



THOROUGHbred SPORTS CAR CLUB



The club for people who enjoy Aston Martin and other fine marques

AUGUST 2013

top



gear



THE E-TYPE ISSUE

WITH GUEST EDITOR TERRY DALY



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 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

P.O. Box 1318, Mona Vale, NSW 1660

Email: secretary@thoroughbredssportscarclub.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. All new members must be proposed and seconded by financial members.

Website

www.thoroughbredssportscarclub.asn.au

Contributions to the Webmaster:

webmaster@thoroughbredssportscarclub.asn.au

Top Gear

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

Current and previous editions may be downloaded [here](#).

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[Administration](#)

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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 mailed to the Editor for publication showing the name and address of the author.





EDITORIAL/1

JEREMY BRAITHWAITE



ASTON MARTIN CENTENARY

Les & Ricky Johnson returned from the official Aston Martin Tour in Europe, and it was now the turn of the local AMOC to organise a big gathering of Astons at the Shannon's Display Day.

The highlight for your scribe and photographer was a couple of laps of Eastern Creek with John Moody at the wheel of a DB9 convertible. John wistfully said he'd love to be able to buy one, but wasn't sure he would survive the experience ... "Margaret would kill me"

Read the [full story](#) and see the link to the video I made with Bruno Ferrer in this issue of Top Gear, as well as the DB7 Highway Patrol car.

Also check out Les & Ricky's great story in this edition of Top Gear.

OUR NEW GARAGE

Terry's "Office of the President" discusses the difficulties of doing a start-up manufacturing operation in modern Australia.

I can only concur, after we have experienced the effort and delay involved in building a simple garage.

There was some urgency in the project as Terry has kindly been looking after Julie's Honda S2000 and our Mitsubishi Starion classic rally car since January ... just before we moved house to Kurrajong Heights.

We started the project in March within a couple of weeks of moving in and decided to work with consultants to both prepare plans and later to do the certification.

Better have professionals to try to manage the council than do it ourselves. In addition to drawing up the plans professionally, we also had to commission a 'Statement of Environmental Effects' which was a 20 page document. This was all submitted to the council before the end of March. The council is meant to operate on a 42 day maximum approval process. We didn't get our approvals until after 4 months, and then had to pay a long service levy and apply to Council for a Certificate of Construction before we were allowed to start building.

As I write the slab is poured and the materials are ordered. Hopefully we can get our cars back within the month.

I am led to believe we got through relatively unscathed; but multiply this sort of delay across Australia and the economic cost is enormous.

All this to build a bloody garage ... can't think what building a house would be like.

EUROCRATS

On a Sunday morning like most people we lie in bed and listen to Macca on the ABC; he actually lets us know what is really happening in this country! So this morning he was banging on about government regulation and how it has made the entire country uncompetitive.

Sometimes we have to be thankful for small mercies; compared to Europe we have seen nothing, and our recent trip really reinforced this.



*Happiness is a DB9 convertible!
Terry Daly acquired the car after the Display Day*



EDITORIAL/2

JEREMY BRAITHWAITE



We'd always wondered why we didn't know who was the President of Europe, and decided to make an effort to find out who ran the place. The answer is essentially so called public 'servants' or eurocrats as they are now being called. They pay themselves large salaries which get taxed at 10% while they gleefully put whole countries out of business.

Just ask Peter Stefan what his recent trip to Greece was like. He remembered Athens as a thriving grid-locked city. Today all the cars have disappeared, with most people just abandoning them as they cannot afford to pay rego and there are no buyers left in the market.

The one person who is standing up for sanity is Nigel Farage of the UK Independence Party or UKIP for short.

His speeches in the European Parliament make compulsive viewing, and he is attracting wholesale defections from both Tory and Labour ranks as he increasingly makes a lot of sense. One of his best speeches can be seen on YouTube here under the title "What gives you the right to dictate to the Greek and Italian people?":

<http://www.youtube.com/watch?v=bdob6QRLRJU>

And if you want to know who is the President:

<http://www.youtube.com/watch?v=AfnjX761ppg>

UKIP's web site is here: <http://www.ukip.org/>

It all goes to show that new political parties can be successful

... and this is not an endorsement for Krazy Katter!

And if we think we have problems with boat people, feel sorry for the Poms who are going to face the onslaught of 29 million Bulgarian and Romanian 'invaders' who they are powerless to keep out of their country because in Europe all borders are 'open'.

So maybe we are the lucky country after all, or in the words of the Small Faces "Mustn't Grumble".

HYPERLOOP

Elon Musk is the CEO of Tesla and SpaceX and has an impeccable track record of successfully doing new technology start-ups. As an erstwhile Lotus Elise owner I have followed closely the Tesla story, and was intrigued by the global launch of the Hyperloop concept.

I've re-produced the entire introduction to Musk's paper in this issue and have extrapolated his figures to Australia. I think Sydney Melbourne in under an hour for \$25 one way would be pretty attractive. Yes its big enough to take your car with you, and it could potentially revolutionise all interstate transport.

The tyranny of distance has always been one of this country's greatest challenges, and the ability to effectively eliminate it has to be a Holy Grail.

Astonishingly not a single politician in the middle of an election has jumped on the bandwagon with a promise to fund a feasibility study.

HOW MUSK'S SUPERTRAIN COULD WORK

Rail gun technology

1. Electric current flows up positive rail

2. Current flows across armature and down negative rail

3. Magnetic force is directed towards end of rails which pushes armature and train forward

Maglev technology levitates the train eradicating rail friction

Reduced air pressure in tunnel cuts wind resistance

Top speed 750mph

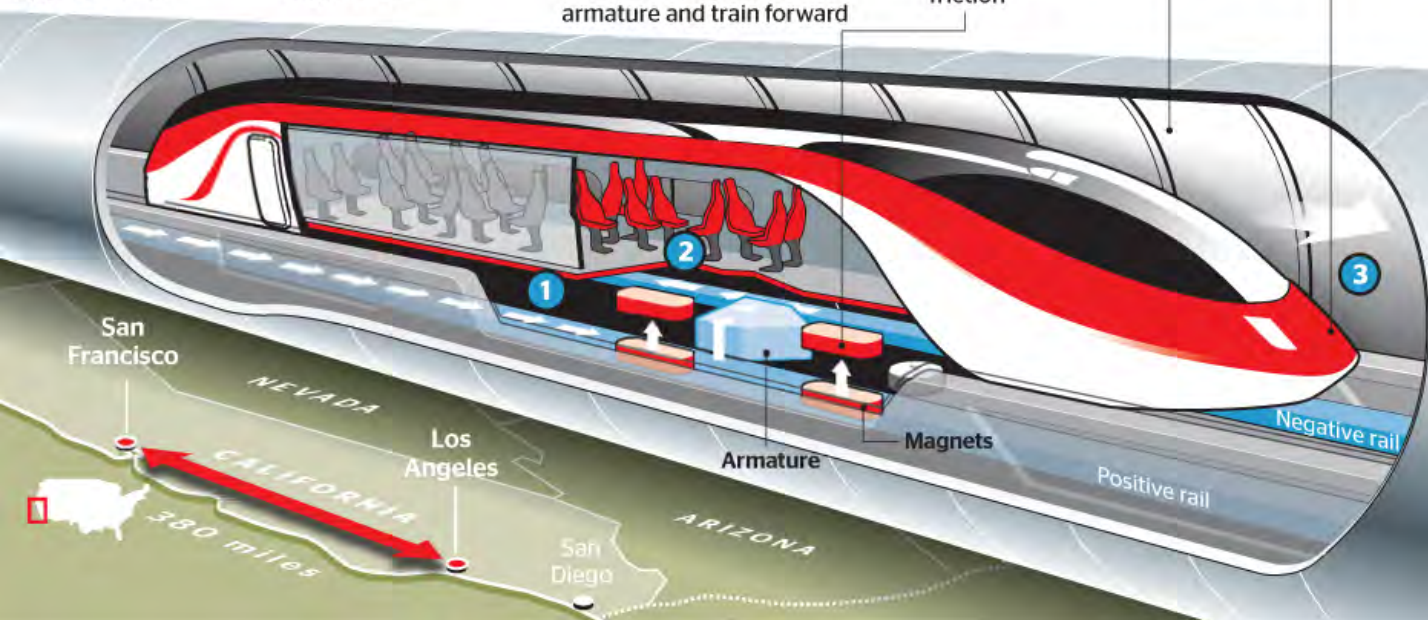


Image thanks to The Times, UK



EDITORIAL/3

JEREMY BRAITHWAITE



FORMULA FORD

I received an announcement from CAMS that they had pulled the plug on Formula Ford and have reproduced the entire Media Release in the column on the right.

The Category Manager they refer to is Margaret Hardy who has done an incredible job over the years to keep the category going, while managing the politics at Broadmeadow. I sat on the National Committee when I was still actively racing and got some insight into this and the job that Margaret did. I'll share some of these recollections and look back over the 40+ years that we have had FF in this country in the October issue of Top Gear.

TONY GAZE

We lost a national treasure when Tony Gaze passed away recently and I have devoted a few pages of Top Gear to his memory. He was a true 'Boy's Own' hero and I think the mould is now broken with his passing. I really enjoyed researching and writing this tribute, and felt privileged to have met both Tony & Diana.

IN THIS ISSUE

You won't find Terry Daly's E Type supplement inside this issue of Top Gear. It was too big! So we've published it as a separate magazine.

I still find it hard to get my head around the incredible depth of this club, both in terms of the skills and knowledge of the members and the cars that they own and run.

And while the early club members may have had a lot of Aston Martins, they also have had a lot of very nice Jaguars.

Terry has done a great job in rounding up everyone who has or had an E Type and asked them to tell their story. These make fascinating reading, and as Terry says, the value of the cars seems to be on the rise, so make sure you haven't underinsured yours!

