

# top



# gear

OCTOBER 2012

*John & Margaret Moody pic*



## THOROUGHBREDS STRIKE GOLD IN MALAYSIA

THE OFFICIAL MAGAZINE OF THE THOROUGHBRED SPORTS CAR CLUB

# ABOUT OUR CLUB

## Calender

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

## Club Meetings

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

## Club Objectives

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

## Club Shoppe

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

## Correspondence

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

Email:

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

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

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

## Membership Forms

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

## Website

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

Contributions to the Webmaster:

[webmaster@thoroughbredsportscarclub.asn.au](mailto:webmaster@thoroughbredsportscarclub.asn.au)

## Top Gear

All contributions to:

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

M: 0411 756 992

Email:

[editor@thoroughbredsportscarclub.asn.au](mailto:editor@thoroughbredsportscarclub.asn.au)

## Disclaimer:

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

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





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Our Editor has gone missing .....



..... wonder where to find him?

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# OFFICE OF THE PRESIDENT

## TERRY DALY



I simply cannot believe how quick 2012 has gone. Christmas one day and next thing you know it's only eight weeks to Christmas again and then it's 2013!!

The last few months have been somewhat hectic, especially when you have two wonderful weeks in Malaysia. The full story is included in this issue but one thing I would like to mention is the different way roadwork safety is controlled in Malaysia versus Australia. Some recent travels on the M7 have highlighted Australia's over the top approach.

In Malaysia they have a dressed up dummy standing on a concrete platform waving a red flag. It must be powered by a solar system or a battery but is very easy to see. On three lane roads they often funnel the traffic into two lanes using this dummy and some red cones. Motorists slow down marginally and traffic flow isn't impeded. Same with two lanes into one. Very cost effective and it seems to work.

In the last month I've travelled many times on the M7 and twice I've had to reduce speed to 40 kph for several kilometers. It starts at 100kph, then you have about a kilometer of 80 kph, then another kilometer of 60 kph, and then you finish with some kilometers at 40 kph. You see we have "Men at Work" but with my 20:20 vision I didn't see any the first time, but the second time I saw one man working on the Richmond Rd exit!! Surely, we only need to slow down to, maybe 60, for just a kilometer!!

As the year draws to a close, TSCC has many of our signature events looming! We start with the annual Pride Of Ownership day (known as the POO day) on the 28<sup>th</sup> October. As I write this we have 69 coming but only 37 paid! We follow this up with the Polo at Richmond, a truly wonderful day for the whole family and only \$20 per car (Wish I had one of those 9 seat SUV's).

On Wednesday night the 14<sup>th</sup> November we have the AGM and an EGM to vote on the new constitution. This is the night we vote in your 2013 Committee. PLEASE NOTE: At the time of writing this we still don't have a nomination for the all important secretarial role. Lisbeth Allen after three years of magnificent service is retiring and we need someone to fill her shoes. Please think about volunteering as we really cannot run a club without a secretary. You should also note the new constitution will limit the Office Bearers (President, Vice President, Secretary, Treasurer) to a five year term, so 2013 will be my last as President.

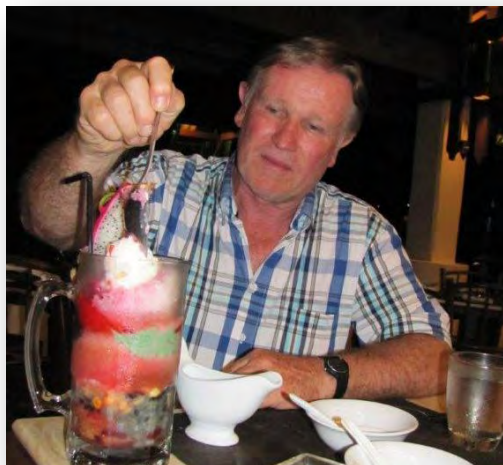
We then have a two day "Wednesday" run to Bathurst for what can only be said as "action packed" and then straight back in time for the three day Tasman Revival Meeting. Another "must do" for any motoring buff! Our Presentation night / Christmas party follows on the 1<sup>st</sup> December at North Ryde. This year we will have new award donated by Borrani wheels and life member Jim Peters, the details are still not finalized but we are thinking of a Hall Of Fame type award.

Finally, it's been a tough few months for a few of our members. Roland Clark still isn't the best Les Johnson has six months of chemo treatments, Adrian Walker has had a heart operation, Keith Reynolds has had a pace maker inserted (I think that's what they do), Jeremy Braithwaite has had major back surgery, Jim Peters has a problem and a few others have had issues that they don't want mentioned!

So life is too short.... So kick up your heels and enjoy everything the TSCC and life has to offer.....

Terry

*Terry enjoying  
what life has to  
offer .....*







# SOCIAL DIRECTOR'S REPORT

## BARRY FARR

Apologies from Dott & myself for next month's meeting as we'll be at Main Beach for a few weeks. I therefore table my Social Director's report as follows :

- October 28 Pride of Ownership Day at Terry & Robyn's - RSVP to Terry by 22 October
- November 4 Sydney Polo Club organised by Jeremy & Julie Braithwaite
- November 14 TSCC AGM
- November 21 & 22 TSCC Overnight Run to Bathurst Flying Club being organised by Gary & Wendy Maher
- November 23-25 HSRCA Tasman Revival
- December 1 Christmas & Presentation Dinner at Courtyard by Marriott - North Ryde - RSVP by 31 October



*Must be the Happy Hour again.... duty free this time!*

# COMING EVENTS: DIARY UPDATE



## **TSCC NOVEMBER TWO-DAY MID WEEK TOUR** **'OF DRIVING AND EATING'**



### **WEDNESDAY 21<sup>ST</sup> NOVEMBER:**

Travel from Richmond to Bathurst via Hartley - Morning Tea in a private garden. \*\*\*\*\*

Travel to Bathurst via great drivers' roads.

Bathurst Aero Club - 2 Course Lunch + Inspection of Private Hangars \*\*\*\*\*

Over-night stop at **BATHURST MOTOR INN**- 4 Levels of Accommodation.

Please Phone: 02 6331 2222 and **BOOK YOUR OWN ROOM** before 26<sup>th</sup> October. **Room is to be paid for individually by you.** Remember to mention that you are part of the TSCC group.

View the rooms on: [www.bathurstmotorinn.com.au](http://www.bathurstmotorinn.com.au)

Happy Hour by the pool - 'Dan Murphy's' opposite motel for supplies.

Dinner at an **IRISH PUB** - walking distance from motel. **Pay for your own meal on the night.**

### **THURSDAY 22<sup>ND</sup> NOVEMBER:**

Early champagne breakfast plus walking tour of Historic House \*\*\*\*\*

Visit the Australian Fossil & Mineral Museum in Bathurst - **Pay your own entry fee at the door.**

Wine tasting and Two Course Lunch at a small, boutique Winery. \*\*\*\*\*

Head home at your leisure.

## **FOR FURTHER INFORMATION AND TO BOOK YOUR MORNING TEA / TWO LUNCHES / BREAKFAST & TOUR CONTACT:**

Wendy & Gary Maher

Phone: 02 4571 1229

Email: [wenandgaz8@bigpond.com](mailto:wenandgaz8@bigpond.com)

**NOTE:\*\*\*\*\*** These 4 venues are booked & are to be paid for no later than 6<sup>th</sup> November at a Cost of: **\$85 PER PERSON / \$170 PER COUPLE**

**CASH:** Pay Wendy at the TSCC meeting on 10<sup>th</sup> October or Pride of Ownership Day - Put cash in envelope marked with your name.

**CHEQUE:** made out to Thoroughbred Sports Car Club & either give to Wendy at October Meeting or Pride of Ownership Day or post to:  
Wendy Maher, 9 Shortland Close, North Richmond.NSW. 2754





# PRIDE OF OWNERSHIP DAY



## SUNDAY 28<sup>TH</sup> OCTOBER 2012

It's time to dust off the old girl and give her a bit of a lick & polish!  
The Pride of Ownership Day will be held at the Terry & Robyn Daly's  
at 44 Cranston Road, Middle Dural.

Arrive 9.30 a.m. Judging from 10.00 a.m.  
A carvery style buffet lunch will be served with champagne, beer & soft  
drinks. BYO wine & glasses.

\$50/head. Make cheques payable to TSCC and post to Terry Daly at  
44 Cranstons Rd, Middle Dural, 2158.

RSVP by 22nd October 2012 to Terry Daly  
Email: [terry.daly@live.com.au](mailto:terry.daly@live.com.au) Mobile: 0418 675 253







# PICNIC DAY AT THE POLO



## SUNDAY 4<sup>th</sup> NOVEMBER 2012

Our annual picnic day for the Sydney Gold Cup  
at the Sydney Polo Club in Richmond

Bentley, Aston Martin and Sam Movizio's Supercar Gathering will also  
be at the event making a superb display of exotic machinery

Meet at the cafe & car park opposite the Richmond RAAF base at 9.15  
a.m. for coffee. We will convoy to the polo grounds so we all can be  
parked as a group

Entry \$20 per car  
Bring a picnic, table & chairs, and a straw hat

RSVP Jeremy Braithwaite  
0416 222 112  
[atroz@bigpond.com](mailto:atroz@bigpond.com)





ASTON MARTIN OWNERS CLUB

# WEEKEND IN NOOSA



## 20<sup>th</sup> to 25<sup>th</sup> JUNE 2013

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

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

ALLAN MOFFAT'S XY GTHO



FORD PHASE III 1971

ALLAN MOFFAT'S TRANS AM BOSS302



FORD MUSTANG 1969

NORM BEECHY'S HT GTS 350



HOLDEN MONARO 1970

IAN 'PETE' GEOGHEGAN'S GTHO



FORD SUPER FALCON 1970

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



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

# TOP GEAR REPORT

## SEPTEMBER WEDNESDAY RUN/1

### LIONEL WALKER



The meeting place for the September run was at Mt Colah MacDonald's. It was welcome as I was hanging out for a large Cappuccino. As people rolled in Vern was crossing off and adding names to his list.

After 15 cars had turned up it became was apparent to Vern that ML had not arrived. A quick call determined she was waiting at MacDonald's Dural. Despite Vern's best efforts she decided to go home.

