three Mile' - I'm sure we wouldn't be able to do this now. I had a few of the better pieces cut and set for myself, gave a cut stone to some of my family members, and had others set for Gary, our boys and my parents. While all are not worth thousands of dollars (OK, maybe one or two have been insured!) it is the sentimental value involved.

How do I feel about my trip 'down memory lane'? I found it nostalgic, exhilarating and rewarding. I enjoyed being there in the 1960s when we felt like pioneers but I'm glad the many changes have meant that others now have the chance to experience this unique part of Australia. *****

While we were out reminiscing, others were finding their own fascinating bits of L.R. Gae Bristow was being shown an opal by one of the local, colourful characters and when she commented that it wasn't very shiny, he put it in his mouth, swilled it around then spat it out into her hand....Yuk!

Dinner that night was at the Bowling Club and was an 'all you can eat' affair. We sat at the 'small coupe' table with the Wards (Mercedes SLR 350) and the Bromleys (Triumph TR8 convertible) and were later joined by Keith and Carol. The prize for the biggest eaters went to the table which included the Irelands and the Moodys. It must be hungry work driving a Jaguar - just as well they didn't have to wash up that huge stack of dirty plates.

Back to the motel and early to bed after a fabulous day. Thanks to Terry and Robyn for their excellent organisation and to Mark and Debbie in the Discovery who offered assistance with our electrical problems.



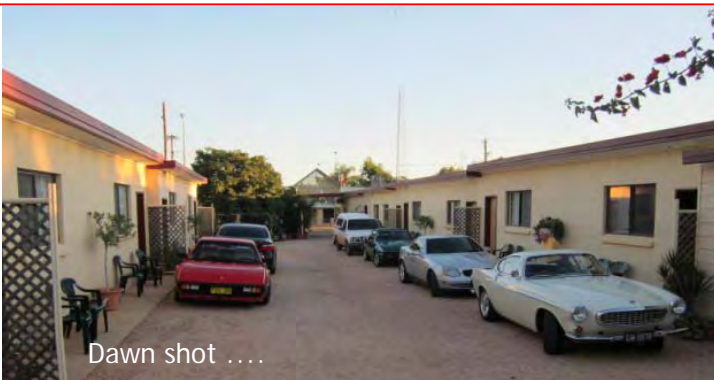


EVENT REPORT: LIGHTNING RIDGE – DAY 3/1

BARRY FARR

My senses were quite disturbed first thing Sunday morning - firstly having to get out of bed very early on a Sunday morning & secondly being assaulted by such a strong odour from the artesian bore water whilst showering. However, as soon as I stepped outside the motel door at 7am, I was overcome by a blue as blue sky with the sun shining directly down the main street of Lightning Ridge. With camera in hand I set off to photograph all the members' cars in situ outside their respective cabins/rooms across the various accommodation venues. After passing Cooper's Cottage (1916) & the Historical Society Building (1932) I arrived at the breakfast venue just shy of 7.30 to find John & Sue Burton already halfway through their breakfast, not because they were very hungry but because due to a mixup in the accommodation booking, they were actually housed at the breakfast venue resort all by themselves. Big sigh. I think I'll have to resort to renaming John 'Boss' as I think it is the closest I'll come to ever sighting his Mustang. The rest of the group arrived soon after as we all had to be assembled outside the Chasin' Opal Park at 8.45 am for the bus tour of the area. The bus duly arrived at LR time (9.10am). I think I saw 2 vehicles pass along the main street during the 25 minutes wait time!

We were introduced to Eddy, the bus driver, who throughout the next 5 hours showered us with lots of facts about the area & its inhabitants, with a few exaggerated stories & with far too many jokes, many of which reflected a male-dominated culture & upset some of our lovely ladies. No doubt to establish in our minds the importance of LR, very early in the commentary Eddy told us that Paul Hogan was born there, that LR has a unique dogleg horseracing track (one of only two in Australia), that the \$20M Aquatic Centre, which is fed by artesian hot water, is of Olympic standard & holds the Australian Diving Championships, that the hottest day he's experienced there was 53 degrees & that LR is called such because the unique composite of the ground's minerals attract regular electrical storms. As we traversed the town's streets, all of which are named after the opal industry, we passed by Arthur's Bottle House constructed from 5800 bottles from the Hebel Pub & Arthur hopped on the bus momentarily to entice us back there to view his house at \$10 per head!



Dawn shot



The gorgeous Moody Mk2



Cooper's Cottage



Historical Society Building 1932

EVENT REPORT: LIGHTNING RIDGE – DAY 3/2

BARRY FARR



Leaving town, we were very quickly amongst an amazing landscape of clay-encrusted rocky mounds, viewing all kinds of intriguing miners' camps & mining equipment & an assortment of coloured car doors strategically placed on the edges of the meandering dirt tracks. The 'Car Door Explorer Tours' are a unique initiative for self-drive tours being guided by coloured car doors with arrows in Red, Blue, Yellow & Green.

We were then confronted by an amazing castle, singularly hand built from local stone over the past 30 years by an (eccentric) Italian named Amigo. It's not completed & probably never will be! We then sighted an even more bizarre building comprised of hundreds of cylindrical concrete pillars. It's called "The Astronomers Monument" & was hand built by 'Polish Alex' who not only served 7 years in jail for killing his wife (whose body was never found) but was himself subsequently killed when a gas bottle exploded due to it being connected by way of a garden hose.

The next stage of the tour was the real deal. A guided, hard hats on, tour of the 'Walk-In Mine' which was opened in 1963 & is 10 metres below ground & 220 metres long, propped up by cypress logs (insect-free) which they check every day for any movement which would indicate a potential collapse. Whilst access was relatively easy & very well lit, Gary Maher was particularly pleased with this mine tour as he felt it discriminated against the taller people of this world & some of the ladies, (Val & Toni), needed a coffee after negotiating the 30 steps back up to ground level. Worse still, some of the gents needed a refreshment to their bank account after a few of the ladies (Val, Dott, Vivienne) chose yet more jewellery at the mine's shop. How much jewellery is enough?



Mining equipment



Miner's camp



Amigo's castle



The Astronomer's Monument



Walk-in Mine



EVENT REPORT: LIGHTNING RIDGE – DAY 3/3

BARRY FARR

Heading back to town for lunch of assorted sandwiches, carrot cake & jam & cream pikelets at the LR Tourist Info Centre, we passed the 'Artesian Baths' which we were told are open to the public for free 24 hours a day, with bathers optional at night. At least one of us had to test this out, but more on that later. The water found in the bore baths comes from the Great Artesian Basin & is approximately two million years old! Internal pressure sends the water from over a kilometre below to the earth's surface, maintaining a constant temperature of 41.5C. The water, which is rich in potassium salts, reportedly assists in relieving pain for rheumatism & arthritis.

After lunch Jeremy lined us all up beside the tour bus (all except Dott, Val & Roselee who were all at the end of the toilet line) for an obligatory group photo after which we headed out to the 3 Mile Open Cut Mine where we met Brian, who had an Opal stall all set up for more purchases. Brian is renowned for being quite a character who's always on for a chat. 80 years old & 43 years in LR, he is credited with starting Rotary in LR, for having a bit role in 'Crocodile Dundee', for having got Kate Ritchie into Home & Away at the age of 8 & for having met Princess Diana at the Melbourne Cricket Club. Brian's offsider explained the 3 Mile Open Cut Mine which operated for 25 years until the late 90's, yielded \$100M of Opals, the biggest of which was 480 carats & sold for \$6M. Just 12 people held the 38 mining claims & not surprisingly, very few stayed on in LR. As we headed back to town to conclude our tour, having rejected an offer of some fossicking, we passed a very rustic 'Church' made of corrugated iron sheets, which was constructed for a 'Goddess of 67' film setting. The rest of the afternoon was free to go one's own way. Some were going to John Murray's Art Gallery, a few (Johnsons) were driving north to the Hebel Pub just over the Queensland border, one individual (Jack), was going back to the Walk in Mine shop to negotiate the purchase of a very beautiful Opal necklace whilst others (including Dott & I, John & Marg, Keith & Carol, John & Val & Jack & Jenny), adjourned to the Pub where a country & western singer/guitarist was playing to an audience of around 20 people in the beer garden. When I fronted the bar to order 2 Coronas, the attractive young barmaid said 'sorry, we don't have any Coronas cos they come from Mexico & take a long while to get here'. I kid you not, I then asked whether they had 'Sol' to which she replied 'never heard of Sol'. So we settled for a couple of tap beers.