You can see on the next page the summary of all the other information and stories in this edition of Top Gear. We've also got a couple of interesting new entries in the Classifieds including a very rare and rather swish looking Swallow Doretti. Lots of bed time reading then...

BACK ISSUES

Many thanks to past President and Life Member, Ray Ross for dropping in to me his entire Top Gear collection. I'll be scanning it over the next couple of weeks and as soon as this is completed you'll be able to read them all in our [Publications](#) section on the web.

Jeremy

See this Swallow Doretti in the classifieds



MEDIA RELEASE

August 27, 2013

FINDING THE RIGHT FORMULA

The Australian motor sport landscape is set for change with the cessation of the Australian Formula Ford Championship at the end of 2013.

The vibrant State Formula Ford Championships will continue to grow in 2014 and beyond, however the Australian Formula Ford Championship will not run in 2014.

CAMS will be reviewing alternative formats for Formula Ford beyond the state championships and one proposal could see a Formula Ford Festival, which would be held in conjunction with selected national motor sport events annually.

CAMS embarks on this new direction for Formula Ford having reviewed the sustainability of the current national series.

What had become clear is that the Australian Championship was not viable in the long term.

CAMS Chief Executive Eugene Arocca says the costs of staging the national competition together with a lack of manufacturer support have prompted the change for Formula Ford which has a long and proud history in Australia, having been the breeding ground of many champions.

"As much as CAMS would like to see a thriving national Formula Ford competition, this has been and will be difficult to achieve. We agreed to run the category in 2013 when the Category Manager at the time was not able to continue doing so due to financial pressures - primarily a result of the withdrawal of important funding from the manufacturer. Those pressures have not eased and despite careful management of the category this year by CAMS, we simply cannot justify the time and money it will take to continue doing so beyond 2013."

"It is expensive for everyone competing in the national competition and we feel there is a better, more affordable, more sustainable way of showcasing Formula Ford racing nationally." Mr Arocca added.

ENDS

For Further Information contact CAMS Media Manager Leith Mulligan on +61 418 899072 or by email:

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Please click on the pic

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HA HA HA

CLASSIFIEDS



PARTING SHOT



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Frank Rainbow

OFFICE OF THE PRESIDENT/1

TERRY DALY



The demise of Ford as a manufacture in Australia is a very sad tale indeed. I have been a Ford fan all my life (I did own two GM products, an LJ XU1 and an L34 Torana) but basically love the Ford product. Will GM be next? Yes, it won't be long despite all the political promises that have been splashed all over the headlines. Why, just read on.

I'm not sure how many members have set up a manufacturing company in Australia in the last few years. I have, and to be honest all the red tape, costs, etc that are required just don't make it worthwhile. Let me start with ASIC Charges, ABN costs, Trading name costs then you have to have the insurances, \$20 million Public Liability, Business Insurance, Equipment Insurance etc, we then move to Bank charges (after developing a very detailed Business Plan), Bank Guarantees, lease or HP rates which are almost double what our Asian friends pay. Then you have to rent an Industrial property. More costs, three to six months rental bond on a very expensive three year lease! And all the time you are paying either Accountants or Lawyers (and the other parties Lawyers as well) big money to ensure everything is in order! Now you want to actually start manufacturing something but first you need a DA / BA to make the premises suitable for your Manufacturing process and does that take more time and money..Yes! You need Electricity, another form and another approval process and another bond, and that's for some of the most expensive electricity in the world.

So far tens of thousands of dollars has gone out the door and you haven't produced a damn thing. But there's more, before you can get a Government contract you need Quality Accreditation, then you need a Product Disclosure statement, a Privacy Policy, Terms and Conditions statement, Fees schedule, a Customer charter and a Credit policy. There are probably plenty more policies or schedules you need but I think you're now getting the picture.

You then need to buy the raw materials and find that our Asian / NZ neighbors can purchase the same materials cheaper than you can from your Australian supplier! Funny eh!

You need to employ staff and then the fun begins. 9.25% Super, 5% plus for Workers compensation, 6% plus for Payroll Tax and off course you now need a HR Policy so that the poor employee knows what may be expected of him/her. Yes, we must make the position available to both sexes even though it simply would not be suitable for a woman. And then, if for any reason it doesn't work out you have to give that person three written warnings before there can be a parting of the ways, and if they aren't happy we all end up in a very expensive court where the judge will always give them something or you settle because of the high costs of the legal system.

Let's assume you get the right type of workers, you then have to pay them rates far in excess of our Asian and NZ friends. Fair enough as they have to pay far higher living costs than other countries (eg electricity, rent, green slip insurance, mortgage rates). And we shouldn't forget we also have to pay a 17.5% holiday loading..



OFFICE OF THE PRESIDENT/2

TERRY DALY



Then we need an OH&S policies and procedures policy which involves additional costs in both floor layout and equipment. The costs keep rising and you still haven't produced anything. But it's like the steak knives commercial ...there's more. You have Parental leave, Compassionate leave, Carer's leave, Sick leave, Long Service Leave, etc, etc. Would you like to hire someone with all these extra costs ?

Then we have the taxes, State (eg Waste and Environment charges), Federal (here we now have to buy software and a computer system to control GST and your monthly BAS return, a very time consuming process), 30% Government taxes and of course the beloved Carbon Tax. Did you know that a Volcano in it's first day of eruption produces as much Carbon as man produces in ten years! Seems like someone should invent a giant cork and plug up all the Volcanoes!

Do you think any of our Chinese / Asian / NZ Manufacturing Industries have the same constraints and high costs as those mentioned above ? No bloody way! Do we think that anyone in Canberra has realized Australia is now part of a global economy ?

After all of the above and hundreds of thousands of dollars later you start quoting only to find " we can get that produced in China 50% cheaper " or now NZ..

So what's the future of the Manufacturing Industry in Australia that employs millions of workers.....dim and getting dimmer!

However, both sides of Government have a solution ...The Gonski education revolution! Yes we are now going to spend billions of dollars producing well educated people but ...where are the future jobs.

The answer is overseas where all the manufacturing has now gone.

So what we need is a Government (ALP, Liberal, Clive Palmer's United Party, One Nation, Greens, Reds, Blues, Pinks, or WFPTMFEIAP (We Fools Pay Too Much For Everything In Australia Party)) that takes large costs out of the manufacturing industry and allows Australian industry to be on a level playing field with our off shore friends. Then and only then will the Fords and GMs of this world see Australia as a base for production of cars etc.

The alternative is not pretty. GM follows Ford and withdraws from Australia and then all the component industries go broke. Then it's like a pack of Dominos, other industries follow and suddenly we have mass unemployment and we are in deep shit! We become the 2020 Greece.

For those of us motorists who have managed to save a few dollars, there is a little ray of hope. We now have a completely new traffic pattern. As we have so few people at work we no longer have a peak hour, no traffic congestion! On the weekends our drive to the country is simply wonderful. You see the State Government cannot afford to have either a Highway Patrol car or a Speed Camera behind every tree. They aren't receiving any revenue from those sources anymore, so bugger the idea of saving lives, they are no longer income producing so they have to go. And think of that wonderful service you receive from that little country establishment that sees only a few customers each day.

However, I believe we have an alternate. But what we have to start with is a Government with VISION (Probably the WFPTMFEIAP Party)! Wow wouldn't that be great and something really different! A party with a bit of long term VISION!



TERRY ERUPTS!!

OFFICE OF THE PRESIDENT/3

TERRY DALY



Why don't we in Australia aspire to be the car producing capital of the world. Instead of thinking of just the Australian market, let's think globally. We could be manufacturing 25 million cars a year and exporting them to all parts of the world. We could be the world hub for Ford, GM, Renault, Nissan, Toyota, Mazda etc. We have the space (not like Japan), we have the expertise, we have the ports, and most importantly we have the raw materials. Then just watch all the support manufacturing industries blossom and now with plenty of tax revenue flooding in we suddenly find we are in desperate need of more workers. So this time it's Australia sending boats to Indonesia, Sri Lanka, and anywhere else encouraging people to migrate to the country of full employment.

It all starts with a making our manufacturing and car industry best in class by ridding industry of all these non productive costs that currently, simply make manufacturing in Australia.. **TOO BLOODY HARD AND TOO BLOODY EXPENSIVE!!**

No I haven't been smoking anything ...just dreaming of a better future!

On a different subject, we had a fabulous turn out for the CMC Shannon's event at Sydney Motorsport Park. TSCC had 24 cars with John Moody defecting to the Aston Martin Club for the day. (See separate story and photos). It was Aston Martin's 100 anniversary so every effort was made to get 100 Aston's to the Park for the Sunday. Unfortunately we fell a little short with nearly 80 cars in attendance. The oldest was a Aston Martin DB2 while the latest was a new drop dead gorgeous Aston Martin Vanquish in pearl white. These cars are so beautiful they make Elizabeth Taylor look ugly! Just look at the photo below.

Jack and Jenny Jones organized the monthly midweek run to the Hunter Valley with a sleepover included. Reminds me of my childhood when the big excitement for the year was a sleepover at a friend's place.

And the final event for the month was the All British Day at the King's School. The beautiful weather encouraged the best gathering yet of both people and cars. I was there very early and bumped into Mike Brewer who was doing some filming for an upcoming episode of Wheeler Dealers. It's a car restoration show on Foxtel's Turbo channel. TSCC's location this year was at the end of field B which was closer to Dural than the actual King's school. Next year I will ensure we are a lot closer to the action.



Terry Daly pic ... No I didn't buy it!. Ed

OFFICE OF THE PRESIDENT/4

TERRY DALY



Talk about action, the promised McLaren turned up with a Bentley Continental following and what a nice addition it made to our display.

As Vern Kelly said something along the lines of “ if we didn’t have those cars we probably wouldn’t have had any visitors “ Another car on the TSCC stand was Rick Mark’s stunning E-Type convertible. I remember seeing this car for sale at a dealer in North Sydney about 20 years ago. It had been the subject of a expensive body off restoration for Mike Gore the gentleman who was developing Sanctuary Cove. It looked great then and looks even better today. Rick put a few lines together on this car for this special E-Type edition.