The final participants were:

Adrian & Lorraine Walker, Lionel Walker

Les & Roselee Johnson

Ian Norman & Lisbeth Allen

Malcolm & Toni Ireland

Jack & Jenny Jones

Colin Watts & Jim Poole

John & Margaret Moody

Terry Daly

Barry & Carole-Anne Lunn

Peter & Robyn Ward

Carol & Keith Reynolds

John & Wendy Slater

John Bailey

Bruce Griffiths & Barbara Midgley

Vern & Wendy Kelly

Jaguar XJR

Subaru

BMW 330ci

Mazda 3

Jaguar XJS

Nissan 350Z

Jaguar Mk2

Jaguar "E" Type

MGB

Mercedes-Benz SLK230

Jaguar XJ sport

BMW M3

Ford Mustang Shelby GT500

Saab Convertible

Mercedes-Benz CLK430 Cabriolet





# TOP GEAR REPORT

## SEPTEMBER WEDNESDAY RUN/2

### LIONEL WALKER



John Bailey's "Eleanor" mustang drew a lot of attention especially from three highway patrol officers who actually came outside with their coffee's to hear it start up ( all supercharged 427cc of it) and drive off.



The convoy proceeded all the way along the old Pacific Highway to the Calga/Peats Ridge turnoff and then along the Wiseman Ferry road to Spencer where we stopped to regroup. John and Margaret wished we had not stopped as the MKII clutch master cylinder decided to pack it in when leaving, resulting their getting a lift to Wisemans Ferry where he arranged a flatbed truck to take the MKII home. It has been a long time since I had been on this part of the road, and it was great to have a driver, so I could admire the scenery.



# TOP GEAR REPORT

## SEPTEMBER WEDNESDAY RUN/1

### LIONEL WALKER



We met up with Terry, Roselee and Les, Keith and Carol, at the Wisemans Ferry pub. Terry said he knew we were coming as he could hear the Mustang on the other side of the river. A surprise visitor was Ken Parsons who dropped in for a chat on seeing the cars outside.



As it was such a beautiful day lunch was outside. After a great meal and lots of talk we began to disperse and head for home.



Once again John's beautiful mustang was the centre of attention - this time we saw under the bonnet at what made all those great noises.



# TOP GEAR REPORT SEPTEMBER WEDNESDAY RUN/4 LIONEL WALKER



It was the first long run that I have had in Adrian's XJR and I was surprised how comfortable it was together with its effortless power. Great country road tourer.

Great day Vern and Wendy.  
Cheers

Lionel

# TOP GEAR REPORT

## OCTOBER WEDNESDAY RUN/1

### KAY FINNEY



#### WEDNESDAY RUN 17 OCTOBER 2012 - WARRAGAMBA DAM/CAMDEN VALLEY INN

After all the crazy weather being thrown at us over the last week the Wednesday run to Warragamba Dam organised by Malcolm & Toni Ireland dawned clear and bright. Being Southern Highlanders now we met up with "the mob", as did Jeremy and Julie Braithwaite, at the new Warragamba Dam Tourist Information Centre car park which incidentally was starting to look more like a Mustang convention with 3 club members arriving in them.

The water level in the dam proved to be surprisingly low given that the spillway had been opened only some months earlier and the quality of the water was also surprisingly low being brown and murky. The new tourist information centre was a beautiful building which had been fitted out in fine style. At least we know where some of our water rates are going now. Seriously speaking though the centre is full of interesting photos and memorabilia of the construction and the grounds provide excellent BBQ facilities etc.

After our fill of history we departed for lunch at the Camden Valley Inn. Whilst there was some disagreement between some members as to whether to turn left or right at the traffic lights we all arrived safely. Two large tables had been organised for us and drinks and food were ordered with the usual camaraderie ensuing in the scenic surroundings of the Inn's gardens.

For us who are not always able to attend a lot of Club events it was lovely to see Les Johnson and Keith Reynolds up and about looking so well and dapper as usual.

All agreed it was a good run and after a short speech from Terry regarding some upcoming events etc we made our way home after a very pleasant day. Our thanks go to Malcolm and Toni Ireland for organising such a well run event. Indeed our thanks go to all the people who have the unenviable job of organising these runs and finding somewhere suitable yet different each month.





# TOP GEAR REPORT

## OCTOBER WEDNESDAY RUN/2

### KAY FINNEY



Attendees for the October run were:

Malcolm & Toni Ireland  
Gary & Wendy Maher  
Jeremy & Julie Braithwaite  
Vic Andrews  
Peter & Robyn Wards  
Keith & Carol Reynolds  
John & Margaret Moody  
ML Howard & Richard Brown  
Ross & Robyn Marshall  
Ian Norman & Lisbeth Allen  
Terry & Robyn Daly  
Les & Roselee Johnson  
John Bailey  
Joe Zarb  
Rob & Kay Finney

Jaguar S type  
MGB  
Lexus  
Volvo  
Mercedes  
BMW  
Jaguar M2  
Mustang  
Mercedes  
BMW  
Aston Martin  
Subaru  
Mustang  
Mercedes  
Mustang





# TOP GEAR REPORT

## OCTOBER WEDNESDAY RUN/3

### KAY FINNEY







## Report on Barbecue Day at Warrangam Dam on Sunday 2nd August, 1981

Well, Sunday was a bright winter's day and a good congregation of Club members congregated at the Prospect Hotel for the pilgrimage to Warragamba Dam.

Great to see new member Geoff Belshaw in his very nicely prepared Scimitar. Bill Marshall in his Ferrari, volunteered to drag any of the Aston Martins along the Freeway to Warragamba.

After a pleasant run to the Dam, lunches were set up and car talk got down to earnest on the arrival of Tony Lehnert's Maserati.

It was really great to see Bernie Leimeister and his wife Jeannie who made the trip from Dapto in their immaculately restored DB4.

Laurie and Sylvana Perin were offering a fine vintage of white wine to any alcoholics who were wandering in their direction.

Gordon Monk deserted his Aston Martin and MG to bring along a new V8 Rover.

Late arrival Norm Owens and wife Marg. in the 300 SL Sports with the new baby snugly nestling in the tiny space behind the seats.

### Noticeable Absentee:-

Bill Rankin who furiously rang, encouraging everyone to attend was reported to be vulcanized to the sheets after two very heavy evenings consuming his favourite beverage and dancing the Scottish Reel.

Frank Grech was a late arrival and was piloting a late model 280Z.

Good to see Patrick and Suzannah Brown who had been invited along by the Williams. Hope to see Patrick as a member in the future.

Geoff Belshaw brought along some very imaginative logos for the Club. His professional talents will no doubt be a great asset to the Club.

Many of those present inspected the Dam after a most enjoyable day with family participation the key note. Everyone had a very happy day.

### New Members

The following new members are welcome to the club:

Margaret Mobbs, Associate Member, from Parramatta, driving a Honda Accord.

Les Johnson, from Chatswood, who drives a Lamborghini, two Aston Martins, and a Bugatti.

Bruce McBride, from Cabramatta, who drives a Ferrari Dino.

Geoff Belshaw, from Chatswood, who drives a Scimitar.

We hope they participate in and enjoy all the activities available.



*'No, no, James - I said jam your brick under the back wheel.'*



# TOP GEAR REPORT

# ASTON MARTIN ROAD TEST/1

## JOHN SLATER

### Aston Martin DBR2 and GT 40 Road Passenger Test

Yesterday I had the opportunity to realise a dream I've never had.

Let me explain. As a car obsessed kid who grew up in the 60s in suburban Epping, NSW we were one of the few families who had two cars. My father worked for Brooklands Motor Accessories as a Sales Rep and our family cars when I was young were a succession of Morris Minors, culminating in a 2 door 1960 1000.

In 1964 my father was promoted and received an EJ Holden Special sedan. This was the fastest smoothest and most comfortable car I had ever experienced. He then left Brooklands (of course I had no idea of the significance of the name) and joined a north shore car dealer who sold Valiants.

My mother learned to drive at around this time and her first car was a 1956 100E Ford Prefect, 1172cc side valve with a three speed gearbox. If you didn't hit the bottom of Ryedale Road, Eastwood at 50 mph or better it wouldn't get up the hill to Denistone Road in 2<sup>nd</sup> gear and there was no synchro on low. We – self, brother and sister - thought it was wonderful. It was followed by a black 1958 PA Vauxhall Velox with the three piece rear window.

There were eccentrics in North Epping, there was Rocco who had a small garage on Norfolk Rd and sold, of all things, Lancias, whatever they were. He only had one at a time in a small windowed display area that was, mercifully, much tidier than the rest of his garage. He also had a late 20s Chrysler 77 Roadster under a carport out the back that he was "restoring". I was quite impressed with this particularly when Dad told me it was a fast car. Rocco drove a Fiat 2300 Station Wagon, which I knew from talking to Grownups was a rust bucket and completely unreliable – of course 40 years later I bought a sedan and a 2300S.

At primary school one of my friend's mother took him to school in a Triumph Mayflower painted with a vacuum cleaner, I think, and which I always thought looked like it had been made by a kid from a Meccano set. This was in stark relief to the mothers who dropped my other friends off in an Old English White MK 2 Jag and even more impossibly, a dark metallic blue Buick Electra 225.

My Mother's next car was a pale grey 1965 Mini Deluxe.....a bit of a contrast to my English teacher at high school who drove an XK 140 Jaguar to work.

The point of all this is not another boring personal history or chronology of "Cars I've Known and Loved", it's the opposite.

My point is that, as a boy growing up in suburban Sydney the measuring stick was not notions of twin cams, transaxles and five speed gearboxes it was a much more humble mix of slant six Valiants, X2 Holdens and the occasional American V8. And then, aided by Bill Tuckey in Wheels and Sports Car World in the mid to late 60s and visits to motor museums such as Ben Bronk's at Watsons Bay, I began to be exposed to European and performance cars.

My father, who was (at that time) supportive of my obsession, took me to see George Sevenoaks', who he knew, Rolls Royces when I must have been about 10. These didn't really click and we also went to a Vintage Car Club display of some sort, my main memory of this is a huge Locomobile.

Time passes.

On Sunday 16<sup>th</sup> September, after an invitation from Les Johnson to attend a Cobra Car Club Breakfast Run to Regal Gardens at Annangrove, I had the opportunity to experience one car I'd never heard of as a kid, an Aston Martin DBR2 and one I had heard of but never expected to experience for myself, a MK 1 GT 40. Both are drop dead gorgeous and completely different, it is staggering to think that just seven years separates the introduction of both.



# TOP GEAR REPORT

## ASTON MARTIN ROAD TEST/2

### JOHN SLATER



Technically, these are both replicas, however, Les Johnson's obsessive attention to correctness and detail lifts these cars far above a fibreglass Bugatti Type 35 simulation on a VW Beetle floorpan. Replica is not a fair description, I think re creation is more accurate and certainly more appropriate.

What Les' cars deliver in spades is the authentic experience that I would otherwise never have had the opportunity to enjoy. And boy, don't they deliver, particularly the GT 40 which is angry, like a sauna inside in traffic, unbelievably noisy and staggeringly fast. You get all of this lying down and it was useful of Rick Johnson to point out that the water pump was about an inch and a half from my right shoulder. Two hours driving around Le Mans at night at 180mph? You must be joking.