All of us met up again at Chasin Opal Park for drinks at dusk then moved on to the Lightning Outback Resort for dinner, where a choice of 5 different hot dishes were available. The adjoining bar was unusual, with the serving area being around a metre or more below the floor level.





EVENT REPORT: LIGHTNING RIDGE – DAY 3/4

BARRY FARR

It was a relatively early night as most were wanting to get an early start the following morning for the drive back to Sydney. Then just when I was about to fall asleep, I heard a car at close quarters start up - I found out the following morning it was Gary off to the late night Artesian baths, where yes, he was able to confirm bathers are optional at night. Gary, I do hope you have the photos to prove it? An intriguing town in many respects, with the dubious distinction of having the highest per capita ABS welfare payments in the nation, with 80% of the registered population on welfare. Whether it's the uniqueness, the seclusion, the weather, the crystal clear star-studded skies at night, the lovely deserted main street, the slow pace or the magical black opal, there is something that draws people to LR to stay - Eddy the bus driver, Brian the miner/enterpriser, Greg the underground mine tour guide, Sandra the Chasin' Opal hostess & every local we spoke to, they all went there for a short stay & never left. They must be stoic as in the recent Queensland floods LR was inundated for 4 weeks with supplies having to be flown in by Caribou aircraft. Despite LR having a population fluctuating between 6-8000 & was as high as 12000 in the 80's, there are just 3600 on the electoral roll as many prefer to be known/unknown by the nicknames only. Out of the 4000 registered mining claims, it is believed 90% make no money as most individuals work their claims on average, no more than 1-1/2 hours per day. Each opal mining claim is a maximum size of 50x50 metres & each miner may have up to 2 claims registered. These usually extend to a depth of 25 metres & miners today use steel ladders to descend & mechanical pulleys to take the excess earth from the mine to the surface. The opal dirt is then worked down by tumbling it for several hours inside a modified cement mixer called an agitater & the tailings are sorted manually, with the miner keenly searching for any hint or trace of opal colour. The rough stones are then rubbed down on diamond wheels, saw-cut into shape & then polished to gemstone quality. If you want proof of how good the end product is take a look at Jenny's newly acquired necklace as Jack was very successful in his negotiation.

Thank you Terry & Robyn for a very interesting & fun packed long weekend.



Jenny's opal



Look what the water does to you!



EVENT REPORT: LIGHTNING RIDGE – DAY 3/7

BARRY FARR



Sunday -Day 3- Hebel Hotel Queensland

The distinctive HEBEL HOTEL Queensland approx 75 klms from Lightning Ridge of good isolated flat road, the hotel was originally a Cobb & Co stage coach stopover which opened in 1894. This wonderful historic Hotel has a colourful history and should not be missed. that is why Simon & Jane in the Honda NSX , Ricky , Janine, Lisa & Roselee in the Rolls Royce Cloud III , Les & Ashley in the DBR2 Aston Martin , Chris & Deborah in the Honda 2000 could not resist the urge to travel there for a drink.



EVENT REPORT:
LIGHTNING RIDGE – DAY 3/5

BARRY FARR



EVENT REPORT:
LIGHTNING RIDGE – DAY 3/6

BARRY FARR



EVENT REPORT: BRASS MONKEY RUN/1

JENNY JONES



What sane, level headed person with no emotional problems, gets out of bed on a wet cold and totally miserable Sunday morning at 4.00 a.m. to drive to Bathurst for breakfast?? Well, a bunch of car enthusiasts and like minded partners who enjoy each others company, did just that.

Two departure points were arranged, one at Eastern Creek Service Centre on the M4, the other at Kurrajong Village - departure time 6.30 am. sharp. We opted for the Kurrajong start.

After trying to find the fog light switch on Barry land Dot's car (no luck), Dominic and Pauline arrived just as we departed. Still no sign of our President!!

Travelling along the Bells Line of Road in a convoy guess who overtook us?? You're right, Terry Daly!! Terry proceeded to turn right in Lithgow leading some of the group, down through the main street enabling the brighter ones to once again gain the lead.

Whilst travelling the highway near Meadow Flat, we came across the Dixons who were following the Johnsons, so we all pulled in behind making a convoy of approx. 20 cars. Upon entering Bathurst and crossing the Macquarie River, Les indicated a left hand turn, so, like good trusting soles we all followed, left, right, then left, then right. all through the back street until suddenly Les stopped. He maintained he had punched Raglan Street instead of Rankin Street into his GPS. After much laughter, Terry took the lead and once again we all fell in behind him, confident he knew the way!! WRONG AGAIN....After asking a Taxi driver, Terry finally led us to our destination.

Breakfast was well and truly underway when we arrived and seating was scarce but we managed to squeeze in and a good time was had by all, although we will never know whether Les was having a lend of us or not.

After breakfast, it was still early, so the decision was made to drive to Millthorpe for lunch and a look at this lovely little country town. As Jeremy had made arrangements for lunch at the Millthorpe Pub at 12.30 p.m. we had plenty of time. The women managed to partake in some retail therapy then we all walked around and admired the old buildings, such as the fully restored Railway Station which the residents had fought to save from demolition.

Click below for:

[Carolyn Reynolds pics](#)

[Jeremy's pics](#)

[Bathurst Museum pics](#)

EVENT REPORT: BRASS MONKEY RUN/2

JENNY JONES



Following lunch, some headed home, whilst the rest headed for our night in Sofala.

On arrival in Sofala we booked into our accommodation. The majority were staying at Chesleigh Homestead and 3 couples were staying in Tanwarra Lodge opposite. Drinks were arranged for 5.30 in the Chesleigh Bunkhouse and Les had arranged dinner for the entire group, at Chesleigh.

It wasn't too long before the occupants of Tanwarra Lodge were invaded by an entourage from the Chesleigh group who had come to check on our amenities. Showing great concern for our welfare, some even offered to swap their accommodation.

The Bunkhouse had a great atmosphere with two huge open fires, billiard table, ping pong, dartboard and a really large area provided plenty of room to enjoy our drinks and each others company.

Our evening meal was followed by recitals of Australian poetry by the owner of Chesleigh which was also tops. After a long but really great day we all retired.

Next morning some returned home, but eight couples headed off to Hillend for a night or two.

Arriving at our accommodation we met John, the owner of our Motel. After much confusion when booking in, we all started to wonder if he might have trained under Basil Faulty. Finally after getting settled we gathered in the lounge/dining area and after discussion (to make things simple) we decided to order toasted sandwiches for lunch. This proved to be mammoth task for John (Basil) and a marathon exercise for all of us. It was evident no one was served with what was ordered (e.g. Tomato and pineapple toasted sandwich!)

With the rest of the day members spent time looking at various sights in Hill End, talking to locals and having a drink in the old Pub.



EVENT REPORT: BRASS MONKEY RUN/3

JENNY JONES

Pre dinner drinks were had in the Braithwaite and Dixons' connecting rooms with more laughter and chatter after which we proceeded to Dinner.

Dinner again was an experience with Basil getting very flustered and the menu having been altered to a semi set affair. (Pot Luck seemed the order of the day). However we did enjoy seeing the Eclipse.

Tuesday morning after breakfast some left for home leaving only 5 couples. It was a bitterly cold day but Jeremy and Julie had recommended we visit the Pottery place and we also wanted to visit the Museum so we all rugged up with hats gloves etc. and braved the elements (even Keith wore a jacket and was still cold!). The pottery place was very interesting and the owner spent a lot of time explaining the process.