I also bumped into Keith Berryman who also has an E-type (plus a D-Type) and during discussions Keith mentioned he was thinking of downsizing his fleet and will be putting up for sale a Rolls Royce Phantom 1 and his Ferrari Daytona. Keith’s owned both these cars for nearly 40 years! TSCC members going to Temora in November will be seeing Keith’s complete collection.

On a final note, as per the TSCC’s constitution, I will be standing down as your President at the November AGM. I have had a quick talk to the current committee and many are prepared to stay on, however, we will be looking for nominations for all positions. Please consider whether you would like to stand for the 2014 Committee. Just give me a ring and we can discuss 0418675253. All the best for our motoring future.

Terry

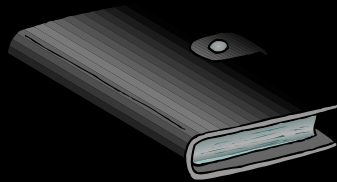
PS

Did you know that when Mount St Helens erupted in 1980 it spewed 540,000,000 (540 million) tons of crap into the atmosphere !!!



*Keith Berryman's Rolls Royce Phantom I
This is an old pic taken sometime in the 1990's*

COMING EVENTS: DIARY UPDATE



The official diary of the club is published on our web page:
http://www.thoroughbredssportscarclub.asn.au/events/index_files/Calender.htm

These are the events planned for the balance of the year:

Sept 18	Wed lunch run	Malcolm & Toni Ireland
Sept 29	Sunday run	Gary & Wendy Maher
Oct 14 -24	NZ North Island Tour	Terry Daly
Oct 16	Wed lunch run (those not going to NZ)	Kevin & Robyn Leggott
Nov 1 - 3	Temora Air Show	Jeremy Braithwaite
Nov 17	POO Day	Terry Daly
Nov 20	Wed lunch run	Lionel & Gael Walker
Dec 7	Christmas / Presentation Dinner	Barry Farr & Dott Forrester

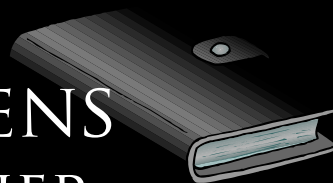
If you would like to organise an event for the club please discuss it with Terry Daly or any member of the Committee



The Calendar is maintained on Google Calendar. If you would like a link to the calendar so you can integrate it into your own diary on your computer or phone, please contact the webmaster.

Please note that each link has to be personalised to your email address & no technical support is provided.

COMING EVENTS: WILDWOOD GARDENS GARRY & WENDY MAHER



SPRING BREAKFAST RUN TO WILDWOOD GARDEN, BILPIN.

SUNDAY 29TH SEPTEMBER, 2013.

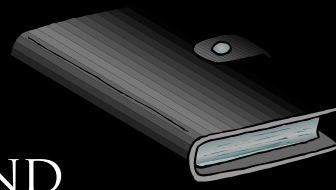
- **MEET:** 8.00am Hawkesbury Information Centre Car Park – on Hawkesbury Valley Way, Opposite R.A.A.F Base.
- **LEAVE:** 8.30am SHARP(!) for a 50 km run
[Kurrajong Residents can join in at the Old Kurrajong Heights P O/Store 8.50am]
- **COST:** \$23.00 per person – includes hot breakfast & self-guided tour of gardens.



- **BOOKINGS:** ESSENTIAL – NUMBERS LIMITED. Bookings & Payment before 20th September.
Email: wenandgaz8@bigpond.com Phone: 02 4571 1229
- **PAYMENT:** Cash (in envelope marked with your name) or Cheque (made out to TSCC) to Wendy Maher at either August Meeting, September Meeting or post to:
W.Maher. 9 Shortland Close, North Richmond. 2754.



COMING EVENTS: WEDNESDAY RUN MALCOLM & TONI IRELAND



WEDNESDAY RUN 18TH September 2013 SPRINGWOOD COUNTRY CLUB



- Meeting at Maccas at Dural
- Run through Hawkesbury Heights to Springwood
- Lovely lunch at the Springwood Country Club
- RSVP to Malcolm and Toni Ireland

RSVP to Malcolm Ireland on (02) 9416-3031
Email: malton217@bigpond.com





WARBIRDS WEEKEND

1ST TO 3RD November 2013

Limited Numbers – Book Early!



- *Warbirds Downunder Airshow*
- *Binalong Motor Museum*
- *Berryman Shed Tour*



ONLY
ONE
PLACE
LEFT!

Friday 1st November

- Scenic drive to Binalong Motor Museum, superb driving roads
- Lunch at the Historic Grainger Hotel, est. 1876
- Book into the Royal Tara Motel
- Champagne reception at the Binalong Motor Museum
- Dinner at the Binalong Hotel

Saturday 2nd November

- Drive to the Warbirds Downunder Airshow
- Dinner at the Black Swan Restaurant

Sunday 3rd November

- Shed Tour hosted by Keith and Sandra Berryman at Stockinbingal
- See the D Type and the Matchless
- Choose your own route home ... or take a more direct route to explore

RSVP to Jeremy [redacted] 16 112 112 or jerryz@binalong.com.au



EVENT REPORTS



EVENT REPORT

BRASS MONKEY RUN/1

MAREE DAWES A.K.A NUMBER 99



JULY 14-15, 2013

ATTENDED:

John & Margaret Moody
Jack & Jenny Jones
Keith & Carol Reynolds
David & Linda Slater
Barry & Carole-Anne Lunn
Barry Farr & Dot Forrester
Barry & Judith Thew
John & Val Dixon
Gary & Wendy Maher
Roger & Pat Korte
Peter & Robyn Wards
Peter & Jelly Van Dyk
Terry & Robyn Daley
Jeremy & Julie Braithwaite
Dominic Truelove & Pauline
Maree Dawes & ML Howard

Jaguar MkII
Jaguar XJSC
BMW 328
Mercedes SLK 230
Commodore
Ferrari Mondial
Porsche 912
BMW
MGB
Porsche 944
Mercedes SLK 230
Porsche 911
Jaguar XKR
Lexus LS460
Mazda MX5
Audi A4 Convertible

Nine cars started from Maccas at McGrath Hill, six more joined us at Kurrajong and we made our way up Bells Line of Road for a comfort stop at the Golden Arch Lithgow. The much loved two, who shall remain nameless, who tell us the alarm didn't go off, did finally catch us up for lunch! For those of us brave enough to put the tops down the run into Lithgow was a little cool. For me, as a first timer with the top down, have to say it was great fun.

We set off for Rylstone and brunch at the Globe Hotel. The food was great, the salt and pepper prawns and avocado beautifully presented. Apologies to Jenny who waited a long time for her brunch because I ate hers!!

Had a wander around Rylstone and some of the ladies managed to do a little shopping. Robyn Daley found a wonderful hat, complete with ears and hand warmers for Jenny but surprise, surprise Jenny didn't buy it!

From Rylstone we set off to "Oakville" a cattle property about 10 kms out of town owned by Kel and Elizabeth (Beth) Merz, friends of Jack and Jenny Jones. What wonderful hosts. Kel met us at the gate on his quad bike and directed us up to the 'parking' area.

Kel is the owner of a genuine Lotus 7 which he races at the historic meetings. Needless to say the men were a little late arriving for afternoon tea, busy checking out the Lotus. Beth had set up this amazing table, built by Kel from a fallen tree on the property, complete with a lovely vase of 'Bird of Paradise' flowers. The spread with contributions from Jenny, Carolyn, Carole-Anne and our host Beth was enjoyed by all. All too soon it was time to head off for our accommodation at the Kandos Motel. Having been advised at check in that his air conditioner was not working, John Moody thought he might move into ML and Maree's room if he got cold during the night. ML was quick to respond "only if you bring Margaret with you!" Fortunately their air conditioner did work.

EVENT REPORT

BRASS MONKEY RUN/2

MAREE DAWES



Everyone was soon unpacked and gathered for a quiet ale or a glass of vino, in no time at all more food platters arrived. Not sure anyone needed to eat again but we did and then wandered over to the pub for dinner. Lots of laughs and chatter and then some sleep so we could be ready for breakfast!

Despite the forecast predicting rain, we had enjoyed a beautiful day. The rain did arrive early evening and when one of the locals at the pub apologised for the rain he was quick to add, 'the ground really needs a good soak'. The countryside was certainly dry but never the less very pretty.

Breakfast was, shall we say, our 'Faulty Towers' moment, not quite what Jenny was expecting but the laughter and animated chatter was great. The kitchen sink was a tap on the wall with a tin dish under it to catch the drips. A source of great amusement for all.

Some headed off to Lithgow in search of secure internet connection, some into Mudgee and some back to Sydney. Jenny and Jack took the stragglers into Mudgee via Lue road. We stopped briefly at the Hotel Lue – wonderful old building and Jenny tells us it only opens occasionally! Great opportunity for a tourist development if anyone is looking for a project and has a spare \$2m or so!

A special thank you to Jack and Jenny Jones for all their hard work in organising a great couple of days.

From Maree, a huge thank you to everyone for making me so welcome on my first official run as Member 99.