The Aston, whilst still a beast, doesn't give you the impression its life's mission is to kill you. It is blisteringly fast, gloriously noisy and the view over the bonnet from inside should have an X rating. Rick tells me the front end gets light at 120 mph, I'll take his word for that.

Despite being past the 200m braking marker in the super sprint of life, experiencing these cars requires a sensory recalibration and also a re-evaluation of my current automotive collecting strategy.

I don't know where the inspiration comes from people like Les to undertake these monumental re creations, but I'm glad they and he did and even more grateful for the opportunity to experience it myself. To relive the sensory overload I took lots of photos and a video and discovered when we arrived for breakfast that I had left the camera's memory card at home.....

My thanks to Les and Rick Johnson.

John Slater

17.9.12



# TOP GEAR REPORT

## MY MOTORING HERITAGE/1

### THOMAS ACZEL



### My Motoring Heritage

I probably had the childhood of every boy's childhood dream; an exposure to an endless variety of cars, sometimes quite exotic. My father was a garage proprietor in Sydney. His workshop however happened to be in Bellevue Hill, an area where many of Sydney's more well to do resided. What's more, it would seem that my father was a particularly capable mechanic. This was not just my opinion, the starry eyed son, but also that of some more reliably knowledgeable folk, including Ferdinand Porsche!

Let me explain the Porsche connection. In the pre-war years, Porsche was involved with designing vehicles for the "Austro-Daimler" company. One of Porsche's racing cars designed for this firm had been sent to Hungary where my father was involved with its maintenance. The engine however developed, if I recall correctly now decades later, a propensity to snapping its camshafts. After several replacements, the decision was taken to return the car to the Austro-Daimler works, where it was stripped down. Many at the factory pondered over the problem, including Porsche himself who came in several times to assess the situation.

Ultimately however it was my father who determined the cause of the problem; intermittent camshaft bearing oil starvation leading to bearing seizure and camshaft breakages. From here, designing a solution proved simple, and the much-impressed Herr Porsche wrote my father a glowing full-page reference. Sadly in the turmoil of the events of World War Two, this reference, along with many other prized possessions (including the silver laurel wreath for winning a major Hungarian motor cycle race) were lost by my father, who quite frankly, was lucky to simply survive the war-time.





# TOP GEAR REPORT

## MY MOTORING HERITAGE/2

### THOMAS ACZEL



I frequently made the detour on my way home from school to view the range of cars on display. Frequently I was able to move cars (and light trucks) in and out of the workshop, and as the years passed, was eventually often able to road test the cars after the work was completed, all long before I was old enough to hold a driver's license!

The array of vehicles was such that perhaps I'd best list the cars I'd not seen in the workshop or driven, rather than the ones I had. I unfortunately never drove or even saw a Lotus, Ferrari, Maserati or Lamborghini grace the premises. There were of course the predictable stream of GM, Ford, Chrysler, BMC and Rootes and Triumph varieties and later the Japanese Toyotas, Datsun's etc. Far more interesting were the multiple Alfa Romeos and Lancia's, endless Jaguars, (often through the back door from other local workshops), a smattering of Mercedes and Rovers even a Rolls Royce/Bentley or two.

Of course there were many of the common sports cars of their day, the MGs, Triumph TRs and just a couple of Sunbeam Alpines and I certainly made sure I tried as many of these as I could. Which cars were the most memorable? The Aston Martin DBS (wonderful to drive, with cornering so flat that seemed impossible in such a large car, and oh so beautifully finished and beautiful to look at) and the Facel Vega HK500 (what an abomination; roly poly handling and a painted faux timber dash). Of the many Jaguars, one still stands out in my mind, an immaculate but innocuous looking ivory 3.8S manual with overdrive that belonged to a local pharmacist. I had to take it up to Bondi Junction one day. Wow, what a rocket ship, and a delight to drive.



# TOP GEAR REPORT

## MY MOTORING HERITAGE/3

### THOMAS ACZEL



Then there was the Rolls Royce Silver Shadow that I used one day to deliver spare parts to other local garages! Incidentally, that Roller was entrusted to my father to be serviced from new by a family already well known to us. When it was less than a year old, it began to display a whine from the back axle. My father advised the family to return the car to the selling agents, York Motors in William Street, to replace the faulty differential. The agents kept the car for some time before notifying the owners that the car was ready to collect. Upon enquiring what the problem had been, they were informed that the rear wheel nuts had not been done up tight! The family were understandably irate, and called by my father's workshop on their way home, to complain. The car was quickly raised on a hoist, where the obviously shiny new diff gleamed amidst the otherwise dusty under-surface! The truth was obvious to see!

Of the commoner sports cars, the MGs were by far the most numerous. To list a few amongst many, there were the multiple MG TFs owned by Les O'Neil in Bondi. Each was red, though most were in several shades of red! Les drove one, his wife one, and both his children. I think there were a few more in his backyard. Another TF, a 1500 in pale blue belonged to a university lecturer, Peter Slezak. Speaking of lecturers, there was the white MGA 1600 Mk II obsessed over by George Molnar, a loveable eccentric Sydney University Philosophy professor. When the engine became just a little tired he insisted that a new engine be installed in his car rather than rebuilding the original. (The superfluous extracted 1622 engine was duly installed in my mate's MGA 1500). There was Dr Coy with his Nurburg White MGB that seemed forever adorned with its J & S hardtop.

Despite my father's past association with motorcycles and that a motorcycle was often the chosen vehicle for holiday travel when my parents still lived in Hungary, (he'd owned a Henderson Four, Zundapp, Puch, and several BMWs amongst many others), he developed an aversion to them when he was almost killed riding home from work on a BSA soon after arriving in Sydney.





# TOP GEAR REPORT

## MY MOTORING HERITAGE/4

### THOMAS ACZEL



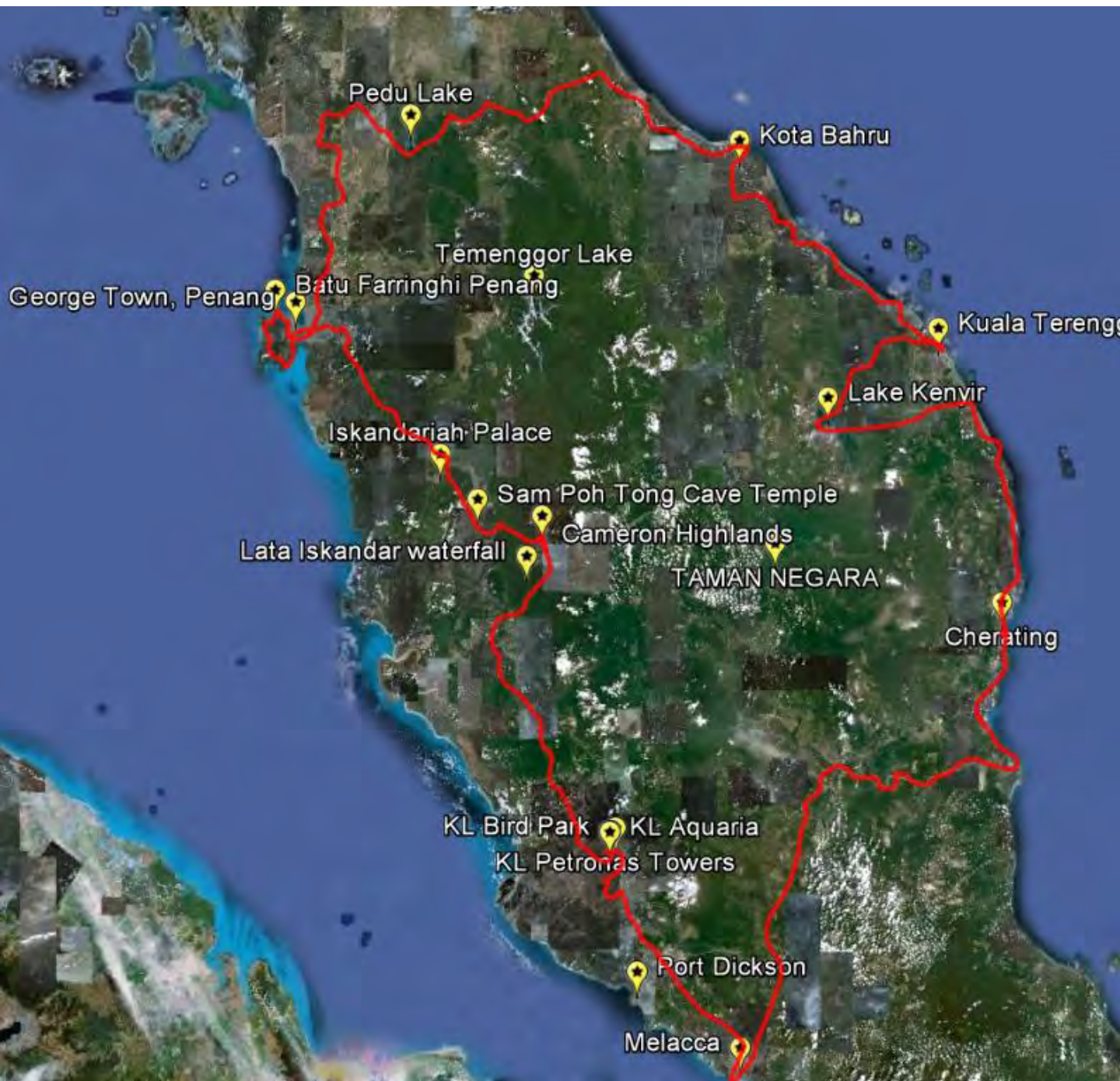
Only one motorcycle was regularly serviced and worked on at my father's garage, a beautiful BMW R60, complete with Earles forks that belonged to a Hungarian baker, long known to my father. I myself lusted after an A65 BSA after seeing them at the Sydney Motor Show one year. Finally (after missing out on a genuine Costello MGB V8) I bought one. I reassembled the bike and proudly rode it over to my father's garage. Being almost pathologically protective of me, he was greatly annoyed to see what I'd done, and refused to even have a close look at my new pride and joy! After a failed half-hour of fruitless imploring for him to assess and comment on the bike, I finally made ready to leave. I kicked the bike over and started it, just as my father was walking past. He grunted: "it's running too rich", reached over and in an instant leaned off the Amal Monobloc carburettor. He was right; it now ran MUCH better! He took a softer line on my motorcycling thereafter, though he was never at ease about it. Come the first oil change on the Beeza I was in trouble. Three of the four studs in the crankcase were missing, presumably having vibrated out, and the sump plate was retained with one nut and GLUED on! Somehow I resecured it and rode over to my father's workshop again. What could we do? In a flash my one remaining stud was extracted, measured up and on the spot four new exact replicas were made, coarse threads on the halves into the alloy sump, and fine threads for the securing nuts! It was all so effortless and quick. I was on my way, problem solved, in half an hour or so!