From there we visited Hozie's Gift and Coffee Shop which we had organised to open at 11 a.m. for us. What a treat. They had prepared fresh scones, apple turnovers and a HUGE sponge cake also homemade soups. Morning tea soon turned into lunch and we were sorry we couldn't arrange for them to open for dinner. If you are ever visiting Hill End then this is a must.

The Museum was very well set up with so much to see and there was also a replica mine. A few went down the mine, but most of us just looked around the museum. It was so cold some opted to go back to the motel to get warm and were soon followed by the rest.

We had been asked by Basil if we would like to decorate a plate representing the Club, to hang on the motel wall, so Carole Reynolds spent the rest of the afternoon drawing the Club's badge and when finished we signed it for all those that attended Sofala and beyond and it now holds pride of place on their plate wall. Thank you Carole you did a fantastic job.

Dinner tonight was again at the Motel but, at last we were offered the FULL menu (except a few things!!!) by Basil.

Wednesday morning after breakfast we all departed having thoroughly enjoyed the entire trip with such good company.

Thank you Les for the organisation.

JACK & JENNY





EVENT REPORT: WILL HAGON'S KEW OPENING

JEREMY BRAITHWAITE

I'd known about Will Hagon's plans to open his 'Pit Stop' in Kew for a few weeks, but the speed at which it all came together was surprising and there was little time to round up some pals and head North once Will had told us it was all happening on 26th May.

So it was just Liz Kornhaber and Geoff Scott that met us at Mooney Mooney and we all met up with John & Sue Burton at the first stop for lunch.

John, who is a semi-local in that he lives North of Newcastle, had recommended the Salty Dog Restaurant on the highway at Coolongolook. It was right on the highway and a great place to stop being just an hour South of Kew. Lots of seafood, a semi *al fresco* setting and a big log fire right beside our reserved table. Their display of local timber crafts just rounded it all off.

It was the start of one of those weekends when conversation followed conversation, and didn't stop until late on Monday morning!!

I'd first met Will when he was still living in Sydney. I'd put together Race Face, an A3 coffee table book of the 2008 Monaco GP Historique, and Fred Vogel had introduced us. Will organised our book launch, and invited some people whose writing I had admired over the years ... Peter Robinson and Peter McKay as well as David Berthon.

So why the 'Pit Stop'? Well there's lots of magpies amongst us all. People give us things, we go places and there are programs and tickets and giveaways, and more so if you are part of the press corps.

So for years and years Will has been spiriting away all of this stuff. He's hardly missed a car launch, a car race, a bike race, or a press get together over the years. And after he filled a house or two he started moving it all into containers and started filling them. This is not unusual behaviour. We have lots of club members who are very good at stuffing automotive thingies into containers ... Les?Lester?

The solution to Will's problem is what used to be known as 'Turbo's Place' in Kew. Turbo ... Servo ... it all seems quite a fitting location.

But when the new highway by-passed the town in Route 66 fashion, what do you do with the old servo but fill it with memorabilia and get Stonie to do a wonderful cartoon to help advertise the place?





EVENT REPORT: WILL HAGON'S KEW OPENING

JEREMY BRAITHWAITE

So we arrived after our leisurely lunch & booked into the motel with all the murals of Nancy Bird-Walton on the wall. The famous *aviatrice* had been born across the way from Will's World Of Wheels. Her book "My God! It's a Woman" is a wonderful read and a great insight into the way in which aviation opened up our wonderful country.

I'd promised Will three of the last copies of Race Face in captivity. We actually can't produce any more as the bookbinder went into liquidation and they were the last one in Sydney who was vaguely affordable ... and that was after the fire!!

So we took these round along with a few DVD's on the Great Race and Monaco.

Robin & Colin Bond were there as were Southern Cross Rally organisers Dan & Rosie White. Yes - they knew the Maher's. Everybody knows Gary & Wendy Maher!

Will has a superb collection of memorabilia. This is before the second container has been unpacked!

Check out some of the photos for a better idea of what is available. Julie found a copy of a John Surtees book on his Honda F1 days "Six Days in August". It seemed a fitting purchase from Will with his passion for 2 wheels as well as 4. There's even a Bluebird folder amongst all the RR and other ones, plus lots of models, brochures, calenders, caps & bags.

Anyway - we had a lovely dinner at the pub before settling down to watch Webber's Monaco pole. The other notable celebrities included Phil Christensen, of Super Cross Masters and Chequered Flag Magazine fame and [Australian Rally Champion](#) Ed Ordynski.

Sunday included a leisurely breakfast at North Haven, a group pic at the lookout at the National Park, and lunch and a very long walk (which we all needed) at Port Macquarie. The pics are [here](#).

Monday we went to Nabitac, had a long breakfast and then went to the [National Motorcycle Museum](#).

Pretty good way to finish a lovely long weekend!!!



EVENT REPORT:
WILL HAGON'S KEW OPENING
JEREMY BRAITHWAITE



Phil Christensen pic



Phil Christensen pic



EVENT REPORT: KEW – A GREAT DESTINATION

JEREMY BRAITHWAITE

We're planning a joint AMOC/TSCC run to Kew, so it seemed like a good idea to have a look at Kew as a destination and some of the things we can do and see.

Well the first thing to understand is that Kew is a pretty strategic location for anyone wanting to enjoy two of our best driving roads in NSW, the Oxley Highway and the Thunderbolt Way. They're further improved by a journey up the Putty Road!

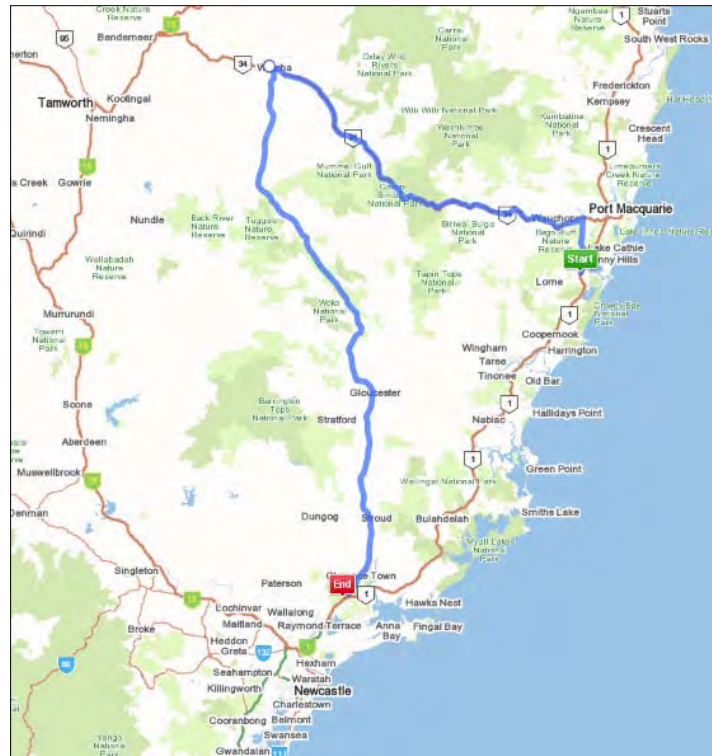
The motel at Kew is perfectly acceptable and there is a huge choice of accommodation and restaurants at both Port Macquarie and Laurieton which is just up the road.

We were there on the weekend of the well attended wine & food festival "A Slice of Haven." Our breakfast was so enormous we opted instead to go to the lookout at North Brother Mountain in the Dooragan National Park which has a wonderful view in both directions up and down the coast. When the wind is in the right direction it is a favourite launch site for hang gliders.

[Timbertown](#) is a great place to visit on the Oxley Highway at Wauchope & the [Australian Formula Powerboat Grand Prix](#) is on in Port Macquarie at the end of July and makes spectacular viewing.

Another favourite is the [Sea Acres Boardwalk](#) in Port Macquarie. See the pic on the right.

So whether its just a leisurely run up the Pacific Highway, which will be all dual carriageway once the last little bit at Bulahdelah is completed, or a longer weekend away taking in the Oxley Highway, stopping for a yarn with Will Hagon is an absolute must!