KEL MERZ AND HIS LOTUS 7

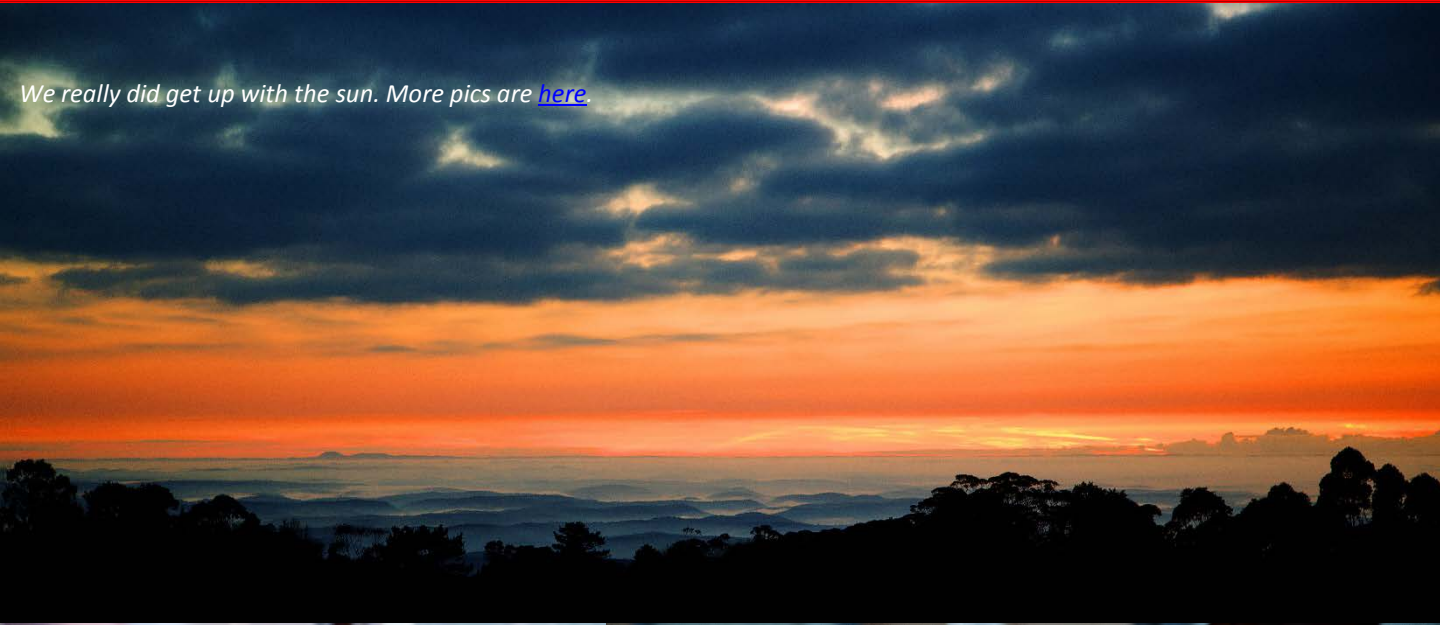
EVENT REPORT

BRASS MONKEY RUN/3

MAREE DAWES



We really did get up with the sun. More pics are [here](#).



EVENT REPORT

SHANNON'S DISPLAY DAY/1

JOHN SLATER



Looking good, feeling good, going good - notso good 30 minutes later when it overheated

Shannons Sydney Classic 2013

I'll admit that Eastern Creek as a name for a motor racing circuit may lack gravitas. Compared with, say, Monza, Le Mans, Silverstone, Monaco, The Nurburgring, or, or,..... okay, compared with most other major motor racing circuits here or elsewhere.

But then a lot of Australian names completely unrelated to motor racing could also be said to lack gravitas. Waltzing Matilda, wallaby, jumbuck, Moomba, Canberra (sorry). They are not instantly evocative, they lack hyphens, graves, acutes and impenetrable phonetics, but they are ours. They are who we are and are probably part of the reason we endure the torture of the most expensive and longest plane flights in the world to go to these evocative and historic places, so that people can be rude to us, charge too much for food and drink and provide inadequate toilet facilities.

Well, that's all fixed now because simple old Eastern Creek Raceway is now Sydney Motorsport Park, which by having three new words in its name, clearly now has the gravitas previously lacking. It helps that the new yellow and black colour scheme makes the place look like a Caterpillar storage facility too.

This year's Shannons Sydney Classic marked the 50th year of this celebration of **all** things automotive. It is my favourite event of the year for precisely this reason, it celebrates the richness and diversity of our collective automotive obsession. There is everything from a Messerschmitt Kabinenroller to a Cadillac V16 via early Holdens and Morris Minors.

It was a small anniversary for me too, as my first attendance at this event was 30 years ago in 1983 at Castle Hill Showground with my first "proper" old car, a Mk IX Jaguar I had just purchased. It was also special because we took my late father along, the last time he was able to attend one of these events. To reprise 1983, I intended to bring my newly acquired 1950 XK120 Jaguar Roadster along, however, in Rolls Royce parlance it "failed to proceed" a week prior.

Thank goodness for the English. Quite apart from the gifts of Lucas electrics, Skinners Union carburettors and racing drivers with names such as Thomas Pitt Cholmondeley-Tapper, who else could have given us the term Open Two Seater for a roadster, Drophead for a convertible and Fixed Head for a coupe?

As usual the TSCC display was notable for its diversity and all of the cars were beautifully presented. Our thanks are due to Adrian Walker for putting it all together and the members listed below for preparing and bringing their cars along. Special thanks are due to Ashley Smith for sponsoring the new windscreen banners.

John Slater

Jeremy's pics are [here](#) in three galleries

Bruno Ferrer's pics are [here](#)

EVENT REPORT

SHANNON'S DISPLAY DAY/2

JOHN SLATER



Ross Brackenbury has both these beauties for sale ...see the Classifieds in this issue of Top Gear

MEMBER

Ashley Smith
Adrian Walker
Peter Stefan
Ian Norman
John Slater
Geoff Lane
Neil Mason
Jeremy Braithwaite
Ross Marshall
Gary Maher
Colin Watts
Peter Dowrick
Len Fardell
Rob Finney
Vern Kelly
Lionel Walker
Ross Brackenbury
Ross Brackenbury
Mark Lamb

CAR DISPLAYED

Ferrari 360 Stradale
Jaguar E-Type 3.8 Series 1 Convertible
Jaguar E-TYPE 3.8 Series 1 Coupe
Jaguar Mk2 2.4 Sports Saloon ..
Alfa Romeo GT1300 Junior
Porsche 911 Carrera Coupe
Jaguar 3.4 Mk2 Sports Saloon ..
Jaguar XKR convertible ..
TD Classic
Volvo 1800 Coupe -
Nissan 350Z
Mercedes SL500 coupe
MGTF Roaster
Porsche Boxster
Jaguar XJ40 Saloon
Jaguar XK140 S Roadster
Ferrari 328 GTS coupe
Westfield Clubman Arrow 1600 Twin Cam Roadster .
1970 Plymouth Barracuda Coupe

EVENT REPORT

SHANNON'S DISPLAY DAY/3

JOHN SLATER



EVENT REPORT

SHANNON'S DISPLAY DAY/4

JOHN SLATER



EVENT REPORT

ASTON MARTIN CENTENARY/1

JEREMY BRAITHWAITE



AMOC called it 100 for 100 with the aim of getting 100 cars to the event.

When the final tally was taken the number was closer to 80, but still a great effort by all concerned.

Man of the moment well certainly the man with the microphone and the 2-way, was none other than our very own Lester Gough. He organised the drivers briefing and led the parade in a DB2 with another of ours at the wheel, Geoff Scott. Geoff also did the judging, and Liz was making jokes about his pockets being chock full of the folding stuff with all the well heeled AM owners keen to get a Concours result.

Liz was there in her DB7 of course – and not the gorgeous Volvo 242GT that she won at the recent Shannon's Auction. (She'll spifflicate me for saying that)

We even lent John Moody to the effort; he was needed to chauffeur the Managing Director of Coles Myer's personal DB9 convertible both to and around the track with the V12 really howling down the long Eastern Creek main straight. You can see all this action in the [movie](#) I made with Bruno.

President Terry was there with both the DB7 and the Lagonda and possibly the prettiest car there was Les & Roselee's DB4 convertible. Both were overseas ... again!!! ... and Ricky had the top down and the children in the back seat.

Anyway, Lester organised the parade, which was slow behind the pace car. Yeah ... well watch the movie and that speedo is in MPH.

Everyone left the new pits – on the right on the way in – and headed off on the GP track including the new bit which is completely out of sight of any paying spectator and is quite fabulous. Well done ARDC.

We stopped on the short back straight and lined up three abreast before mounting this triumphant cavalcade past the grandstand and pit complex. This was really good stuff and there were lots of horns being tooted and people waving ... until we were all passed by a double decker bus who had obviously not been taking instructions from Lester, or had switched his radio off, or something.

The good news was he didn't hit the fifty squillion dollars worth of AM's finest – and the conductor managed to hang on to the chrome pole through the notorious Turn 1.

After the parade a Chief Inspector of Police was wandering around with an expensive camera taking photos. (I thought they only did this at Hells Angels Conventions). Terry convinced him to pose for us in the DB7, but when I asked him to get his gun out and make out that he was chasing some crims ... he declined. Fancied himself in the Aston though.

EVENT REPORT

ASTON MARTIN CENTENARY/2

JEREMY BRAITHWAITE



EVENT REPORT

ASTON MARTIN CENTENARY/3

JEREMY BRAITHWAITE



EVENT REPORT

ASTON MARTIN CENTENARY/4

JEREMY BRAITHWAITE



EVENT REPORT

WINE WEDNESDAY/1

KEITH & CAROLYN REYNOLDS



Event: Monthly Wednesday Lunch Run.
Location: Hunter Valley.
Date: 21-22 August 2013.
Organiser: Jack Jones.