With so much motor engineering knowledge, to this day I very much regret that my father made a particular effort to discourage me from pursuing a career as a mechanic. Whenever I'd ask for a job to do, he'd hand me a tray of dirty greasy parts, a tin of petrol and a paintbrush, with instructions to clean them up. His attitude was: "I really don't mind what you do, just so long as it involves a university degree". While I certainly obliged, (ultimately graduating in Medicine), as I sometimes struggle with little mechanical jobs on my MGs, I sincerely regret that I couldn't have been involved in even a casual part time apprenticeship so that just a little more of that vast engineering experience could have been shared with me.



# TOP GEAR REPORT

## BIG TRIP TO MALAYSIA



See all the pics on our SmugMug site:

<http://tscc.smugmug.com/TSCCEvents/Malaysia-Big-Trip-2012>



# TOP GEAR REPORT

## MALAYSIA DAY 1/1

### VIC ANDREWS



The road to Morocco whoops Melaka, well it was bit like a Bob Hope movie.

The airport hotel overnight stay was very civilised for the start of our next two weeks. Picking up our Honda civics and one Camry from the airport after some confusion where to locate them, it was a relief to find the cars were very well presented and in excellent condition.

Our next challenge was to try and return them in the same condition, as the local driving standards were cut and thrust with no indicators of intention to where they were going. Lane changing was a game of bluff, whole your position or be forced to move out of the way. BOM's ie monkeys on bikes had mostly a death wish and they would appear from know where buzzing around like mozzie's.



# TOP GEAR REPORT

## MALAYSIA DAY 1/2

### VIC ANDREWS



Our first stop was the Sepang F1 track, what a great facility but no tour was available for another hour so we spent some time at the museum and shop. I bought a tee shirt size XL which needed to be twice as big to fit me. However this track facility looked terrific and I am very jealous we don't have a circuit back home like this.

The next leg was a drive to Melaka, I being tail gun Charlie following anybody who appears to know where they are going. I decided to follow the majority to Port Dickson with the others heading for the motorway.





# TOP GEAR REPORT

## MALAYSIA DAY 1/3

### VIC ANDREWS



The scenic route was an eye opener of how the average lived away from the cities and diving was a good practice session for my next meeting at eastern creek.

Lunch stop was at an impressive hotel at Port Dickson complete with its smelly turtles and a rabbits but the food was good and great value. Part of the cultural experience was toilet ceramic hardware that I have not seen in the Bunnings plumbing department.

After some high performance driving on our behalf we arrived at the chaos of Melaka, maps and GPS were of no help at all with its narrow streets and dense traffic which left me wondering, what am I doing here! Barry & Dot were obviously lost in the heat and chaos, so I stopped and joined them for a some comrade or what will we do next!, we then found a kind local who we could follow and take us to the hotel, wow how good was that!

Arrived at the hotel Majestic which was a palace amongst the development, accommodation could not be better as I felt like a Maharajah with the very pleasant staff. So what a relief this was and with some wind down pre drinks before dinner at I think at Terry and Robins room.

Dinner was at the Seafarers restaurant which was a great location out of town by the sea on a pier with a cool breeze. The highlight of the conversation at my table was massages with happy endings and Tasman racing.

Vic Andrews



# TOP GEAR REPORT

## MALAYSIA DAY 2/1

### VICKI, GREG & WILSON



Here we all are, bright eyed and bushy tailed after a good night's sleep and a great breakfast at the Majestic Hotel, Melaka waiting for our guide to take us on a walking tour and introduce us to the city.

The walking tour, arranged by the hotel, is for groups of 10 people, there were 2 other couples waiting to go on the tour but when they saw 17 eager TSCC members (and Wilson - look closely he's in the picture) they seemed to drift off and make other arrangements. Our delightful guide, Choo, was more than capable of managing our group, answering our questions and giving us a comprehensive history lesson of Melaka.

Before the tour started Barry Farr was heard to say more than once that 'no-one in our group would be interested in shopping'!! (I'm not sure who would have won the tally for the most new shoes at the end of the trip Dott or Robyn Daly).



*The Long and Short  
of it!*



# TOP GEAR REPORT

## MALAYSIA DAY 2/2

### VICKI, GREG & WILSON



We started the tour by crossing the road outside the hotel (no easy task in the mad Malaysian traffic) to make our way to the path that followed the river to its mouth in the Straits of Malacca. (Yes Melaka, Malacca many spellings on many maps all seem to be acceptable).

We made our way past mangroves where water dragons live, many apartment buildings being constructed, restaurants and shops selling everything from pets to gold jewellery to bird's nests which are used for making bird's nest soup, said soup, we were told, slows the aging process. Some of the existing apartment blocks have purpose made holes near the roof line to let the birds in, mainly Swifts, so their nests can be collected for soup making. These buildings have recorded bird calls to attract the birds.



We had a comfort stop along the way and the ladies who took advantage of the facilities soon found out what a wet experience it can be.....I've been asked not to mention names but you know who you are!

We made our way alongside the river crossing bridges, looking in the jewellery shops, food outlets, inspecting some hand etched Chinese calligraphy boards, passing through Jonkers Street (which Choo recommended for lunch as there are many good restaurants) and then inspecting a Buddhist Temple where we said goodbye to our intrepid guide. We all headed to Geographers in Jonkers Street for lunch. After lunch everyone split up, did their own thing sightseeing and shopping before returning to the hotel for drinks in the Daly's room and make decisions about where to have dinner.

After lunch Greg and I headed off to some historic buildings, did a quick shopping trip through a Mall and purchased one pair of shoes each!! Then we took the boat ride back up the river to the hotel.

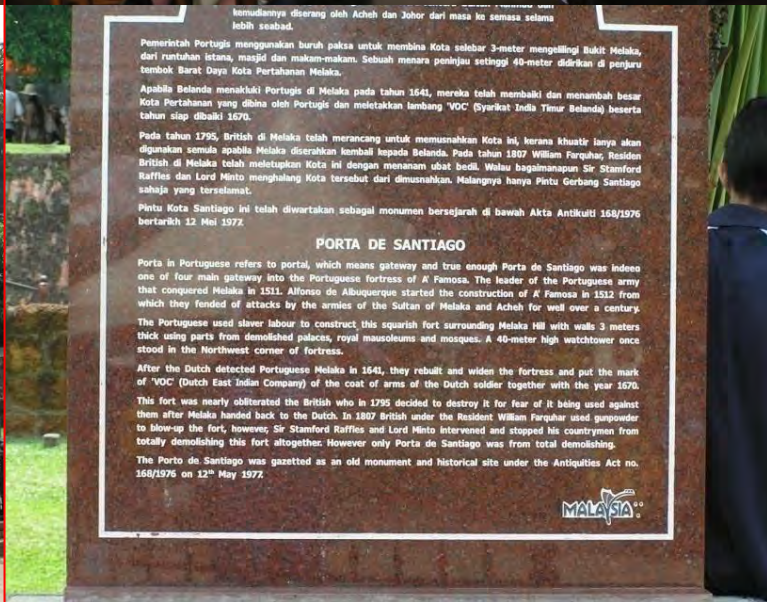
We joined some others in the pool for a dip whilst some of the ladies were taking advantage of the Hotel's Spa for massages.



# TOP GEAR REPORT

## MALAYSIA DAY 2/3

### VICKI, GREG & WILSON





# TOP GEAR REPORT

## MALAYSIA DAY 2/4

### VICKI, GREG & WILSON



*Greg, Lionel, Gary and Peter discussing the day's events in the Hotel pool!!*

After pre-dinner drinks in the Daly's room we split into 3 groups for dinner, Barry, Dott and Vic ventured off to Jonkers Street again and had Portugese, a group went to a crab restaurant close to the hotel and the rest ate in the hotel's dining room. All in all everyone had a hit & miss meal with service and quality of food (which was to be the norm throughout the trip), all part of the Adventure though and the best part of every meal was the great company!!

After dinner the group from the hotel joined with the group from the crab restaurant and walked to the river boat cruise terminal to take a cruise up and down the river and view at night what we had seen on our guided tour during the day. Quite lovely with all the fairy lights along the banks of the river.

Vicki, Greg and Wilson



# TOP GEAR REPORT

## MALAYSIA DAY 3/1

### GARY AND WENDY MAHER



We were conscripted by Hon Pres. to fill in today's reporting for Laurie & Fran Bromley who opted, at the last minute, to stay home pending the arrival of their twin grandchildren. The day started with another great breakfast at the warm and friendly Majestic Hotel - if this is going to be the norm for the next two weeks then Heaven help our waistlines!!



Brekkie was followed by last minute packing, raiding of ATMs and shopping for supplies for 'Happy Hour' - as you are unable to purchase such items on the East Coast. Once that was all finished, it was into our seven Hondas - one for each couple & one for Vic - plus one Camry for the 'awesome foursome' (Gael, Lionel, Sue & John) and we headed off to 'make the day' for a local Shell Service Station. This was probably the last time all cars would be seen together in one spot on the road for the remainder of the trip - another missed photo opportunity. Refuelling in Malaysia is an interesting exercise. If you wish to use your credit card, you swipe it in the pump as you do here, fill up, and then drive off.

However, if you want to pay cash, a driveway attendant signals the cashier then watches you like a hawk - sometimes he will fill the car for you if there is sufficient staff on the forecourt to watch every car. When fuelled up, you proceed to the cashier as normal - no driving off without paying. If however, you want to make other purchases in the shop, you pay for the fuel separately, then pay for your other purchases at another cashier. There were always two or three girls in smart uniforms at every servo and usually an armed security guard too - especially if there was an ATM in the shop. Most servos had at least five or six staff - there is little unemployment in Malaysia - but also very low wages.

It was decided that, as there was a maze of streets out of Malacca and the road maps were all different (different printers meant different roads and not all roads were on each map) we would convoy out of the city. The 'awesome foursome' and Barry & Dot lost us so the other six crews opted to stay together. Two of these had Sat. Navs. - the others relying on whatever maps were provided (or purchased). The problem was, as some of the road signs gave different street names to those on the maps, it was often difficult to exactly pin-point your location. At one TJ, the lead cars pulled over - the 2 Sat Navs had gone hay-wire, and 'would not compute'. A quick conference re maps and we set out working out where we were and were able to get back on track. At about midday we stopped at a garage as we all needed to avail ourselves of the rest rooms and find a bite to eat. The toilets at the garage were Malay style (hole in the floor) and not very clean.