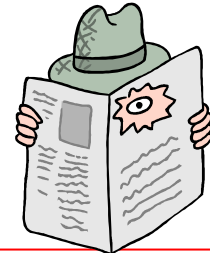
A Fair Dinkum Day Out



TOP GEAR FEATURE

BRITISH CARS IN AUSTRALIA

GARY MAHER



The following is a copy of a letter sent by Gary Maher to John Lindsay who was involved in the writing of 'Building Cars in Australia' - A History of B.M.C. in this country.

Hi John,

Congratulations!! What a great book! You have all co-opted to produce a record of an important large slice of Australian Motoring History. It is even of greater interest to us because of three reasons:

- Wendy and I were both members of the original Morris Car Club of Australia. I joined in 1960 (where I first met Alf Luckman) and Wendy joined in 1964, at her father's insistence. (We were engaged in 1966 and married in 1967). I was a senior executive of the club and as such, attended many functions, model launches and several factory tours at Zetland. Indeed, Alf and I were given a pre-release 1100 for a weekend (minus badges and hubcaps), courtesy of Evan Green. I also met Bill Abbott at a dinner to celebrate BMCs and the Morris Club's success in winning a Mobil Economy Run where MCC of A supplied some Junior Drivers.

- Wendy's father, George Beason, worked at Zetland in the Parts & Supply Departments from the late 1950s until he retired in the early 1970s. We think he is the 'unknown supply' in the photo on page 147.

- Nearly all my motoring life I have owned a BMC or Nuffield vehicle and, if you're still with me, I'll list them. It started in 1960 with a 1967 Minor 1000 2-door, then a 1962 997cc Morris Cooper (purchased new from Ron Ward) and when I started with Volvos in 1964, I had a 1937 Morris 8/40 Tourer as a motorkhana car. It was also a condition of the MCC of A that you had to own a Morris to be a full member and on the Executive. I also had a partly restored 1949 Series E 2-door sedan. As part of the 'Worldly goods she me endowed' I got hold of Wendy's 1964 Morris Major Elite which her father had got for her at the end of their model run. (Wendy had wanted a new Morris 1100 but her Dad said 'Not Yet'). She had rallied and raced this car since joining the MCC of A and it took us on our honeymoon to the snowfields and served us for a few more years. We sold it as 'owned by lady school teacher, driven mostly on weekends'.

When we started to build our house at North Rocks in 1969, we bought a Minor 100 ute and a 1960 2-door 1000. The ute and a mini van (purchased by Alf) became the hard working company vehicles when our 2 families formed a contract cleaning business.

The growing Maher family saw us with an Austin A40 Farina, a Triumph 2000Mk 1, followed by a Mk2 T.C. and at the same time a 1622cc Morris J2 van which was the foundation of my trucking 'empire'.

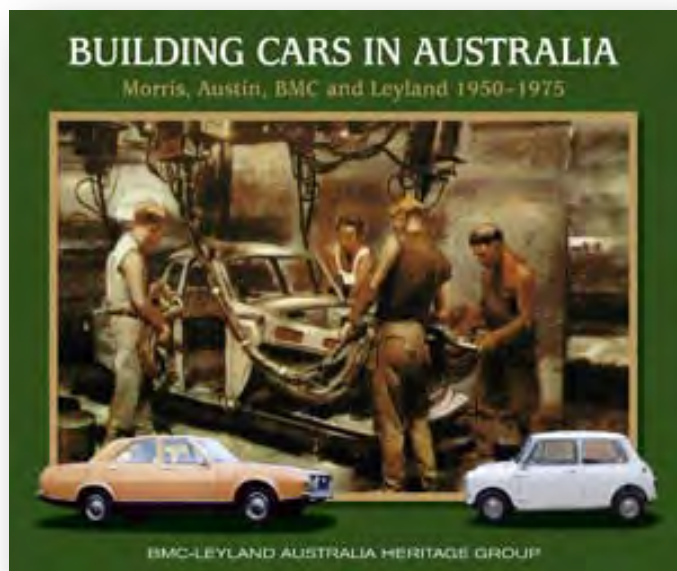
Wendy's 'daily drive' became a 1970 MG midget and our 2 sons sat on cushions in the back with the top down - no kiddy safety seats in those days.

In 1977 my father passed away and I inherited his Morris Minor. This car started life as a Series MM side valve 2-door but over the years we had fitted a 1275 MG midget engine complete with twin SUs and extractors and gear box. Also, we added 'big' Elite front brake drums and 'wide' Elite wheels. Dad had hand-made a wooden dash and wooden steering wheel. He also fitted front seats from some Jap. Car. This little car got us back into motor sport and, God, I wish I still had it!

For most of the 1980s we bludged one of Luckman's MGs - he always had 2 of each model he owned! Then in 1994, we bought a Triumph Spitfire 1500 and re-joined the MGCC and in 1998, collected the 1969 MGB Mk2 which we still own. We also had a misguided foray into a 1975 Jubilee Edition Rubber Nose GT but the early and heavy onset of cancer - the car, not me - caused by salt on the U.K. roads dictated its sale.

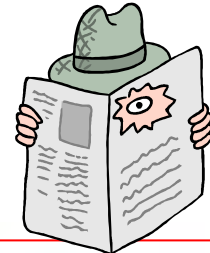
However, having read 'the book', I now have a hankering to own another BMC vehicle - perhaps a 'little old lady, one owner, from Eastwood or Turrumurra' might have a Wolseley 24/80 Mk 2 wasting away in a garage.

*Many thanks for your part in the book,
Gary Maher. 12/05/12.*



BUGATTI 57SC ATLANTIC COUPÉ

JEREMY BRAITHWAITE



Money no object most of us would like to have a Bugatti in the shed. The shed's full you say?

[CMC Models](#)

Well the next best option is a CMC model of your favourite Bugatti or Ferrari or whatever.

CMC are based in Denkendorf in Germany. They have a serious Teutonic approach to accurate modelling, only made affordable through their partnership and investments in China.

They have a Chinese director and have all their manufacturing located there. The result is quite spectacular.

My 57SC

My 57SC has a total of 1,700 individual parts. The attention to detail is quite exquisite; the quality of the materials is superb.

I found her at [Trains, Planes & Automobiles](#) in Mt. Victoria, priced around \$300. She was the last blue one they had, and the line is currently sold out.

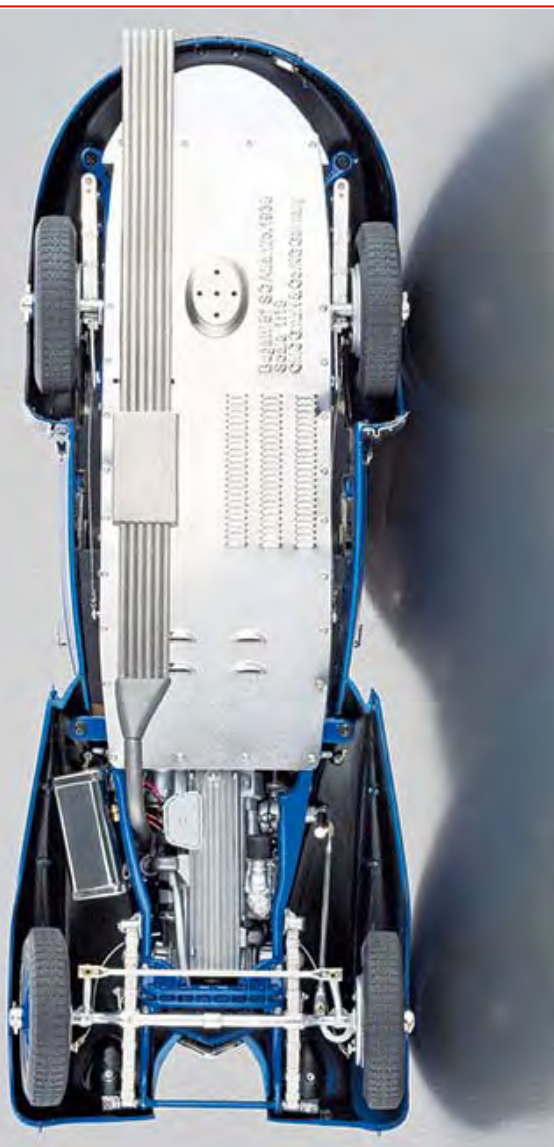
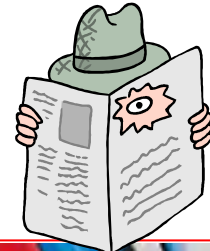
Check out the pics on the next page or click the link above to the CMC site. The 'Image Film' link is excellent.