ATTENDEES

- | | |
|--|----------------------------|
| 1. John & Sue Burton | Mustang Cobra |
| 2. Kevin & Robyn Leggott | Mazda MX5 |
| 3. M-L Howard & Dick Brown | Mustang 'Rebel' |
| 4. Maree Dawes | Audi Convertible |
| 5. Jeremy & Julie Braithwaite | Lexus LS460 |
| 6. Jack & Jennifer Jones | Jaguar XJ6 |
| 7. Keith & Carolyn Reynolds | BMW 328i |
| 8. Peter & Robyn Ward | Mercedes SLK230 |
| 9. Laurie & Fran Bromley | Triumph TR8 |
| 10. Barry Farr & Dot Forrester | Ferrari 308 |
| 11. Malcolm & Toni Ireland | Jaguar S Type |
| 12. Dominic True Love & Pauline | Mazda MX5 |
| 13. Ian Norman & Lisbeth Allen | Jaguar Mk 2 |
| 14. Terry & Robyn Daly | Mustang Laguna Seca |
| 15. Vic & Jane Clarke | Honda S2000 |
| 16. John Bailey | BMW 750 |
| 17. Ashley & Janine Smith | Mitsubishi Lancer Ralliart |
| 18. Peter & Jelly Van Dyk | Porsche 911 |
| - David + Lorraine Wallace (friends Peter & Jelly) | |

36 Stayed for lunch and a lucky 23 stayed overnight at Kirkton Park.

Most of the group meet at McDonald's at Mount Colah for a departure at 9:30am. A small group from the Kurrajong area made their own way up the Putty Road, leaving the last group from North to make their way across to the Hunter.

There was a rumour that a Lady had arrived an hour earlier to make sure she have a better breakfast then the rest??

On leaving I believe there was also a member with a brand new shiny white car who must have wanted to go the long way, as he was seen to have turned right, back onto the F3 to Sydney, to completely run the distance of the freeway again. The main body of the group drove via the F3, where it was noticed that a green BMW was seen to pass a certain Laguna Seca but it was short lived as the BMW conceded defeat when immediately the Laguna passed and took his preference in place again.

We turned off at Freemans Waterhole, proceeding through to Cessnock and onto Tempus Two in the Hunter Valley. A pleasant drive for all.



EVENT REPORT

WINE WEDNESDAY/2

ROBYN LEGGOTT



We were first to arrive at Tempus Two.....a beautiful sunny morning.....soon the Kurrajong party arrived via the Putty Road and then the rest of the participants. Many visited the Smelly cheese shop buying various products and, of course, coffee. Some sampled the wine or stood in the sun catching up on news and talking cars, of course.

We then all headed off to Harrigans Irish Pub for lunch.....much discussion on whether to sit in the sun or shade, then all settled down to a great lunch, wine and more talk. On our table many had the salt & pepper squid, celery soup, Harrigans meat & Guinness pie – there was a lot on the menu to choose from. After lunch we said goodbye to some who were heading home.

Then onto Tyrrells winery where some sampling was done before most went on a tour with Scott.

“Established in 1858 by English immigrant Edward Tyrrell, Tyrrell’s Wines is one of Australia’s pre-eminent family owned wine companies with vineyards extending from their historic home in the Hunter Valley to the Limestone Coast (SA) and Heathcote (VIC).

Headed up by fourth generation family member Bruce Tyrrell, Tyrrell’s is home to some of Australia’s most awarded wines including the iconic Vat 1 Semillon. Since 1971, Tyrrell’s has been awarded over 5,000 trophies and medals and in 2010 was named “Winery of the Year” in James Halliday’s Australian Wine Companion.

With the fifth generation, Chris, Jane and John, involved in the business, Tyrrell’s will continue to remain family owned with the simple philosophy of producing high quality wine that people love to drink.”

Scott firstly took us to the vines and showed us the earliest vines planted, many looking very old and knobbly but apparently still good grapes harvested. Then he took us into the wine cellar where we saw the huge “fermentation vats” where the grapes were first put to start the process of wine making. He also pointed out one of the original hand operated grape presses which had been in use up until 2011!

We then moved on to where oak casks (mostly sourced from France) were filled with wine. Many questions were asked and Scott was very knowledgeable about it all. We also saw the “family tree” from when the first Tyrrells arrived in Australia to the present day. These were hanging in a room with an “earth” floor from the very early days of the winery and still in use. Then on to the cellar door where there were some purchases and we left the winery to head to Kirkton Park for our accommodation.

This proved to be quite a long and tedious process but eventually all were settled into their respective rooms for some time before we all met up for drinks and nibbles at 6 at the Manor House.



EVENT REPORT

WINE WEDNESDAY/3

ROBYN LEGGOTT



We then went into the dinning area where after much discussion all was sorted out and we enjoyed our meals of choice, some with entrées, mains and some with desserts (forgot to ask how the bread and butter pudding was as we had left by then, Kevin was really interested in that!!)

We all awoke to a very windy, cool but sunny day. It was a late breakfast for most and then some discussion on what to do now. We all made our way to various places or home.....the weather making the choice for some easy.

Thank you Jenny and Jack for organising this event.....food, wine, fellow car enthusiasts and lots of talk. What else could we ask for???

Robyn Leggott (with some input from Kevin)



EVENT REPORT
WINE WEDNESDAY/4
ROBYN LEGGOTT



EVENT REPORT
WINE WEDNESDAY/5
ROBYN LEGGOTT



EVENT REPORT
WINE WEDNESDAY/6
ROBYN LEGGOTT



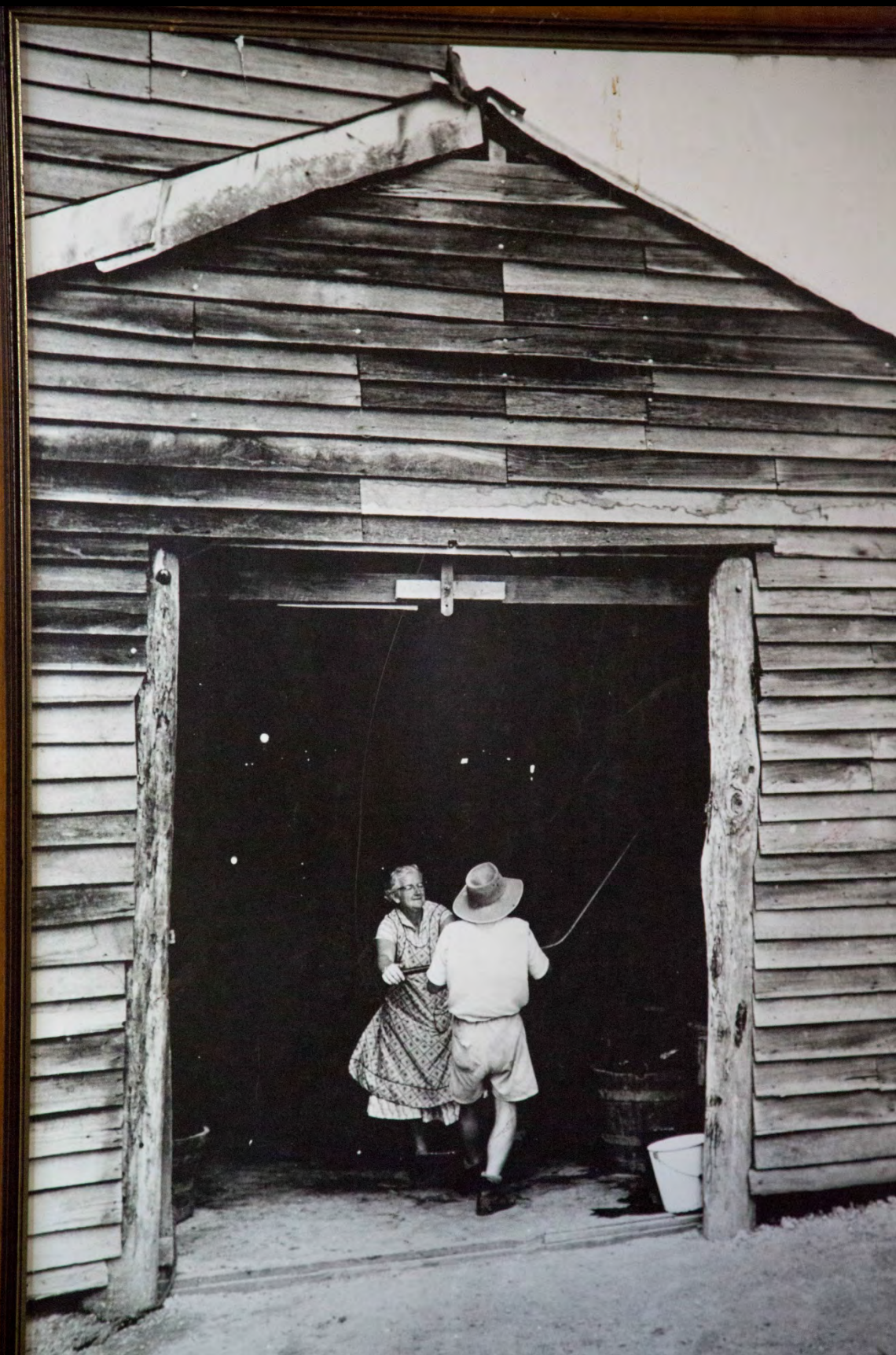
EVENT REPORT
WINE WEDNESDAY/7
ROBYN LEGGOTT



EVENT REPORT
WINE WEDNESDAY/8
ROBYN LEGGOTT



EVENT REPORT
WINE WEDNESDAY/9
ROBYN LEGGOTT



EVENT REPORT ALL BRITISH DAY/1

IAN NORMAN

PICS: VERN KELLY



ALL BRITISH DISPLAY DAY AT KINGS SCHOOL SUNDAY 25TH August 2013

This event is put on each year by the Association Of British Car Clubs and is held at the Kings School in conjunction with their Art Show. As forecast the day was fine and sunny and there were about 1700 British cars on display. President Terry had organised with Trivetts, who are the Australian importers, to bring a McLaren supercar and put on our patch. They also came with a Bentley 2 door coupe. Both cars drew plenty of attention.

We had planned to get to the Kings School at 8.45am but on approach to the entrance Lisbeth commented "it's only 8.30 we are going to be early". We need not have worried as it was a very slow trip once inside the school grounds to get to the display area. We had some difficulty finding our designated area as the map was oriented upside down relative to the entry point. Everyone who came to visit commented at how hard it had been to find us as we were about as far away from the School buildings and art show as you could get.