Wendy, who'd been into the back blocks of Malaysia before, had on sneakers as well as baggy trousers which she proceeded to roll up to her knees before attempting 'the squat'. Unfortunately, some of the other ladies were wearing very open sandals and were not so fortunate. The floors of these toilets were also awash and as Gary said - 'If you can't swim, stand on a chair!'



# TOP GEAR REPORT

## MALAYSIA DAY 3/2

### GARY AND WENDY MAHER



We decided that food from the mini market in the garage was the best option for lunch (as opposed to the open food stalls across the road) so we had a main course of potato chips and a chocolate bar for dessert, washed down with a soft drink - not altogether healthy - though we went halves with the John & Margaret Moody in a bunch of bananas, which lasted us a few days.

The afternoon continued towards Cherating with the usual Malay road chaos - cars merging whenever / wherever they liked - and from either direction! Motor cycles (hundreds of them) all with a death wish, drivers coming at us from all directions - not to mention the buses and trucks of all ages and conditions. Getting through some of the larger cities was horrendous - map and road not co-ordinating and Sat Navs refusing to work and wanting to re-compute all the time. In the end, Wendy decided to navigate by landmarks - in this instance, by hotels. Surprisingly all the larger hotels were accurately marked on all town & city maps so it was easier to find these on the maps than the street names. After many hours and kilometres, we finally arrived at the Impiana Resort. Gary says that anyone who survived that day's drive was immortal and would survive on the roads forever. He made more risky over-taking manoeuvres and broke more (Aust) road rules in one day than he had made in 50 years driving - and he wasn't the only one, was he Lionel?

We should have realised, by the few bad-condition road signs to the Impiana, that it might not be up to the standard of the last two nights. It was disappointing after such a long drive. Our rooms were scattered all over the resort and luggage had to be 'lugged' up several flights of stairs. Peter & Robyn Ward had a special NON Smoking Room 'prepared' for them - which consisted of removing the ash tray and matches before spraying the room with deodoriser! Yes, it was 5 Star - it's just that the stars weren't as bright as most of the other resorts.

Time to cool off in the pool - which we must say was in a great location by the beach. However, the ladders into the pool were pulling out of the ground and the wooden walk-ways and stairs which led to the pool were in quite a state of dis-repair, with nails sticking out, loose planks and loose, wobbly bannisters - an OH&S nightmare! An injection of some funds could really make this into a very trendy resort - though the common areas such as the reception, lounge & dining rooms seemed to be well kept. A tropical storm around 4.30pm saw most of the swimmers huddled under the thatched roof of the pool bar. After some considerable time we asked if we could be brought some umbrellas and we waded back to our rooms.



# TOP GEAR REPORT

## MALAYSIA DAY 3/3

### GARY AND WENDY MAHER



Ah, yes, the rooms! We all had twin beds - except Vic who was by himself and who had a double bed all to himself (we guess??). Pre-dinner drinks were held in Greg & Vicki's room before we ventured down to the dining room for our evening meal. Terry ordered a dessert which cannot really be accurately described but which appeared to be what we'd call a trifle with several flavours of ice cream served in a foot-high glass.



Off to bed - but not to sleep! It sounded as though our shower was constantly running so Gary went to investigate. He lifted the floor waste (these are all hinged in Malaysia - not a bad idea) and discovered a crossroad of pipes all emptying into our floor waste so if anyone on our floor had a shower, turned on a tap or used the loo, we knew about it. He folded a stack of towels and piled them over the waste to muffle the sound. Eventually we slept, looking forward to the next day of our adventure.

This new day began with a brilliant sunrise over the beach.





# TOP GEAR REPORT

## MALAYSIA DAY 3/4

### GARY AND WENDY MAHER



Nigel did make it after all!!



# TOP GEAR REPORT

## MALAYSIA DAY 4/1

### JOHN & SUE BURTON



#### MALAYSIAN TOUR

Day 4 (31 August 2012)

Cherating (Impiana Resort) to Kuala Terengganu (Tanjong Jara Resort)

The day started like any other except we were almost 7,000 km from home in a country celebrating a National holiday - MERDEKA or FREEDOM DAY. Fifty five years ago today the British left Malaysia (or Malaya as it was then known) and the country finally achieved its independence.

Our digs at the Impiana Resort were very average and the resort tired and in need of maintenance. Photos taken there make it look a lot better than reality.

Breakfast was okay and by 10.15 pm we were on our way to Kuala Terengganu. After the previous day when it was virtually impossible to travel with other members cars we decided to go it alone and pretty much travelled along the coastline and can't recall anything out of the ordinary.

Upon arrival at Tanjong Resort we couldn't believe the contrast between where we had just come from and this one. Lovely greeting plus a gong to announce our arrival. Then ushered inside to a seating area and served fresh iced Guava juice while we attended to the paperwork of booking in. Our passports were sighted (and sometimes copied) on all such occasions.





# TOP GEAR REPORT

## MALAYSIA DAY 4/2

### JOHN & SUE BURTON



Our rooms weren't quite ready so the four of us (Lionel, Gael, Sue and John) after a general guided tour of the place decided to have lunch at the second swimming pool. On completion of lunch we were advised our rooms were ready. We really appreciated this news as it was very steamy, so extremely happy to have an air conditioned room to escape the humidity. We were housed a little way from the main building in a duplex style accommodation 2 up & 2 down. The Walkers and the Burtons taking up residence in the upstairs units, and grand they were with a king & day bed) large bathroom, heaps of wood paneling. What a huge step up from Impiana.

Most of us rested up, or had a swim or walked the beach before everyone gathered for the (by now) traditional 6pm drinkies. By coincidence it was at the Burton's this night.

Earlier in the day we were all offered a seafood buffet for 250MR (about \$85) per head. We thought this a bit steep so our host offered to reduce this to 200MR per person. However with the plus/plus add ons (service charge & Govt tax) this became 232MR or \$80 AUD.

We agreed to this reduced price and after our drinks at 7.15pm set off for the buffet, appropriately where we had lunch earlier that day.



# TOP GEAR REPORT

## MALAYSIA DAY 4/3

### JOHN & SUE BURTON



On leaving our unit and negotiating the stairs one of our ladies asked her husband, "You look drunk, you must have consumed a lot of that scotch". Hubby replies, "I did, but I only had them one at a time".

The seventeen of us sat around two round tables. The Buffet was very good with large prawns, calamari, sand crab and a BBQ sheep to boot. We couldn't say lamb, probably mutton as it was a little tough. Never the less, there was more than we could eat but not really worth the \$80 a head (resort prices!)

Over dinner (and after many sherbets) a few people had some classic lines.

How do you get 17 TSCC people into a one room apartment... "Mention Happy Hour".

So every time you say Maltese everyone will know you mean Pomeranian.

Who was it went for a massage and wondered what was happening when a large dish of cold water and flowers was first thrown over them.

Our dog taps on our bed at exactly 6 o'clock every morning to wake us up. I know, because the clock says 6am.





# TOP GEAR REPORT

## MALAYSIA DAY 4/4

### JOHN & SUE BURTON



Two members tried out the resort hammocks only to end up on the ground.

Towards the end of our dinner (which was located under canvas behind the swimming pool in following photo) the heavens opened up with a heavy downfall. The tent over the next TSCC table had collected a large quantity of water and looked like it was ready to collapse over everyone seated there, but didn't. Shortly afterwards, when the rains eased most people took advantage of the break in the weather, said their farewells and made their way back to their rooms. So ended the 31<sup>st</sup> August.

For our part, the trip was very satisfying hence a huge thank you to Julie and Jeremy for the organizing something they never got to enjoy. We couldn't have travelled with 17 nicer people. All got on famously, very supportive when needed and no unkind words or lack of enthusiasm from anyone. Talk about a band of brothers (and sisters).

The Walkers & Burtons shared a car with the men doing the driving and the ladies navigating. Suffice to say there were a few exciting moments, mainly outside the car. Fortunately, we finished as we had started - still friends after having know one another for almost 30 years.

John & Sue Burton.



# TOP GEAR REPORT

## MALAYSIA DAY 5/1

### TERRY DALY



Another day of fine hot weather greeted our merry band of travelers. As the Tanjong Jara Resort was such a beautiful and relaxing place many, including the Daly's and the Moody's, weren't in big rush to leave as we only had a drive of some 245k.

The resort gave us a special send off with drums, or should I say, gongs, banging away every time a guest left and a local, who had worked there since it opened, bidding us a fond farewell.

The drive today was "straight up highway 3" to Kota Bharu, you simply couldn't get lost, that is, until you approached the city. However, on the way, we noticed highway 3 often went in two northerly directions, so the Daly / Moody duo took one of these alternative routes only to find that it took us into a little fishing village and then back onto the same road again. Oh well, nothing like seeing some of the local scenery.

Upon reaching Kota Bharu, we hit long lines of traffic that simply wasn't moving. Little did we realize that the traffic lights stay red for about 10 minutes, then turn green for another 10 minutes. So the locals sit there with the motors turned off knowing the time frame and knowing that the traffic lights start counting down for 1 minute before they change. I guess it saves petrol and everyone except tourist know the system. Talking about petrol, we paid the equivalent of .64 cents a liter for 95 octane. The day after we arrived back I paid \$1.65 for the same petrol in Australia. Surely we don't pay \$1 per liter tax !

The hotel we stayed at was the Renaissance Hotel , a 30 story skyscraper, right in the middle of town and as the ladies hadn't being shopping for a few days the charge to the local shopping complex was on in earnest. John Moody and I had the task of trying to locate and buy some beer in an area of the country that doesn't touch any sort of grog ! We tried the supermarket and noticed how much cheaper everything is in Malaysia compared to Australia ! We looked everywhere before going back to the hotel and asking the doorman.

"Only place you can buy beer in Kota Bharu is in a store in Chinatown which would be a 5 minute taxi ride ". So no beer would be on the menu tonight!

Barry Farr had arrived early and established that the best place for the group to eat would be in the Chinese restaurant on the second floor and to save time and confusion we all should have the Banquet, and believe it or not, the restaurant had a few beers in the frig. With diner over it became time to pay the bill. Easier said than done as two wanted to pay with credit card and the rest with cash. The splitting of the total bill this way proved too much for the establishment and they finally offered Barry a 20% discount if we paid on one credit card. Barry did exactly that and then spent the next day trying to return our overpayments ! So ended another day in Malaysia !





# TOP GEAR REPORT

## MALAYSIA DAY 6/1

### BARRY FARR & DOTT FORRESTER



After 5 days on the road, having travelled just over 800kms, Sunday dawned like many of the preceding days with a somewhat hazy sky. My first duty over breakfast was to refund 20% of the previous night's dinner costs to all. The previous night I had collected cash from everyone except Greg, who wanted to pay his share with a credit card. This proved to be too difficult & after some time 'discussing' this with the hostess, she offered a 20% discount if I put the whole amount on my room account. It took me less than a second to say OK but I am still puzzled why a \$500 credit card payment before merchant fee is better than \$600 cash!