TOP GEAR FEATURE

BUGATTI 57SC ATLANTIC COUPÉ

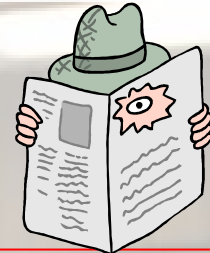
JEREMY BRAITHWAITE



TOP GEAR FEATURE

THE HOLY GRAIL

NIGEL BRYAN



Motorcycle racing at the top level from the late forties comprised Grand Prix. That racing catered to purpose built racing bikes, most of which bore little resemblance to everyday road bikes, except having two wheels and an engine. Such exotica as supercharged BMWs were the norm before World War 2, but after the war the authorities banned forced induction for nearly the same reasons as F1 later banned turbochargers. Post war, gorgeous 4 cylinder Italian bikes were joined by a bevy of increasingly complex multi cylinder Hondas and various two strokes from Japan. Probably the most complex, interestingly, was still Italian, the V8 500cc Moto Guzzi of the late fifties. It was blindingly fast but would never stay in tune long enough to win a race!

Then in the Nineteen Seventies an interesting phenomenon emerged. In America and Australia, people started racing big, reliable road bikes such as the Honda 750. This and the later Kawasaki 900 four cylinder road bikes became commonplace. Out of this hugely popular Production racing, people began to develop the engines and so a class called here "Improved Touring" and in America "Superbikes" emerged. Crowds loved it as brave nutters tried to wrestle massively powerful naked bikes with road frames around, the inadequate frames twisting and wobbling through the corners with the riders hanging off the sides to stop the engine casings from grounding (*that is where that whole style of riding began, and I learned it too having scraped an engine cover on my Honda 900 at Oran Park and lost a race that was mine to win, having shorted out the alternator*). It was entertainment as well as racing. Inevitably, thoughts turned to incorporating this into an international series. There were already road based engines being raced in Endurance Racing and a series developed for the Isle of Man called TT Formula 1. That fact is significant as we shall see.

In 1987 it was announced that an Italian group was going to run the inaugural World Superbike Championship in 1988. Rules were drawn up setting 750cc four and three cylinder bikes against 2 cylinder bikes of up to 900cc (deliberately framed to allow Ducati to run their 851cc twin), and a minimum number of bikes of exactly that specification had to be sold as road bikes, although the race bikes were allowed to enhance the engines.

Honda took this challenge very seriously indeed. They had been running a V4 gear driven cam bike in TTF1 and endurance called the RVF, a divinely gorgeous machine with a purpose built aluminium racing chassis. In 1987 at the Suzuka 8 hour race, Honda revealed their Superbike contender, basically an RVF with headlights strapped on. A limited production run of this superbike was to be made available to customers in 1988 to meet the requirements to in essence run the RVF in the new World Championship.

As you can imagine there was a stampede into Honda dealers placing orders for this racer. At the time a Suzuki or Yamaha or Kawasaki 750cc road bike cost around \$7000, and the Honda was announced at about double that. I didn't care. I wanted one, and placed my order with Mentor Motorcycles. I still can't believe Billy Hill let me down (again!). He had two orders, and I was a racer who had been associated with the team for 8 years or more, and he filled the other guy's order and mine never appeared. In another twist the other guy sold his after 6 months. Of course by the time Billy let me down there were no others available. They had all gone. Shades of 1980 when he had let me down on my CB1100R, the first semi purpose built racing road bike (*another story for another day, and involved a young Wayne Gardner*).

I got on with the job on the Suzuki they provided me with, a good bike, but no RC30. The Honda was originally designated VFR750R, but like all purpose built race bikes by Honda Racing Corporation (HRC) it had an "RC" designation, in this case RC30, and that is what the bike came to be known as universally.

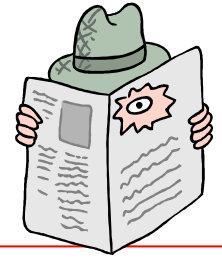
Mission accomplished! Honda went on to win the first two World Championships with the RC30, along with the Isle of Man TT and virtually every national championship including Australia. It was a reliable, fantastically sweet racing bike to ride, and achieved cult status. It is today probably one of the most sought after collectors' bikes around.

Fast forward to Ten Ten Ten, the concours event run by Sam Movizio in 2010, and the reason I came to be in the Thoroughbred Sports Car Club in the first place, having met Terry, Roger et al as part of that excellent event. In the process, Roger and I went about digging up all sorts of interesting people to put together a bike section, and had a lot of fun so doing. One such person is a friend of Ray Moody who owns and runs the best bike shop in Australia (yes John Moody's brother).

TOP GEAR FEATURE

THE HOLY GRAIL /2

NIGEL BRYAN



This guy has built up a marvellous collection of rare and wonderful bikes, including of course a couple of RC30s, one of which is a very rare “ghost”, the white one Honda produced 30 of to show the press at the Suzuka 8 hour in 1987. Luis obtained one of those and the guy who does the imports of all those exotic bikes promised me he would find me an RC30.

True to his word Maurice Rissman of Raider Motorsport searched and found a good one in Japan, which he brought here a year ago and commenced restoration.

Last night I took delivery of my RC30. Only took me 24 years! Roger Morgan by the way has a lovely example of the bike which succeeded the RC30 as Honda’s weapon in Superbike racing, the RC45. Honda then read again the rule books which had so favoured Ducati and their by now 1000cc twin, a huge advantage over the 750cc fours, and in 2000 decided to play Ducati at their own game and built a gorgeous V Twin of 1000, the RC51. I made no mistake this time, and Ray’s shop provided me with not one, but two, RC51s, one to race and the other as a road bike.

Mission accomplished by me at last. But it took 24 years. A postscript: Although I never did obtain that original CB1100R in 1980, I did obtain the later model in 1982, the CB1100RC, the first Honda road bike with a full race style fairing. I didn’t race her as the rules had changed restricting production racers to 1000cc. Now, however, there is a class of historic racing called Post Classic, and I mentioned to Maurice I have begun thinking of an original 1980 CB1100R for that class. Guess what he has just bought in Europe and is coming to Australia? Perhaps another itch, this time a 32 year long one, might now at last be scratched! Watch this space.

Nigel



MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



A BRIEF HISTORY:

In 1914 Swedish Bearing Manufacturer S.K.F. built a subsidiary establishment to make deep-groove ball bearings which were named 'VOLVO' from the Latin 'I roll'. In 1918 they reverted to using their own S.K.F. name on all bearings they made. In 1924 two partners picked up the name 'Volvo' and joined forces to build cars.

They quickly built a reputation for solid, reliable cars and laid the foundation for one of Europe's biggest industrial corporations. They continued to make a variety of fairly stodgy, predictable, safe cars similar to most other manufacturers. In 1947 they released the PV 444 and it started to make a name for itself in motor sport in Europe and the U.S.A. This car evolved into the PV 544 in 1958 surprisingly, two years after the 120 Amazon, one of the feature cars in this article, was released. A PV 544 regularly wins its class at Targa Tasmania in the hands of Mike Batten and his son. The Amazon 120 Series car went on show for the first time at Earls Court in 1956. The 1800 Sports Car, after a long gestation period, was first delivered to the public in 1961. Since then Volvo has built a large variety of cars with an enviable reputation for reliability and safety. They also manufacture a huge range of trucks, buses, earth moving equipment and marine engines.