EVENT REPORT

ALL BRITISH DAY/2

IAN NORMAN



The following members attended our display:

Len Fardell	MG TF 1500
Jack Jones	Mini Cooper S
Vern & Wendy Kelly	Jaguar Sovereign
Rick & Joy Marks	Jaguar E Type Roadster
Keith & Carolyn Reynolds	Jaguar X300 Sport
Adrian Walker	Jaguar MK2 Coombs
Ian Norman & Lisbeth Allen	Jaguar MK 2

In addition quite a few members were displaying their cars with the Jaguar Drivers Club and Terry & Robyn Daly were with the Aston Martins

Ian Norman



EVENT REPORT

ALL BRITISH DAY/3

IAN NORMAN



EVENT REPORT

AMICI RESTAURANT/1

KAY FINNEY



TSCC RESTAURANT NIGHT – SATURDAY 27 JULY 2013

Ciao soci

I, having slightly overindulged on the alcohol side of things, was fool enough to volunteer to write the article for the mid-year Restaurant night organised by the ever obliging Barry Farr and Dott Forrester, so here we go.

This regular event over the last few years has become quite a journey into international cuisine with last year being a Brazilian Feast, the previous year a Greek Indulgence and this year a trip to sunny Italy at Amici Ristorante, Cammeray.

50 members who also included a few friends attended this memorable evening – I will explain why more memorable for a few in a matter of moments. Firstly let me just say that it was an excellent evening with a 4 course meal starting with topless wood-fired pizzas and accompanying condiments followed by an extremely comprehensive and delicious antipasto platter, then alternate drops of a veal or chicken dish all of which were tender and saucy. The finalé was a chocolate/almond cake or the ever popular Tiramisu. My Tiramisu was amongst the best I have ever had. The wine and conversation flowed freely although the conversation proved difficult at times given the acoustics of the upstairs room allocated to us and the guests of course. The service was excellent and the staff very obliging and friendly.

The front verandah became a popular place to escape to for a breath of “fresh” air (I use that term rather loosely and apologise to the smokers that I may offend with this comment) and quieter conversation. Strangely it became similar to inside after a while.

Anyway let us cut to the “memorable” part. The upstairs Rest Room had an intermittent problem with the door lock. Poor Wendy Kelly I believe was the first to experience it but with a bit of perseverance and the help of Malcolm Stephen she finally made her escape. Thereafter followed a series of lock-ins with the most memorable probably being yes, you guessed it, Lisbeth Allen. No matter how many instructions from Wendy to slide the lock or others to manipulate with knives it would not budge. The restaurant host finally saved the day and got it open much to the relief of Lisbeth and the merriment of the rest. On the serious side though I suggest the restaurant invest in a new lock before something truly memorable happens e.g. fire, health issues etc. (The Proprietor apologised to me at the evening’s end, he was very embarrassed as he had only had it ‘fixed’ by contractors the previous week - Barry).

The other memorable event was the joke that Terry Daly told – sorry Terry but that was without a doubt one of the worst you have come up with and that is saying a lot. I don’t know how much you are paying your joke writer but I would find a new one fast. I do however applaud you for trying as it is more than I could do in front of a group. So to finish I will do mine the coward’s way in print here:



EVENT REPORT

AMICI RESTAURANT/2

KAY FINNEY



This is a story of self control and marksmanship by a brave, cool-headed woman with a small pistol against a fierce predator. What is the smallest calibre that you would trust to protect yourself? A "Beretta Jetfire" testimonial.

Here is her story:

While out walking along the edge of a bayou just below Houma, Louisiana with my soon to be ex-husband discussing property settlement and other divorce issues, we were surprised by a huge 12-ft. alligator suddenly emerging from the murky water and charging us with its large jaws wide open.

She must have been protecting her nest because she was extremely aggressive. If I had not had my little Beretta Jetfire .25 calibre pistol with me I would not be here today!

Just one shot to my estranged husband's knee cap was all it took. The gator got him easily and I was able to escape by just walking away at a brisk pace.

It's one of the best pistols in my collection! Plus ... the amount I saved in lawyer's fees was more than worth the purchase price of the gun.

.....

An old, blind cowboy wanders into an all-girl biker bar by mistake.

He finds his way to a bar stool and orders a shot of Jack Daniels.

After sitting there for a while, he yells to the bartender, 'Hey, you wanna hear a blonde joke?'

The bar immediately falls absolutely silent.

In a very deep, husky voice, the woman next to him says, 'Before you tell that joke, Cowboy, I think it is only fair, Given that you are blind, that you should know five things:

- 1. The bartender is a blonde girl with a baseball bat.*
- 2. The bouncer is a blonde girl.*
- 3. I'm a 6-foot tall, 175-pound blonde woman with a black belt in karate.*
- 4. The woman sitting next to me is blonde and a professional weight lifter.*
- 5. The lady to your right is blonde and a professional wrestler.*
- 6. Now, think about it seriously, Cowboy. Do you still wanna tell that blonde joke?'*

The blind cowboy thinks for a second, shakes his head and mutters, 'No, not if I'm gonna have to explain it five times.'

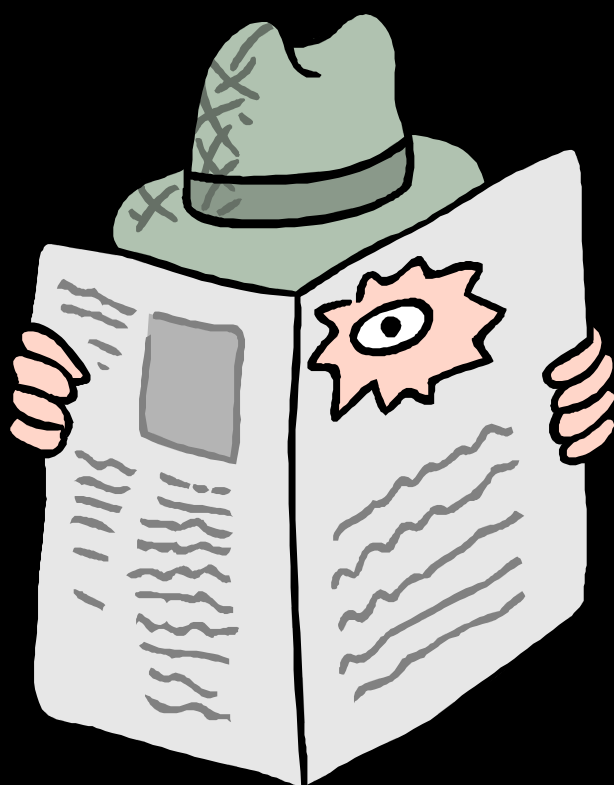
After that I think it best to just thank Barry and Dot on behalf of everyone who attended for organising another successful event and for me to sign off quickly— Rob and I look forward to seeing you at the next occasion.

Arrivederci e tutto il meglio.

Kay Finney



TOP GEAR ARTICLES



TOP GEAR ARTICLE

TONY GAZE 1920-2013/1

JEREMY BRAITHWAITE



John Brammer

Squadron Leader Frederick Anthony Owen [Tony] Gaze, OAM, DFC and 2Bars.

Tony Gaze was 93 when he passed away peacefully on 29th July, 2013 in Geelong, Victoria. He had lived an incredible and very full life and had been successful at everything he turned his hand to.

He was the son of very dashing parents. His father, Irvine, had been on the third Shackleton expedition to the South Pole when WW1 started. He joined the RAF, was shot down twice, and ended up in a POW camp. He married Freda Sadler whose grandfather owned Westhampnett Mill alongside the Duke of Richmond and Gordon's Goodwood estate, and a location for a lot of Tony's later adventures during and after WW2.

Freda used to enjoy a bit of competitive motoring as did Irvine. Returning to Australia Irvine flew a Cirrus Moth with the Essendon Aero Club and they participated in trials. The die was truly set for Tony who was born into a life with aircraft and racing cars being the norm.

Tony met Peter Whitehead before he went to Cambridge. Whitehead brought his ERA to Australia and ran it in the Rob Roy Hill climb and at Mt Panorama; this really sparked Tony's interest in competitive motoring and he joined the Junior Car Club.

In England he made his debut at Brooklands in a Hudson borrowed from a very understanding Uncle, Bob Sadler. The RAF Recruiting Service arrived at Cambridge and he joined up in October 1939. His brother Scott also joined up around this time, but was killed two weeks after joining his Spitfire squadron. His mother Freda had also died just before the start of the war.

It could not have been an easy time to learn to survive as a young Spitfire pilot.

This magnificent print "[Downing the Messerschmitt](#)" can be purchased from Mount Panorama Press. The link has a video of Tony talking about the deed



Pic courtesy of <http://www.tonygaze.com/>

TOP GEAR ARTICLE

TONY GAZE 1920-2013/2

JEREMY BRAITHWAITE



Tony's first operational posting was to 610 Squadron, initially at Biggin Hill, but soon to move to Westhampnett. Douglas Bader took over the Tangmere Wing soon after the move. It became famous with such other flying greats as "Johnny" Johnson, "Cocky" Dundas and Denis Crowley-Milling.

There is a wonderful web site devoted to Tony:

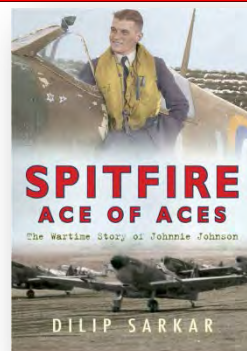
<http://www.tonygaze.com/>

There you will find a list of all his [victories](#) including being the first to shoot down an operational jet, the ME262 in February 1945. This page also has pictures of his three DFC's. He was one of only 47 men in the Second World War to be so honoured. In addition to shooting down a jet he was also the first Australian to fly a jet fighter, the Meteor.