As we packed the car out front of the hotel, there were two military police motor bikes on the driveway



Maybe it was an omen. Little did I know that we would attract police attention later that day. Apart from heavy traffic, it was easy leaving Kota Bahru from both a tourist point of view & in terms of the route directions. To date we had stayed in two cities (Melaka & Kota Bahru) & two coastal resorts (Cherating & Tanjong Jara) but today we were looking forward to something different. We were off to a rainforest - Belum Rainforest Resort in fact, located almost dead centre of the Malaysian peninsula in the State of Perak. Perak, which means silver in Malay, is said to have derived its name from the silvery tin ore that brought great wealth & prosperity to the State.

After 2.5 hours driving, passing a very colourful roadside market just out of Kota Bahru & an interesting rock formation along the way,



# TOP GEAR REPORT

## MALAYSIA DAY 6/2

### BARRY FARR & DOTT FORRESTER



We stopped at a roadhouse on the top of a hill with views of the surrounding mountains & valleys.



When leaving the car park, I did the usual, looked right - nothing there, looked left - nothing there, so started to move forward & as I looked to the right again I saw a car come over the blind crest heading straight for us.



It was a black Mercedes S350 with the Malaysian Shadow Minister for Information being chauffeured by his young driver at what I estimate at about 160kph.

He skidded for about 40 meters as he turned towards the road shoulder but just clipped the right-hand rear of our car, dislodging the entire rear bumper section & then skidded for another 45 meters before ending up in a ditch.





# TOP GEAR REPORT

## MALAYSIA DAY 6/3

### BARRY FARR & DOTT FORRESTER



Fortunately, no-one was injured. After I checked the health of the Merc's two occupants I hailed down John Burton who was just 10 minutes or so behind us. Then Terry Daly & John Moody stopped as well, so Dott & I were comforted by the Burtons, Walkers, Dalys & Moodys for which we were most grateful as it was a close call. The police arrived from the nearby town of Gerik an hour later & took the details & asked me to provide a full report the next morning in Gerik. John Moody took to the right-hand rear guard with all his panel beating skills with a block of wood to enable us to continue as we could not swap the car over until we reached Penang. Thanks John - sorry about the splinters!



The remainder of the drive to the Belum Rainforest Resort in the Royal Belum State Park was quite picturesque from what we recall. The Park has an immense wealth of flora & fauna with a vast area of virgin rainforest covering 117000ha. The Resort is on a hill on the edge of Lake Temengor where fishing for Toman & Carp is popular.



After a refreshment in their lower cafe, we walked down the 130 steps to a road above the jetty but did not venture further into the forest as we were told the mossies were plentiful a further 50 meters

# TOP GEAR REPORT

## MALAYSIA DAY 6/4

### BARRY FARR & DOTT FORRESTER



Twilight drinks were in the Moodys' room which was very conveniently situated right next door to ours & all were interested to hear about the near miss. A record was established that night over dinner as it was an alcohol-free zone. The meals took a long time to be served & when John' meal arrived, he was heard to shout "THIS IS COLD".

So back it went only to be returned not much warmer. There were certainly a lot of steak eaters among us as I counted 12 out of 17 who ordered steak that night. Another to have a cold/hot meal was Terry who decided to walk the 100m down the hill to the cafe to watch the start of the Belgium F1 GP so by the time he returned, his meal had been on the table for at least 15 minutes. I was lucky to be seated opposite Robyn Wards who had a lap by lap rolling commentary on her iPad. One of our ladies was heard to ask ... 'What channel is it on, 7 or 9?' As soon as the meal was finished most of the men who did not want dessert, shot down to the open air bar where the waiter had donned his McLaren shirt for the occasion, to watch the remainder of the race on a large screen whilst consuming beers.

Why alcohol was OK in the cafe but not in the restaurant beats me. Gary reluctantly joined once Webber had moved into 4th position.



Oh, did I mention it was Fathers' Day back home? On quiet reflection as we retired for the evening I was pleased that I was still around as a father & spouse to Dott.



# TOP GEAR REPORT

## MALAYSIA DAY 7/1

### GARRY & WENDY MAHER



#### BELUM RAIN FOREST TO PENANG.

I know - I'm a bit slow I've just worked out why they have that metre of hose with those obscene nozzles on the end in all the loos - it's because their toilet paper comes from Malaysia's equivalent of Bunnings - it's sandpaper!

Well, this morning we escaped unharmed from The Royal Belum Rain Forest, which was lucky considering that two days before our arrival, one man was killed and another mauled by a deer like creature within walking distance of the resort. Our day started very early with the light in our hallway flashing on and off. Gary eventually stopped it by switching off the master switch, which of course, took out the air con too. Not that we were really asleep anyway as the resort, which we envisaged as being off a track deep in the rainforest, was actually right next to the highway, placing our room closer to the trucks and motorbikes than our bedroom at home is to Bells Line of Road!!

However, the view from over the lake was nice, the room comfortable and the bathroom huge - and that microphone thing in the shower recess - Gary did three choruses of 'Moon River' before realising it was the hand held shower!

Finally!! Jeremy's promise of 'great roads' was realised. The only problem was, there were too many other 'great drivers' and then there were those bloody logging trucks! They were grossly overloaded, with the logs barely tied on, forty to fifty year old Mercedes Prime movers with wooden cabins lumbering up the hills on those 'great roads'. When you catch a couple of these travelling together on a spot with at least half a chance to overtake, the second one would pull out and wouldn't pull back even if something was coming the other way! All very frustrating!! We had already decided that the double centre line was 'only a suggestion' not a no overtaking law. If they really didn't want you to overtake, they had a sign depicting two cars side by side with a red circle with a line slashing through the middle of it. Living in the west, we are quite used to seeing signs with kangaroos, wombats and even koalas but today we saw a silhouette of an elephant on a yellow diamond - a bit daunting!



# TOP GEAR REPORT

## MALAYSIA DAY 7/2

### GARRY & WENDY MAHER



We have adopted another son - well, would you believe a younger brother? Vic Andrews, who is travelling alone has attached his Honda to the back of ours. He has decided to take a chance on Wendy's map reading rather than risk following those with Sat Navs. This is fine by us - he is a nice bloke who needs a toilet stop about the same time we do, likes a Streets Cornetto at 11.00am, was happy to work over the maps with Wendy (Something Gary gave up on years ago) and above all, spoke 'Volvo'. Collectively, we found our way past Butterworth and onto that fantastic bridge across to the island of Penang.

All of the group except Wendy & Vic opted to turn right off the bridge and head anti-clockwise around the island through Georgetown (huge mistake, according to Terry & JohnM.) and go straight to the Rasa Sayang Resort on Batu Ferringhi Beach. We decided to turn left off the bridge and head clockwise with the idea of seeing the whole coast of the island before we left it. We planned to find the 'Snake Temple' and the War Museum at the most southerly part of the island. We spotted the sign to the War Museum turn off but overshot the corner. Vic turned left but we ended up taking a 10 km route to find a place where we could make the necessary 'U' turns. Luckily, on route, we stumbled onto the 'Snake Temple.' This place was the usual ornately decorated temple but with live snakes slithering around tree branches set into the altar.

Attached to the temple was the Snake Farm which housed a wide variety of snakes and where you could have your photograph taken with snakes around your neck. The forced smile on Gary's face barely disguises his fear (its, more a grimace than a smile). Having had countless little, 'sweet' school children try to frighten Mrs Maher by bringing snakes into class, Wendy was quite relaxed with the situation. We were the only ones to see this attraction.





# TOP GEAR REPORT

## MALAYSIA DAY 7/3

### GARRY & WENDY MAHER



On route to meet up with Vic, we passed anew, large dam and the site of another long bridge which is under construction from the south of the island to the mainland. It makes one wonder how this country is so far ahead of us. We eventually caught up with Vic at the War Museum which was at the top of a great narrow hill climb - which we thought was the road up but we later discovered it was also the road down (shades of Bingara Lookout!)

This museum was originally a fort built by the British to protect Malaya in the early 1930s. It was heavily fortified with huge concrete gun emplacements, bunkers, underground tunnels and even a huge, deep underground ammunition store with a hoist - a bit like in the movie 'Guns of Navarone' - most of which was accessible to the public. History tells us that this place was overrun in a matter of hours by the Japanese in their march south and they turned it into a POW camp. The added guillotine and gallows are still there - grisly but very sobering! After the war it was all lost to the jungle and was only 'rediscovered' in 2002 when it was cleared to its present condition.

It's still a work in progress and indeed there is a heavily barb-wired area closed off because both the British and the Japanese booby-trapped the foreshore. Traps are still there as nobody knows exactly where they are. A couple of hours very well spent - we tried to encourage the others to make a visit but we believe we (& Vic) were the only ones to witness this thought-provoking museum.

The road up the west coast of Penang was very scenic - at least it was for Wendy because part of it was so tight and twisty Gary wasn't game to take his eyes off it. 'In all my years of driving, I don't think I'd seen anything like it.'



# TOP GEAR REPORT

## MALAYSIA DAY 7/4

### GARRY & WENDY MAHER



Vic had to be right on his toes so as not to rear-end us when Gary had to make a panic stop when a school bus stopped in the middle of the road around a blind corner! It was with much relief that we arrived at the resort. Wow! This place is LUXURY! This is a huge resort, with beautiful gardens, great rooms with balconies overlooking the pool area and the beach. Once established, we joined the group in the main pool and watched people para-flying behind speed boats. 'I'll probably be sanctioned for this, and it might not be proper, but you should see what the local girls wear under their burkas. Suffice to say, if my wife looked like that in a bikini I'd keep her wrapped up too!' says Gary.

After 'Happy Hour' at the pool bar, where we witnessed a great sunset, it was off on one of Terry's short walks to dinner. While we were waiting for the others, we were entertained by little monkeys running onto the road after some scraps and dicing with the motorbikes and heavy traffic.

Funnily enough, we had tables for 17 at two different restaurants. Terry's one was a mock-up of a tall ship that sold western food and was 200m or 2kms away, depending on your shoe size. The other, booked by Barry, was Malaysian style food but it was just across the road from the resort!! Crazy as it sounds, the majority finished up 2 kms away. Terry actually ran back to the resort to get his car to pick up Margaret who was having a bit of knee trouble. If it's any consolation Margaret, we were all suffering a bit by that time too. After dinner we all hit the road stalls which were crowded right up until midnight. After a bit of haggling Gary was able to talk a stall holder down from 85MT to 60MR for a suitcase (about A\$20) similar to one Wendy had paid \$60 for at home (OK it was on sale!) A small group had gathered to watch this performance and sometime then, Terry had his pocket picked by a young girl who was accompanied by a bloke who was taking photos on his phone. Terry lost about A\$50. Vicki was more worried about the photos as she had heard that a local trick is to take your photograph and send it to someone up the road on a motorbike who then bails you up and robs you. I was doing a panic as I had earlier drawn 1000MR from an ATM. Needless to say we all stuck closely together for a safe arrival back at the resort. And so to bed after a full and entertaining day.