VOLVO IN AUSTRALIA:

Volvo made its first appearance in this country in 1954 with turbo diesel engines for buses and trucks and brought in a PV 444 car for testing. Peter Anthill first imported and sold Volvos in Australia in 1961. Then in 1962 British and Continental Motors took over that business. The car of the day was the 122 four door sedan which was closely followed by the P1800. In 1966 Volvo brought two trucks to Australia for testing and thus a huge business started for them in that direction. Over the past 50 years many dealers have been appointed to sell the ever-growing and evolving range of cars and trucks and the name VOLVO has become a house-hold word - if only when preceded by the word 'bloody'.

Volvo has had a huge exposure in motor sport ranging from my own small start rallying in 1964 to major successes in 'Round Australia Rallies' in the hands of Ross Dunkerton in 1979 and the Australian Touring Car Championship which Volvo won in 1986 with Robbie Francevic as driver. In 1994 a Volvo 850T carried the legendary 05 number when Peter Brock teamed up with Tony Scott to finish First in Class and Fourth Outright in the Bathurst twelve hour production race. In between, there were hundreds of racing and rallying events where Volvos featured, all of which are documented in Pedr Davis' great book 'Volvo Down Under'.

THE FEATURE CARS:

The feature cars of this article are the Amazon 122S and the 1800S Sports Coupe.

The 122 Amazon range was available to the public from September 1956 with the B16A engine of 1580cc, 3 speed gear box and drum brakes at front and rear. In 1958 it was fitted with twin SU carbies and a four speed gear box. Then in 1961 came the 122S with the B18 1780cc motor, with front disc brakes not arriving until 1964. 1966 saw the arrival of the 123 GT which boasted electric over drive and a little more grunt from the B18 motor. The last evolution was the fitting of the B20 1990cc motor in August 1968 which carried the Amazon to its end of production in July 1970.

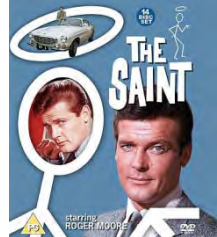


Original Volvo Bearing

MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



The bodies which were ‘hewn out of solid rock’ remained unchanged for the whole 14 years of this model’s life. These cars had huge success both here and almost every country in the world in racing and especially rallying, where they reigned supreme. Unlike the P1800 the 122S didn’t have a regular TV role but they pop up regularly in shows like ‘Heartbeat’ and it did have a role in the movie ‘All the President’s Men’ (about the Watergate Scandal) starring Robert Redford and Dustin Hoffman.

The total production of the Amazon range, two and four door sedans, 123 GT and station wagon totalled 667,323.

The P1800 was released for sale in May 1961. It was designed by Pelle Petterson and ‘sold’ by Roger Moore – ‘The Saint’. Between 1960 and 1973 47,491 cars of the Volvo 1800 range were produced with several minor changes taking place – the most notable being the engine growing from 1778cc with twin SUs to 1986cc with Bosch fuel injection. Power goes to the back wheels via a four speed gear box with electric overdrive. The back axle is of the five-link coil sprung type. After a false start with Karmann, the super strong but very heavy bodies were eventually built by Pressed Steel Co. at Linwood Scotland and the cars originally assembled by the Jensen Car Company, with disastrous results. Assembly was moved to Sweden in 1963 and the car became known as the 1800S – ‘S’ standing for Sweden. All the mechanicals, suspension and even the hub caps came straight out of the Amazon cars. Of course there were adjustments to suit the lighter, smaller body and performance befitting a sports car. The body, however, was a totally different matter. Its design has been referred to as ‘timeless and it has been called one of the most beautiful creations on four wheels’. Front on, it resembles some early Ferraris, particularly the models with the ‘egg crate’ grills. Side on, it’s an Aston Martin, but from the rear, with its fins, it’s all American. Like the Amazon, it has simple, reliable mechanicals in a very strong, safe body. Indeed, one American journalist wrote ‘it is the sports car you would like to be in when you have an accident’. One is recorded in The Guinness Book of Records as having covered just under 3 million miles with the original mechanicals and owner. Volvo 1800s do not have much of a motor sport history but are considered great ‘Grand Touring cars. Currently the Australian 1800 Register has 457 cars listed – 389 Coupes and 68 Estates. If I’ve whetted your appetite and you want to know more about these cars, I suggest you read ‘Volvo P120 – the Amazon Series’ (Dieter Gunther) and ‘Volvo 1800 – a Complete Story’ (David Styles).



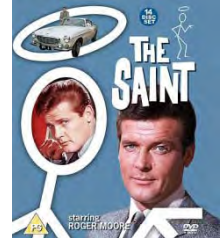
Driven by Singh Brothers PV 544 Winning East Africa Safari Rally

But now, OUR FORTY EIGHT YEARS WITH VOLVO: In 1962 & 63, with the help of a well prepared Mini Cooper and a navigator whom I trusted implicitly, I had built up a bit of a reputation of being a ‘half decent’ rally (or trial) driver. After a string of ‘podium finishes’, towards the end of 1963 I was approached by a stranger who asked if I’d like to drive his car in events. Who wouldn’t? A ‘works’ drive! The car mentioned was a Volvo 122S, 4 door. Of course, I’d heard of Volvo – indeed, I’d even seen them on the 16mm movies of European rallies shown at car club meetings. However, at my first ‘meeting’ with the car, I was surprised at how big it was and those 15” wheels which were skinnier than the 10” wheels on my Mini were a real shock.

MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



An introductory drive in the back blocks of Sydney raised other issues. The overall weight, high gearing and relatively low power caused me to stall frequently, especially on hill starts; the near vertical steering wheel was so different to the almost horizontal Mini wheel and the pedals moved away from me rather than downwards. This was a major problem, you see, as I'm only 5' 3" (in the old money). Then there was the body roll. I hoped that the importers would bring in a big stock of outside door handles because I thought they'd be the first thing to wear out! After a few more shake-downs, I more or less got the hang of it and entered a couple of rallies. The owner insisted I use a navigator of his choosing – an employee – and we never quite clicked so settled for mid-field placings and agreed to part company. I moved back into my Mini But my affair with Volvos had begun. At that time I was working in the city and spent many lunch hours wandering up and down William Street Kings Cross, which at that time was the motoring hub of Sydney – not quite the reputation it enjoys these days! I had begun to spend a lot of time in the Fiat Dealers, dreaming about their 1800, then one day I ambled a bit further up the hill and there was British & Continental Cars displaying Volvos. They had a dark grey one with red trim – how very distinguished – so I walked in and bought it. No reading of brochures, no test drive – Tony Lister couldn't believe his luck! Did I want extras? What can I get? Radial tyres - radio (sorry, wireless). I'll take Pirelli tyres, keep the radio. My God!! I was 20 years old – how the hell was I going to pay for this? I was quickly able to arrange a loan with my grandfather and started working two more jobs – office cleaning at 5.30am for 3 hours 5 days a week and serving petrol on Friday nights and Saturday afternoons.

I took delivery of DLD 326 the next day, a Friday and booked in with the service department for my first 1000 mile service for the following Monday morning, which caused a bit of mirth. I then proceeded to drive big loops out of Sydney – up the Central Coast, over the Blue Mountains, south to Wollongong and by Sunday night had over 1000 miles on the clock. I handed it over to B & C's service dept on the Monday morning and thus began my life long friendship with Gerry Lister. This was July 1964. Despite my best intentions not to compete with this expensive car (a mate and I had gone halves in a Peugeot 203 for rallies), I couldn't resist it. It had a sluggish off the mark performance but you couldn't be anything but impressed with its 'point to point' ability when driven in a spirited fashion – and after all, that's what rallying was all about. Furthermore, there wasn't an Economy Run organised in the '60s that I couldn't win.



Gary Maher 122S Amaroo Park Dirt Circuit Pits, 1964

MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



With practice, I overcame all my fears and we soon worked our way up to the pointy end of many events. This car was one of the first few Volvos used regularly in competition in Australia.

Some competitors at that time drove Mk 11 Jaguars and even Daimler SP 250s. They'd blow me away for outright speed but once we were in the mountains west of Sydney or in the Southern Highlands, it was my world and initially the long bonnet had them fooled, thinking it housed a small V8 or 6 cylinder. They were mortified when it opened up to reveal an 1800cc pushrod 4 cylinder.