After being shot down over Dieppe by the German ace Gerhard Vogt he managed to escape via Andorra with the assistance of the French resistance. Getting back to Gibraltar he tried to commandeer a Spitfire to fly himself home, but in the end had to wait for more regular transport. He was back on English soil within two months of being shot down.

He returned to operations after D-Day as flight commander of 610 squadron before joining the only allied jet squadron 616 flying Meteors. He did miss his Spitfire though!

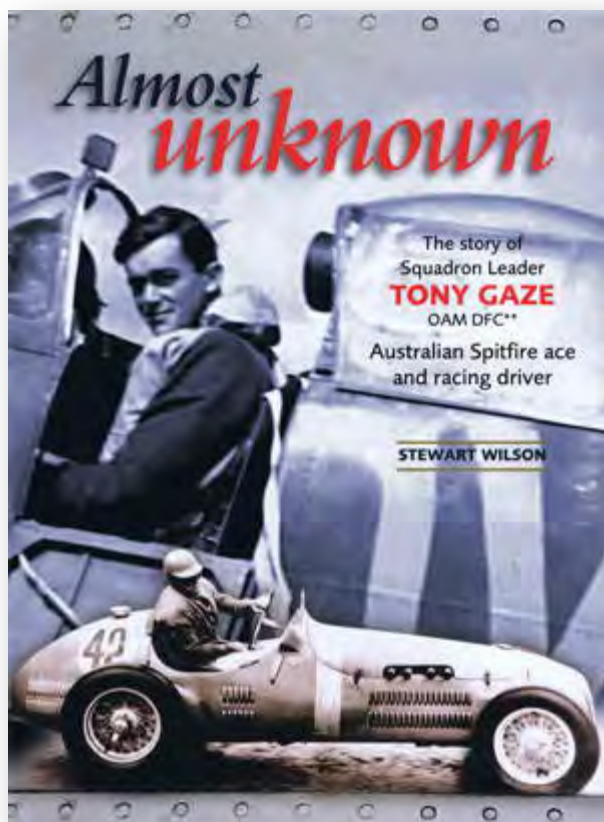
By the end of the war the Germans were absent from the skies, but a new menace had emerged over Berlin. See the lovely tale in the panel on the right by Johnny Johnson.



Johnny Johnson:

"We swept to Berlin at a couple of thousand feet. I was flying with an Australian, Flight Lieutenant Tony Gaze DFC, with whom I had last flown in the Tangmere Wing back in 1941. The German capital was covered by thick cloud, forcing us down to a lower level. Masses of refugees filled the roads to the West, all fleeing the Soviet advance from the East. The city burned in a dozen different places and we were suddenly hit by that same stench that permeated the air above Falaise: death. The Russians were hard at it, their artillery pounding the city to rubble while the armour clambered over the debris. Suddenly Tony's voice crackled in my headphones: 'Fifty-plus at two o'clock, Greycap! Same level. More behind.' 'Are they Huns, Tony?' I asked, as I focussed my eyes on the gaggle. 'Don't look like Huns to me, Greycap. Probably Russians!' 'All right chaps,' I said. 'Stick together. Don't make a move.' They were Yaks, which made a slow turn, which would bring them behind us. There were about 100 of them, then Tony reported even more above. We held formation. It was very tense. Our respective formations circled each other, cautious and suspicious. When opposite the Russian leader I wagged my wings. He paid no regard but straightened out of his turn and flew off to the East. There seemed to be no pattern or discipline to their flying. The leader was simply in front, his rag-taggle pack following on behind. Every few moments a handful broke away, attacked something in the city, re-joined the main formation and flew on. In this fashion these mechanical buzzards worked their way over the dying city. We were not allowed to fly over Berlin again, which was probably just as well, as in bad weather there could have been an awful mix up with the Russians. So we continued patrolling between Celle and the Baltic coast."

Sarkar, Dilip (2012-05-30). Spitfire Ace of Aces: The Wartime Story of Johnnie Johnson (Kindle Locations 5602-5616). Amberley Publishing. Kindle Edition.



*Stewart Wilson's superb book on Tony's life
My copy is signed by both of them*

TOP GEAR ARTICLE

TONY GAZE 1920-2013/3

JEREMY BRAITHWAITE



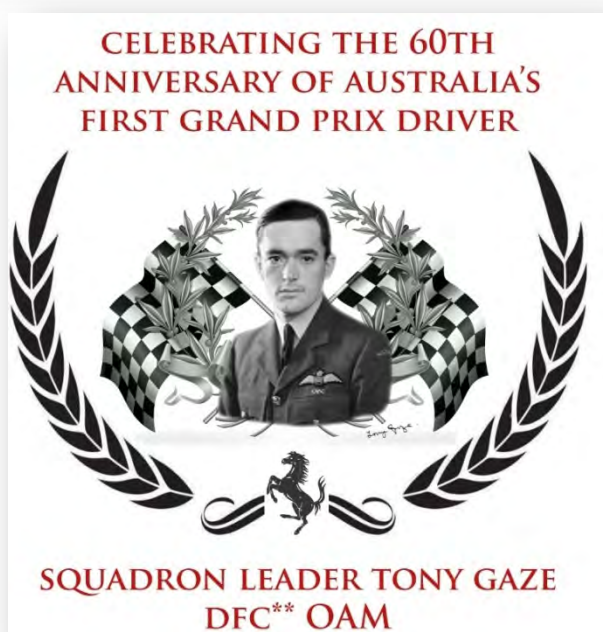
After the war he married Johnny Wakefield's widow, Kay. The couple were married in Melbourne but then spend much of their time travelling between the UK, Australia and NZ.

He famously suggested to Freddie March, who was looking where to establish a motor racing circuit to replace Brooklands, that he already owned one at Westhampnett. Hence Goodwood was born a couple of years later holding its first race in September 1948 with a young Stirling Moss winning the [500cc F3](#) event in a Cooper MkII.

Tony imported HRG's to Australia in 1949 and campaigned them. See the link to the movie on the panel on the right.

But by the 1950's motor racing was starting to reappear as Europe rebuilt itself from the ravages of war. Tony initially ran a F2 Alta in European events and then a HWM-Alta in 1952. He also ran a XK120 and a Maserati 8CM in Formula Libre. He ran the HWM-Alta in the NZ GP in 1954 finishing second in the Lady Wigram Trophy. Later he acquired a Ferrari 500/625 which he brought to Australia and New Zealand for the 54/55 summer events (European winter).

Australia's first international racing team ... The Kangaroo Stable



2012 [Recognition](#) in Melbourne

TOP GEAR ARTICLE

TONY GAZE 1920-2013/4

JEREMY BRAITHWAITE



The entry of a Holden FX in the 1953 Monte Carlo Rally was related in our [April 2013](#) issue of Top Gear.

Three Aston Martin DB3S' were acquired to form the Kangaroo Stable. It was this country's first international motor racing team; sadly the 1955 Le Mans disaster stopped sports car racing in its tracks and the team was disbanded. His best finish was with David McKay at the Hyeres 12 Hours.

In 1960 he had taken up gliding with the Bristol and Gloucestershire Gliding Club and represented Australia (for the first time) in the 1960 World Gliding Championship, held that year in Germany.

Kay died in 1976 and Tony returned to Australia and the following year he married Diana Davison, Lex Davison's widow and grandmother to current VB8 drivers, Alex and Will.

They were both special guests of Lord March at the inaugural "Revival Meeting" at Goodwood in 1998 and returned for the 70th anniversary of the Battle of Britain in 2010.

The story of this trip was told in wonderful detail in John Benson's account which we published [in Top Gear in August 2012](#).

What a man!

My Goodwood pics are [here](#)

The last time I saw Tony was at the Gnoo Blas Classic in 2011. Our friend Jeff Senior had found and was restoring the HRG that Tony imported in 1949; Jeff's father, Eric, had owned and raced the car a few years later. When Jeff found out that Tony was going to be at Gnoo Blas he took the car there and I took some footage of the two being reunited.

Later that evening Will Hagon interviewed Tony as well as Diana and I also have this on video:

<http://jbraithwaite.smugmug.com/Movies/Squadron-Leader-Tony-Gaze>

Tony & Diana were with us all day and there was some quiet time to ask a couple of questions. The first was what Douglas Bader had really been like. Tony's answer was that he was a magnificent leader in the air, but he treated the ground crew very badly to the extent they had cheered when he was shot down.

I also asked him about the strikes in Britain during the war because he had mentioned it in his book and I hadn't previously been aware of it. The book mentions the loss of 3.7 million working days in 1944 alone! Tony recalled that he had been on a train on the way to do a PR talk at a factory when the train was stopped in anticipation of a general strike. This in fact did not eventuate. You can imagine how people risking their lives in the armed forces would have felt if they knew this was going on back home.



TOP GEAR ARTICLE

AMOC 100 YEAR TOUR/1

RICKY JOHNSON



Hello fellow members,

I would like to share with you Les and my recent European tour in Les's little green machine the DBR2 to celebrate 100 years of the Aston Martin Marque. The event was run by Classics on the Road on behalf of the Aston Martin Owners Club. Let me say first up it was an A class effort to organise 65 Astons and 120 odd people comprising accommodation, meals and tours over the 13 odd days and a fantastic time was had by all.

With all our preparations starting well prior to the event the minatory service requirements were carried out like coolant, engine, gear box and diff oil changes and greasing where required. The spanners where run from front to back tightening and checking the under cartage for a successful trip.

We had to work hard to make as much room in the car as possible as we wanted to be self reliant if we were separated from the pack for whatever reason. This is where the first challenge started and well before the starting gun being fired. We knew there was to be the best part of 3 weeks travelling out of suitcase in a new hotel just about every night as well as needing to cater for all weather conditions like heat, cold, rain, hail and snow and not to mention our suits for a black tie gala dinner on the closing night.