For our part - a HUGE Thank You to Julie & Jeremy for organising our adventure.



*This is NOT a one way street!*



# TOP GEAR REPORT

## MALAYSIA DAY 8/1

### JOHN & MARGARET MOODY



In 1786 Captain Francis Light who represented British East India Co landed in Penang Island . He named it as Prince of Wales Island. Hence George Town is established:

- 1920 the Penang Ferry started linking it to the mainland .
- 1957 Georgetown is granted city status by Royal Charter from Queen Elizabeth 11
- 1985 Penang Island is connected to the mainland by a 13.5 Klm bridge on of the longest Bridges in Asia. It cost us 7 Ringgit \$2.30 in bridge toll, you only pay 1 way.

On Tuesday 4th Sept we had our second day at the Shangril's Sayang Resort Penang We awoke to a beautiful day and went downstairs to an absolute wonderful breakfast, one of the best on the trip. After breakfast along with everyone else, we caught the free 10.30am bus shuttle from the resort to Georgetown which is a 40 minute ride.

In the foyer while waiting for the bus we started up a conversation with a delightful Muslim couple who were on their honeymoon. She was studying to become a doctor and he was an engineer, to our surprise they asked if they could have a photo of the 4 of us.

The ride along the foreshore to Georgetown the road was very twisty and leafy and reminded us of Pittwater to Palm Beach area. There was also a lot of high rise flats and beautiful homes along this route. When we arrived in Georgetown we caught another hop on hop off bus which drove us around the city which was very interesting, to see all the old buildings churches temples and the homes which are so different to ours in Australia and those on the way to Georgetown



*Always was a sidecar man, our John.....*

# TOP GEAR REPORT

## MALAYSIA DAY 8/2

### JOHN & MARGARET MOODY



Peter and Robyn decided to have a 2 hour rickshaw ride with commentary around Georgetown for a cost of 70 ringgits (approx 3 ringgits to 1 Aus dollar) they both thoroughly enjoyed it. When we left the bus with Terry and Robyn, we walked around the older part of the city under the Medan Lubuh Campbell Arch and we amazed at the diversity of the small businesses that were crammed in all the tiny streets, that weaved their way through this area. They ranged from clothes shops, bag shops, food shops, people cooking food on the side of the road, mechanical shops, motor bike repair shops, coffins for sale shops, you name it, it was there. No Council regulations here. We had an enjoyable lunch at The Georgetown White Coffee Shop for about \$5 each food is very cheap.

We caught the 3.30pm bus back to the resort and spent the rest of the afternoon with some of the others relaxing by the pool which was set in the most beautiful tropical gardens overlooking a white sandy beach where some guests were parasailing. We had drinks that night in the gardens watching the beautiful sunset and discussing what everyone did that day and by all accounts everyone had a great day, shopping sightseeing and etc. Dinner that night was at 2 separate restaurants Italian and Malaysian enjoyed by all. After dinner some went on to the night markets but we were very tired as we had walked our feet off in Georgetown, so we retired for the night for a well earned rest.

We would like to thank Julie and Jeremy for all the time and effort you put in to organizing such a wonderful trip.  
John and Margaret Moody.

x





# TOP GEAR REPORT

## MALAYSIA DAY 9/1

### LIONEL & GAELE WALKER



#### DAY 8 Penang to Cameron Highlands

Wednesday 5<sup>th</sup> September.

We started the day with breakfast with the group and discussed which way we were all going to head off. Sue, Gael, John and I decided to complete the circle around Penang Island after Gary and Wendy's tales of the tight roads they and Vic had enjoyed on the way here so we reluctantly left the luxurious Rasa Sayang around 10am with John driving today. The road followed the coast for a while and then turned inland winding through the hills. It was here we saw some excellent examples of the Bird Nest houses complete with their electronic bird calls. These are used for breeding what I believe are wild Swallows and then the nest linings are then used to cultivate the very very expensive dried bird nest delicacy. Not to our pallet. We wanted to see the War Museum and snake Temple in the south but the sat/nav was playing up again, refusing to accept the entry. Having found the general area we got lost in the local roads and decided to abandon a frustrating search and head for the bridge, and some bridge it is, 13.5kms long including the approaches.

John saw police with radar hiding behind a pylon which most of our group apparently saw although none were doing the 70kmph limit.

Punched in the Cameron Highlands and again the device refused to accept it and we knew we were going past Ipoh - it did know where this was so now we knew how long it was going to be. We met up with Gary, Wendy and Vic on the way down and they asked about the other radar posts which we apparently did not see. Gary was airing his disdain at being spooked every time Vic's camera flashed while travelling behind him. It rained heavily in places but this does not seem to concern the locals at 110kmph. Around Ipoh we passed large limestone karst formations similar to those found around the Li River in China and Halong Bay in Vietnam. It was here that we were driving at around 115 and was passed by an early Nissan GTR doing at least 180kmph. Found the turn off to the Cameron Highlands on our large scale map and decided to try the sat/nav again only to have the damn thing lead us in the wrong direction. We worked out it was taking us the long way round. It took us up the road we were meant to come down when we left, and some road this was - narrow, extremely winding (better suited for a clubman according to John). It was the original road from KL and as we got higher it started to drizzle and then became cloud, so we missed all the good sites and the views of tea plantations. We passed through Ringlet, Tanah Rata, Brinchang and finally arrived at the Equatorial Hotel in Kea Farm around 4.00pm. It was huge and completely covered in cloud - quite a surprise.



# TOP GEAR REPORT

## MALAYSIA DAY 9/2

### LIONEL & GAELE WALKER



Unfortunately if we had come up the correct road we would have seen the small town with the garage that housed and had parked around it half the old 50's Land Rovers left in the world. Supposedly a few years ago there was a gathering of over 400 of these Land Rovers in Brinchang.

We had a well earned rest and prepared to have the 6pm pre dinner drinks in our room and then it was down to dinner in the Chinese restaurant. Well what a memorable dinner - the food was actually very good when you finally got it. The service was unbelievably poor and we heard later that the cook had finished his shift at 8pm and gone home. On our table John & Sue received theirs first and completely finished before anyone else had been served. Vic received his dinner after we had all finished. There was a similar story for the other table. A couple near us actually got up and walked out, tired of waiting for their order.

That night was also memorable as the high winds and rain rattled the windows all night, making sleep difficult for many people.

Looking out at the large older houses, where we had lunch at the golf club the next day, you find it hard to believe that you not in England.

My only disappointment in the whole trip was that I did not see one single monkey!!!

Thanks Jeremy and Julie for a great trip.  
Lionel





# TOP GEAR REPORT

## MALAYSIA DAY 10/1

### PETER & ROBYN WARDS



#### CAMERON HIGHLANDS, MALAYSIA

Thursday 6th September, 2012

After the long and winding trip up to the Cameron Highlands, we were all looking forward to a relaxing day, in cooler weather visiting, strawberry farms and tea plantations, a little shopping and maybe a massage.



The Cameron Highlands is one of Malaysia's most extensive hill stations. It covers an area of 712 square kilometres, and is 6,666 ft above sea level. We were all accommodated at the Equatorial Resort in Gunung Brinchang which is the highest point in Malaysia accessible by road.

The Cameron Highlands got its name from William Cameron, a British surveyor who was commissioned by the then colonial government to map out the area in 1885. When the road was completed in 1931, the British and the locals moved in to settle on the slopes of the mountain. They were soon followed by tea planters and vegetable growers who found the fertile soil and cool climate to be especially suitable for the growing of their crops, with every little available plot of dirt planted out.

By the mid-1930s, there was a remarkable change in the territory: it now had a nine-hole golf course, several cottages, three inns, a police post, two boarding schools, a dairy, nurseries, vegetable farms, tea estates, a Government Rest House and an Experimental Agricultural Station.

The district continued to grow until the outbreak of the Second World War. During the Japanese Occupation (1942-1945), there was hardly any development in the area. When the Japanese withdrew in August 1945, the place underwent a transformation.

# TOP GEAR REPORT

## MALAYSIA DAY 10/2

### PETER & ROBYN WARDS



Cameron Highlands has the highest density of Land Rovers on the road anywhere in the world (outside a British Army Garrison). There are more than 4000 Land Rovers found in the highlands. They were buzzing around everywhere, laden with fresh produce ready for market, and all in varying states of disrepair, but they still had that great throaty exhaust note.





# TOP GEAR REPORT

## MALAYSIA DAY 10/3

### PETER & ROBYN WARDS



The day started with a few grumpy people arriving at breakfast after having very little sleep due to the high winds, rattling windows, and screaming children! It's amazing what a good breakfast can do for one's attitude, and in no time everyone was ready to explore the area.

Our first stop was a visit to The Time Tunnel and a step back into a world of yesteryear with over 2000 relics, artefacts and photographs from the early days of Cameron Highlands. The scary part was that there were so many artefacts that we could all remember or still owned!



# TOP GEAR REPORT

## MALAYSIA DAY 10/4

### PETER & ROBYN WARDS



From here our group of 17 ventured out into different directions, some to a local temple, tea plantations to sample the local produce, which was very ordinary and scones that would put a dent in the floor if dropped, rose farms, and strawberry farms where many of us were tempted with 3 large strawberries on a stick dipped in chocolate or served with cream and ice cream. A few people had a wonderful lunch at the local Golf Club. The economy was also boosted in the local markets, with one husband buying a dozen red roses for his wife of 39 years! Thank you Peter.





# TOP GEAR REPORT

## MALAYSIA DAY 10/5

### PETER & ROBYN WARDS



Five of us decided to relax during the afternoon by having a massage in a small massage parlor recommended by the hotel. Well, this massage has put a whole new meaning to “Chinese Torture”!!!! I’m sure the little Chinese girls who never stopped talking and laughing must have thought we were all big softies who couldn’t stand pain. I think the bruises are just starting to disappear!

Dinner was a typical Malaysian affair, hit and miss with who received their dinner and who didn’t, or received it after everyone else had eaten and ready for bed! It was Sue Burton’s turn tonight, with her ordering a simple dish of fried chicken and rice, along with a couple of others on our table. After repeatedly asking for her dinner, everyone had eaten when finally it arrived with the explanation “we wanted to cook your dinner fresh!”