My girlfriend of the day was a school teacher named Wendy and she so loved the car that she would dream up things that were wrong with her Morris so that she could leave it with me to be 'fixed' while she hooned around in the 122s. In 1967 I sold the Volvo – and kept Wendy and a Morris Minor each while we built a house and had a couple of sons.

Late in 1973 the Volvo bug bit again and I bought a 1971 model 142 Deluxe – assembled in Australia by Nissan. The salesman was Gerry Lister, now a partner in Concourse Cars on Parramatta Road, Haberfield. This was really Wendy's car and I only drove it a few times on holidays and family trips. It reminded me of a 122s with a higher education – its greatest attribute was its huge boot which so impressed our local GP that he went out and bought a Volvo. I shudder to think how much his examination of our boot cost us! Eventually, the '2 door car with kids' syndrome got to my 'Ever-loving' and she had a variety of 6 cylinder family hacks and wagons while I played with coupes and Jap toys for rally cars.

1993 was Wendy's time to do some post graduate work at Charles Sturt Uni, commuting from Sydney to the Wagga Wagga campus. She wanted to use my toys for transport but a 1987 360 GLT with very low kms came up. Wendy loved it and a smart 'motor noter' said under the heading 'Why you would buy one - because the kids wouldn't want to borrow it'. WRONG! Our sons were now very heavily into skiing and hiking etc and loved the hatch back which was long enough to sleep in and great for carrying skis and gear securely inside. This ugly little car hardly ever cooled off doing the Wagga dash during the week and the Snowy Mountains for the weekends. My only real memory of it was a Super Sprint at Oran Park Circuit when I entered it by default and surprised everyone, including myself, with its sparkling performance.

Around this time we were looking for another classic car and actually saw our original Volvo 122 – DLD 326 – advertised for sale in the Trading Post. When I phoned the owner, he regaled me with stories of its competition history with the first owner and he was suitably impressed when I was able to prove that was me, as he had the original hand book with my name as first owner. We didn't buy it because it had been resprayed a non-Volvo blue colour, which didn't appeal to us.



Gary Maher & the late John Wellard 122S Clinton Motors Trial, 1965

MEMBERS CARS

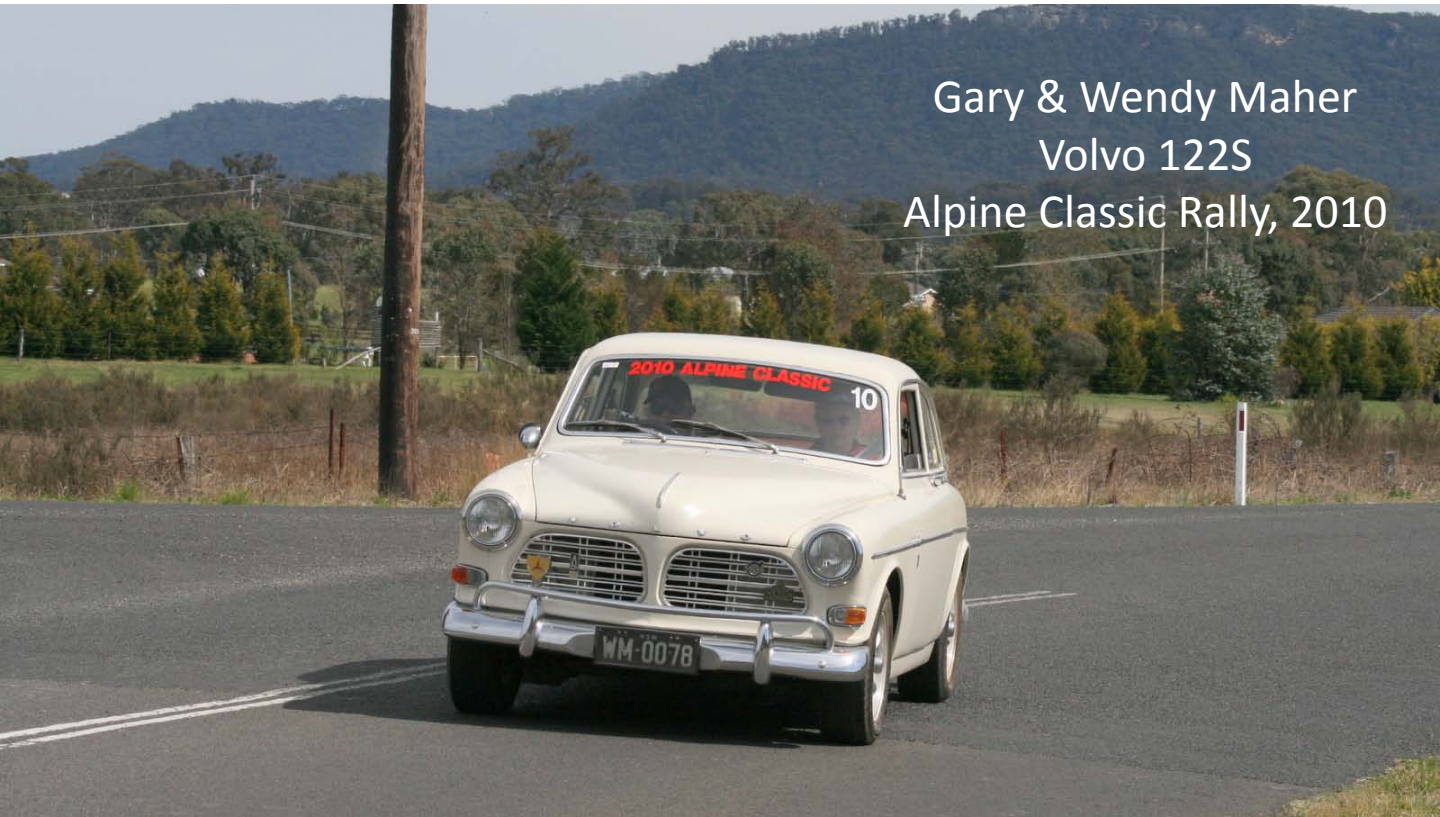
VOLVO FOR LIFE

GARY & WENDY MAHER



At last, we come to the reason for this epistle - our current Volvos – a 1967 122S 2-door and a 1966 1800S. The former I bought from a lady in Castle Hill and the latter from a motor museum in Atherton, North Queensland. Let me say from the outset that I am almost embarrassed to introduce you to my cars in these hallowed pages of beautiful cars as neither one is anything like concourse and not restored visually. Indeed the 122 is pretty much original inside and out, only being repainted when accidents make it necessary – the most recent being after a surprise meeting with a large ‘roo which damaged the driver’s side front guard. The 1800, which had been an unloved ‘daily driver’ from Cairns was re-trimmed (well, sort of) and repaired after a light front & rear ender, then roughly resprayed and put on show in the museum, mechanically untouched. We bought the 122 in May 2003, took delivery on a Friday night and won a 300 km rally organised by the Alfa Romeo club on the Sunday – just as a shake down. The 1800 came to us in August 2007, recommended by Gerry Lister who now owns ‘Volvo Down Under Spares’.

The first thing I did with both cars (as I do with any older car) is do a floor down restoration. If it’s round and black, it gets replaced. This means all bushes, hoses, most grommets, belts and seals are replaced. Also new rear cylinders, brake shoes, and axel oil seals go in, while the front has callipers serviced, disk pads wheel bearings etc. each car received tail shaft centre bearings while the 1800 got original exhaust mounting rubbers and new rubbers around the bumper bar dumb irons ---Gerry loves me!! The 122 came with Koni shockers and wire wheels and I have fitted Konis and 6” Superlite mags to the 1800. Both cars have now been fitted with sports steering wheels. The 122 has a pair of 40mm side draught carbies all set up and brand new original Volvo extractors on its B20 motor. The 1800S has its original stock standard B18 motor. We really USE both cars. They are both regularly campaigned in Classic Rallies on a variety of sealed and unsealed roads all over NSW and often cover 1200 – 1300 KMS on a two day weekend. I have competed with the 122 at Super Sprints on Wakefield Park and Eastern Creek circuits and have run it in a couple of State Championship Motorkhanas. The 1800 has had a great day at Garry Wilmington’s circuit at Marulan. The 1800, while being a good road car and a great crowd puller (‘The Saint’s back in town’ was one comment from a passer-by in the local shopping centre recently), it has not enthused me to take it on any of the bigger circuits. The fitting of Konis may change that – and it might get new carbies etc. like the 122. The jury is still out (and it might never come in) on which car I prefer. As previously mentioned I’m a ‘short arse’ so the sit-up position of the 122 suits me best and with its B20 motor, it accelerates better than I remember my original one did and has lots more torque. The wide wheels and Konis certainly make it a quick point to point car. The original seats were a bit slippery so they have been replaced with a couple of Stratos rally seats but I still need at least a 4 point harness on circuits and a massage of my butt muscles after a long rally such as around the Snowy Mountains.....but I love it!

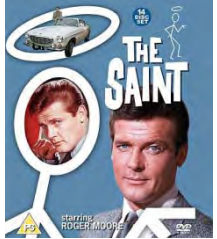


Gary & Wendy Maher
Volvo 122S
Alpine Classic Rally, 2010

MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



The 'lie-down' driving position of the 1800 is a bit awkward for me, as in order to reach the pedals, I have to be a bit too close to the steering wheel. I've sort of worked out a compromise but heaven knows what I'm going to do if I have to dip the lights with the foot switch and it's a battle to operate the window winder. I like the nippy performance of the 1800 with its lower diff ratio and overdrive. All the instruments are great and the seats, now that I've raised them, are comfortable. The heaters in both cars are fantastic, which is important to us as we live in the Mountains, where we often have sub zero temperatures. However, the dash mounted mirror in the 1800 means that I have no idea of what's going on at the left front corner of the car. This car also handles well on the mountain roads and is quite quick in a straight line, but like the 122, the combination of 6" wheels, small steering wheel and built-in Volvo heavy steering, is a nightmare to park and manoeuvre at low speeds. It's a great car for holidays and weekends away with its very accommodating boot and our dog prefers the 1800 back seat as he doesn't slide around as much as he does in the 122. We love it!

Both cars are very economical to maintain and run. Even with twin side draught carbies the heavy 122S uses about 10.5 litres per 100 KMs under Touring Rally conditions. The 1800S, on the recent run to Lightning Ridge driven in a 'competitive' manner amazed me by using 25.9 litres for 293 KMS on one day and 26.88 for 290Kms on another – AND THAT'S 9 LITRES PER 100KMS. Not bad for an old technology, push rod, twin SU, and points ignition engine.

Wendy spends most of her time in the left seat of the Volvos navigating in rallies or helping set two day road events, such as the Jaguar Mountain Rally which we have organised for the past 7 years, so it's only fair that she adds her impressions of the two cars.

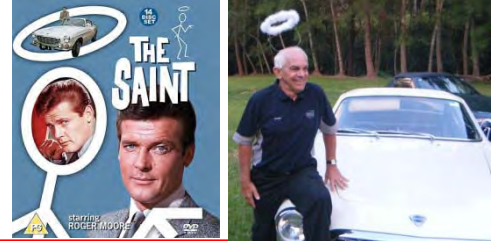


Winning the Evan Green Memorial Rally 2010

MEMBERS CARS

VOLVO FOR LIFE

GARY & WENDY MAHER



WENDY'S COMMENTS: from the driving point of view I agree with all that Gary has said about the 2 cars. The 122 gives me better all-round vision and suits my preferred driving position more than the 1800 (perhaps because I'm used to my current day to day vehicle which is a 4WD). I am taller than Gary and once he sets the seats up for his preferred position, as in the 1800, I'm not always comfortable.

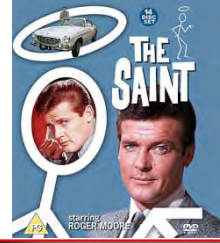
Both are relatively comfortable from the passenger seat but I do have a preference. These cars are usually used over long distances when we are competing in or plotting / setting events. If we are competing in the Master's Navigation category, I have a map board and a couple of folded ordinance maps (plus a book of detailed area maps) on my lap at the same time. This level of navigation involves grid referencing to 8 digits, compass plotting etc. so there are other pieces of necessary equipment and often a magnifying glass involved as well. The 'cockpit' room of the 1800 makes this a more difficult task and the leg position (straight out) also means it can be very uncomfortable. The choice for positioning the 'Halda' or Terra Trip in this car is very limited. The 122 is by far a more roomy and comfortable option. If the event is shorter and the navigation much simpler (i.e. route chart – Turn Left at 46.90k etc) then I'm more than happy to take the 1800. Comfort could be greatly improved for the passenger if there was a foot rest, as Nissan has in their 240Z. We have put one of these in our MGB (similar sitting opposition to the 1800) and also in our Forest Rally Mark 1 Ford Escort and recently into the 122S and the difference is very noticeable. Unfortunately, Gary is loath to 'deface' the 1800 by fitting one. For basic travel, I enjoy both cars – probably the 1800 is a little ahead of the 122 as I'm aware Gary is thoroughly enjoying himself behind the wheel.

IN CONCLUSION: As you can see, we certainly 'keep the dream alive' and thoroughly test our cars, but which do we prefer??? Well??



Gary Maher 1800S Marulan Circuit, 2011

MEMBERS CARS
VOLVO FOR LIFE
GARY & WENDY MAHER



Gary Maher 1800S Marulan Circuit, 2011



Roger Moore Used Cars, Warialda 1800S Lightning Ridge Tour, 2012

WEB SITE UPDATES

TSCC SMUGMUG SITE

JEREMY BRAITHWAITE



The Lightning Ridge trip produced a stunning range of photo contributions from a number of people including Gary & Wendy Maher and Simon Mitrovich.

Our main site web hosting company has a non negotiable 15,000 file limit. If every month we add 1,000 pics using the Adobe flash software I have been using - it will generate over 2,000 files as every pic requires a thumbnail as well as the full size pic. Sooner or later we have a big problem!

So we needed to find another solution. I've been using SmugMug Pro for a while and have been thrilled with the performance of the site and the ease of use. All the links to my TSCC pics are here:

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

The SmugMug people have a lower cost entry level solution which doesn't compromise the professional quality of the site, but only costs \$40 per annum for unlimited uploads and views. Pretty astounding value. So that's what we have subscribed to and you can see the site here:

<http://tscs.smugmug.com/>

The great news is that members can load their pics to the site. The only thing you need is your own pics (you need to have taken them or have copyright to them) and access to a browser.

You simply email me at: webmaster@thoroughbredsportscarclub.asn.au

and tell me what Gallery Name you want and what category and perhaps sub-category it will go in and I will send you back a link. Open the link in your browser (by double clicking on it) and it will open a page like this ... see below ... which you then literally drag the pics to using Explorer or whatever file management software you have on your PC. Its Finder on a Mac.

Right now we have one category called Events with 2011 and 2012 Sub Categories and Members Cars as another which will have different marques for sub categories. Please let me know what else you would like.

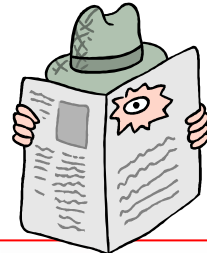
Les Johnson has put a huge amount of information up already. Carolyn Reynolds uploaded all her pics from Hill End.

You're next!!!



"QUOTABLE QUOTES"

THINGS MEMBERS SAID



Hello everybody,
I am quite keen to attend this event
but would prefer not to be the only
"shag on the rock"

Is anybody else keen to come along?
Please let me know.
Thanks,

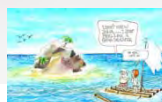
Bob Fulop

Hi Bob

Hate to see you shagged on a
rock , but alas I will not be able to
attend due to another commitment .
Kind regards Les Johnson

Hi Bob and Jeremy
Caroline and I plan to be there as
well - so that's a shag and two Jags
(so far!)

Cheers,
Konrad



For Larry Pickering's comments on shags & rocks click here:

THE PARTING SHOT



Lionel Walker at Phillip Island Historics in March this year