With all these adventures it was a fantastic day that will be etched in our memories forever. The statement of the day was from Gary Maher:

“I’m not talking today due to a fiery throat!”, but we still couldn’t keep him quiet.

Peter and Robyn Wards

# TOP GEAR REPORT

## MALAYSIA FINAL DAYS/1

### TERRY DALY



The group of weary but very enlightened TSCC travelers converged on Kuala Lumpur by various routes. Some when via the Blue Mosque, other via the Holy Cave, and others via the many crowded routes into the city. The Daly's didn't have a sat nav system so followed the Moody's into the centre of the city. BIG mistake as their nav system took us around through the same park three times and further and further away from the centre of the city. Finally, out came the maps and a few kilometers later we arrived at our hotel and what a nice hotel it was.

As this was the second last night we elected to have our farewell drinks and diner as a combined group and discuss the great fun we had shared together over the last two weeks. This started with TSCC sponsored drinks at the Trader's Inn Skybar from 1700 until 1900. The bar itself was somewhat interesting, being a swimming pool / recreation area by day and a very upmarket bar by night. But the real big attraction is that the bar was on the 25<sup>th</sup> Floor and looked directly over the Petronas twin towers. We were very lucky to view the sun going down and the brilliant lights of the tower come to light. When it was time to head off to the restaurant Gary Marr wouldn't budge. He simply said this was the highlight of his trip to Malaysia and would be happy to sit at the bar until dawn. A few gentle words from wife Wendy had Gary reluctantly leave in search of food.

Barry Farr had found an large shopping complex in walking distance of the Tower containing some really great restaurants, so we all sat down to our final diner together, all well lubricated from our half price drinks at the Skybar .





# TOP GEAR REPORT

## MALAYSIA FINAL DAYS/2

### TERRY DALY



It was rather noisy, but I managed to have everyone talk about their highlights (and in some cases lowlights) of their trip to Malaysia. All agreed that the real highlight was the companionship and fun we all had had doing this trip as a group. The lowlight was not having the organizers, Julie and Jeremy Braithwaite, travel with us. (Jeremy had to have an urgent back operation the week before and had to withdraw).

Rather than list all the highlights individually, I'll group them in a random manner. Malaka and the beautiful riverside walks (and a big thanks to Gael Walker for her educated commentary), the Majestic hotel in Malaka (Peter Wards didn't like his steak so the kitchen gave him ice cream instead), the Shangrila's resort in Penang, the pool in the Tanjong resort, the rickshaw ride around Georgetown, the strawberries in the Cameron Highlands, the tea plantation in the Cameron highlands, whilst several of the male drivers (Lionel Walker in particular) thought the driving and in particular, the drive from Malaka to Cherating, were the highlights (Do Sue and John Burton agree). Vic Andrews mentioned his highlight was the ease at which the P1800 Volvo rally team, being himself and the Mahers, navigated their way around Malaysia. (They missed out on a lot of fun 'being lost'). John Moody's highlight was a little different as both the highlight (and his lowlight) occurred within ten minutes of each, the highlight finding and stopping at a small roadside stall of very ancient people living the way people did hundreds of years ago (and no ...it wasn't a tourist attraction) and his lowlight was, just as he was pulling onto the main (goat track) road a rogue truck driver attempting to do a "DUEL" on him. Remember that old sixties movie of the truck trying to run a car off the road...that's what I'm talking about !!



# TOP GEAR REPORT

## MALAYSIA FINAL DAYS/3

### TERRY DALY



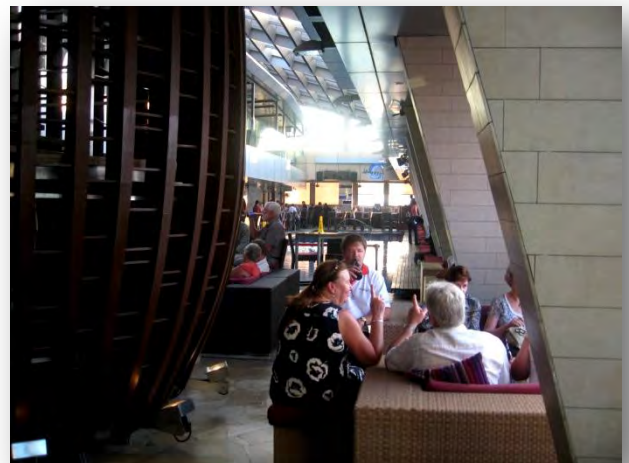
Some of the challenges of travelling in Malaysia came to mind as we discussed the two weeks. Margaret Moody will never get over the Asian toilets, Wendy(or should I say Wendy's nose) was somewhat put out by the many smells that were ever present, others were worried by the many cars and trucks that strayed onto the wrong side of the road and Barry Farr and Dot Forrester's biggest problem was being hit by a 160 kph Mercedes Benz containing the King's son on the road from Kota Bharu to Belum. No injuries to anyone and a trip to the local police station and we were all on our way again. However, a very frightening experience for both Barry and Dot. Interestingly, considering the number of meals the group consumed very few had had a bad meal. Margaret Moody will 'beg to differ'.

Well the final day for the Daly's, Moody's, and many others started with a tour of Kuala Lumpur on one of those Hop On Hop Off buses. If you are only in a city for a limited time it is a very efficient way to see a city. After a few Hop Off's we finally ended up at the Petronas Towers for some shopping in one of Kuala Lumpur's many shopping Malls. I must say most items, no matter what, were significantly cheaper than Sydney, in fact. I now think Sydney is now one of the most expensive cities in the world.

That night various couples went to have that last romantic night at some beautiful restaurant in town, not the Daly's, Moody's, Maher's and Greg Ball and Vicki Bell. We elected to have the Seafood Buffet with the "all you can drink option" !! Enough said in that we arrived at the restaurant at 0650 pm and were asked to leave at 1110pm ....and yes we certainly got our monies worth !

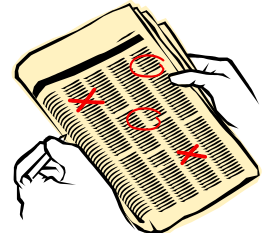
The next day it was simply a journey to the airport and an overnight flight back to Sydney. We had been through three magnificent airports with very efficient systems only to arrive home to a packed, run down Sydney Airport !! What a disaster.....I remember when Goug Withlam announced a second International Airport would be built at Galston in 1976 !!

All I can say, what a great trip, what a great experience, what great company, and when can we do it again ??





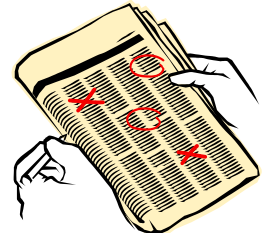
# TOP GEAR CLASSIFIEDS FOR SALE/1



## MG Midget

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





## House with room for lots of toys

After all my back problems we need to move off acreage, so the house is on the market. There's a two car garage and a 182 sq m. shed that was built by Julie ... that's true love isn't it! The shed has three phase power and a four post hoist. More at:

<http://www.realestate.com.au/property-house-nsw-kurrajong-111646767>



## ... and a couple of the toys

Six cars is too many to move!

So the Jaguar and the Starion are for sale.

The Jaguar is a 2003MY XKR convertible with tan upholstery. Rare and very desirable colour combination. It has the later 4.2 litre motor and the 6 speed gear box. Low mileage. Jaguar service history. \$65k please.

The Starion is a late model JA, with mainly original paint and completely original trim. These cars were a V8 beater in Group E and later Group A. A real time warp machine as most have been modified into oblivion! Just under 100,000km. Fitted with Monit rally computer & used for classic rallies (navigational). \$15k please.

Jeremy Braithwaite 0416 222 112

[atroz@bigpond.com](mailto:atroz@bigpond.com)





# THE LITTLE HEALEY SPRITE

SUNG TO THE TUNE OF "GHOST RIDERS IN THE SKY"

She was balanced, she was "ported",  
and she sported twin SUs,  
The brakes were big and hairy,  
With Ferodo on the shoes,  
The tank was full of Nitro,  
And the paint was shiny bright,  
She really looked a picture,  
My Little Healey Sprite.

*Yippee I Aye Yippee I Oh  
My Little Healey Sprite*

I entered her for Bathurst,  
All the aces they were there,  
Brabham, Hill and Gurney  
and the guy who's lost his hair,  
His face it looks familiar  
For his name I'm at a loss,  
Now I remember,  
His name was Stirling Moss.

We lined up on the starting grid,  
The crowd was tense and hushed,  
The starting man he dropped the flag,  
We took off in a rush,  
We laid the rubber on the road,  
And through the drifting smoke,  
Came a noise as loud as thunder,  
As the mighty engines spoke.

Sprinting for Hell Corner,  
With the counter showing nine,  
Drivers were all fighting hard,  
To get their cars on line.  
Well, Brabham won the corner,  
And Moss was next in sight,  
And snapping at their very heels,  
Was the Little Healey Sprite.

Slipping quickly through the cogs,  
We dashed up Mountain Straight,  
Can the tortured engines  
Stand the frantic rate?  
I ripped back one and flattened her  
With ten grand on the clock  
She leaped forward like a rocket  
When I pulled out all the chocks.

Moss set himself for Energol,  
And picked a line real tight,  
Then straight up underneath him  
Went the Little Healey Sprite.  
We scampered up the cutting  
And swept round Griffons Mount  
I won about four seconds  
While the tachometer lost the count.

I closed right up on Brabham,  
I could hear the Climax bark,  
I let the Healey have her head,  
and pushed him through Reid Park.  
When I took him on McPhillamy  
His face was chalky white,  
And flat chat over Skyline  
Went the Little Healey Sprite.

In motor racing circles,  
They talk about it still,  
Of the time the unknown driver  
Did "Mossy" up "The Hill"  
Took Brabham on the mountain,  
With Victory in sight,  
Then disappeared for ever in  
The Little Healey Sprite.

To clear up all the mystery,  
Of where the Sprite got to,  
I'll give a very useful tip  
To each and all of you.  
When you're going very hard,  
Though everything seems fine  
You've got to knock it off a bit  
When you're going up to Skyline.

And if you're glancing skywards  
On a clear and cloudless night,  
And way up in the heavens  
You can see a streak of light.  
It's not a flying saucer  
Or a Russian satellite  
It's only me in orbit  
In the Little Healey Sprite.

*I first published this in the 70's  
when I was editor of the MGCC  
magazine Opposite Lock. Came  
across the original in a cleanup.  
It was written when the drivers  
were current, and back then we  
did not know who the author  
was.*

*Stirling Moss was of course  
associated with the Speedwell  
Sprite. and drove one the year I  
competed at Monterey.*

*Jeremy*



# THE PARTING SHOT



Happy  
hour  
in KL



*John & Margaret Moody pic*