So as two blokes do in such a situation we checked the condition of the tyres and decided the need for a spare wheel was a luxury and not a necessity and overboard it went. Les drew up a design to cater for our bags and suits where the spare wheel once lived and I had it made up at work from a piece of aluminium sheet which worked a treat. We knew room was the challenge, so the challenge was set; Les and I were to have one sports bag each and nothing more. We planned to send our suits with the car by sea so we didn't have to carry them on the plane.

So with the car packed into a shipping container at our own depot and trucked to Port Botany to start its journey some 8 weeks before the tour began, all we could do now was check the specially set up web forum or blog to see how others from around the world were going with their preparations. I found the forum quite funny as most of the Aston owners where complaining about the lack of room in their cars for the trip. With this I couldn't help but post a picture of Les's car stating you having nothing to complain about and that we wished we had as much room as they had... From there I think we were known as the "Mad Aussies" in the open DBR2 and the benchmark was set on how little space there was in an Aston.

TOP GEAR ARTICLE

AMOC 100 YEAR TOUR/2

RICKY JOHNSON



The tour was open to all road going Astons worldwide starting the main tour in Strasbourg and finishing in Reims and passing through mountain passes in the Alps, the Italian Lakes and Monza.

There was also a mini tour arranged for those travelling down from Scotland and the UK to make the start at Strasbourg. The idea from AMOC was to arrive at the starting point as a group and seeing we shipped the car to the UK and were keen to make the most of the adventure we signed up for this part of the trip as well.

With the starting point set from Ashford just 16 miles from the Eurotunnel, Les and I arrived a day early just in case we had any problems picking the car up from the logistic warehouse.

We are now super excited to be in the UK with our sport bags where the spare wheel should be, our video or GoPro strapped to the dash and our backside buckled into the car. We were set and started the trip to the Eastwell Manor Hotel in Ashford. After a little taste of what the tour was to give with the scenery and motoring experiences we arrived to the extremely beautiful Hotel where we had a bit of a strange welcoming as we walked into reception in our denim jeans, ski type jackets and windblown watery eyes. Whilst we did receive a nice welcoming we were also told by the concierge as he looked us up and down we were not allowed in that bar / restaurant in runners and denim pointing in the direction of our set boundaries. We found this quite amusing as it was all we had packed for the entire trip based around luggage room we had to which became the standing joke between us each evening as we got ready for meals throughout the trip.

We had the following day to ourselves before the other cars made it to the Eastwell Manor. It was my day behind the wheel and we took a full day tour around Kent travelling towards and along the coast before hitting the country roads and a lovely prawn sandwich for lunch in a place called Sandwich. It was on this day trip we passed a shop that made advertising decals and more to our interest racing numbers and couldn't resist wrapping the car in racing number 100 to celebrate the achievement of Aston Martin.

TOP GEAR ARTICLE

AMOC 100 YEAR TOUR/3

RICKY JOHNSON



The first itinerary was as follows,

Meet in Ashford

Day 1 Ashford - Folkestone / Calais - Maastricht

Day 2 Maastricht – Nurburging – Schloss Berg

Day 3 Schloss Berg - Trier - Strasbourg

Day one in wet weather we made it to the rail for the crossing into France. In France the sun was out and the wet weather gear was packed away “temporarily” for the run to Bruges for lunch and a display of the cars in the t’Zand Square then off to Maastricht which should be about a three hour drive that took Les and I somewhat longer thanks to the roadbook that gave us clear directions through Brussels. We ended up in the city centre by mistake and for neither love nor money could we get out as we would get on one of the ring roads / tunnels used to get in or out of the city and then get off them too quick which ended up putting us back in the city. At this point we were starting to get a bit short with each other and I was saying Dad get on the bloody ring road and don’t get off, I don’t care where we end up as long as it is out of this city traffic!! Before we attempted one last exit, we pulled over in the city street to ask for help and saw a young couple heading towards us. We were ready with our finger on the map pointing to where we wanted to go and we politely said hello as clear as we could to give us the best chance of talking with someone with good English. The couple replied “we can’t help you “MATE” we are from Australia”!!! Luckily that brought us back to a more light-hearted mood again and we did finally get out of Brussels.

It is probably at this point I need to tell you we ran into serious problems on day two knocking the car out of the mini tour and failing to start the main event.

Unfortunately though this is where the car started showing signs of a problem. We thought we had picked up a stone in the rear calliper as there was brake grinding noises now evident. The rain has set in with signs of sleet piercing into our faces and the old boy is now starting to go blue with the cold. On arrival to the hotel we are greeted by the rest of the field and the hotel manager and as Dad snaps his fingers from the steering wheel the manager informs us it was the coldest day on that particular day in 120 years. A hot shower and a stiff drink were on the cards and well deserved.

We had good intentions of jacking up the car that night though as it was not time sensitive really we chose to stay at the bar after our showers.

TOP GEAR ARTICLE

AMOC 100 YEAR TOUR/4

RICKY JOHNSON



Early the following morning I snuck out to the hotel reception to see if they could direct me to a workshop in the area to run a quick repair and be back before the field left but it was not to be. After being quite persuasive to get access to the mechanics hoist and a tool kit, I had found what seemed to be a collapsed wheel bearing and proceeded to strip the brakes and hub etc. The owner of the workshop turned up as I had just completed the strip and said I had no chance of getting any wheel bearings here today. Les called me on the phone just at that time and he was dropped to the work shop by one of the AMOC organisers soon after by the name of Michael, who after this day will remain as Saint Michael to us.

We chose to put the car back together as it was, which was pretty bad let me say, and to not have a wheel bearing at all gave the rear wheel excessive play.

Dad jumped in with Saint Michael in his New Range Rover and with me in the DBR2 following behind for about 300 odd kilometres, somehow managing to sit on about 50 MPH in a straight line on the highway, headed to the Aston Martin test factory at Nurburging Germany.

With the assistance of the workshop technicians and local machine shops we found that the wheel bearing was actually ok and that it had spun on the hub causing unrepairable damage. With the timeframe we had and the miles left in the trip, very sadly we decided that we would continue on without the car and start our hitchhiking adventures around Europe.

Saint Michael offered to take us for the rest of the trip which we were ever so appreciative of. That night the news had spread of our misfortune with the car failing to proceed and we had offers coming from left right and centre as there were a few men travelling alone and happy to pick up some Aussie Fellas down on their luck.

I managed to get a ride with a Melbourne born man who married a Yorkshire lady and set up home in York and Les meet another Aussie from Sydney who is a new AMOC member. The drives were both DB9 Convertibles and both men were extremely kind to us and easy to get along with and we shared a fantastic time together.

TOP GEAR ARTICLE

AMOC 100 YEAR TOUR/5

RICKY JOHNSON



The father son experience was still very much shared between us, despite splitting up into different cars and the relationships created from this were just a special. It was however disappointing the car breaking down to start with. The itinerary for the main rally was as per below, and again many good times were shared with Steve and Dan who picked us up together with all 120 people that participated in the event and as you can see by some of the photos, a memorable time was had.

Strasbourg – Mulhouse – Lucerne
Lucerne – Moltrasio (Lake Como)
Moltrasio – Zagato – Monza – Moltrasio
Moltrasio – Mille Miglia Museum – Lake Garda
Lake Garda Boat Trip and Sirmione Guided Visit
Lake Garda – Davos (Stelvio Pass option)
Davos - Obernai
Obernai - Reims

Thanks for the invite Dad, it is one of many motoring events I have shared with you and I will cherish this one for life.

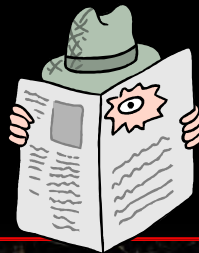
Rick

Rick has uploaded all his photos from the trip to the club's SmugMug site. Check them out:
<http://tscc.smugmug.com/OtherEvents/AM-Centenary>

TOP GEAR ARTICLE

50 YEARS AND STILL GOING/1

LIONEL WALKER



Having been introduced to Jaguars by helping to rebuild my brother's XK120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking. Later in the month two XK140 roadsters came up for sale in the Herald. I purchased the better conditioned of the two, it being fitted with disc wheels and an aluminium hardtop and had AXK140 number plates. The other one, a blue special equipment model, was sold the next week and I have not seen it since.

At the time I did not know that the car was first registered in 1955, being one of only four roadsters bought into Australia by Bryson Industries and one of only 73 right hand roadsters ever built by Jaguar. There are now EIGHT right hand drive roadsters in Australia and a few left hand drive cars have been imported from America.

The AXK140 number plates were original issue plates in 1955 and are still on the car.

Unfortunately over the next couple of years the cream duco started to crack up, so in December 1965 I decided to repaint the car.

This involved removing all items that would readily be removed. While stripping the paint back to metal I found that it had just been sprayed over the original Old English white paint with no preparation and that the car had never been damaged.

This was my first attempt at painting a car so I learnt by my mistakes as I went along. It took me about four months to complete. In December 1966 a 3.8 litre MK10 motor became available and after a few checks on installation I bought it. To install the motor it was necessary to cut the inner guards so as to clear the front carburettor and the XK150S air cleaner I was going to use. This involved re-locating the brake fluid reservoir to the opposite side. To enable the front carburettor to clear the bonnet the motor was lowered in the engine mountings.

As the original mechanical clutch was now out of alignment and because I fitted a special competition spring clutch with a sintered steel solid centre plate to the new motor, I decided to convert to a hydraulic operation. I found that the later Girling clutch out of a MKV11 could be fitted with minimum trouble. Various problems with the clutch pedal and accelerator linkage were overcome.

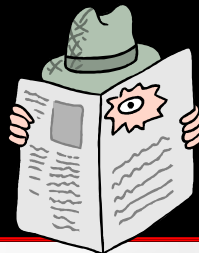
I lowered the suspension in the car and had 7" wide rims fitted to the wheels using Pirelli centurato tyres.

As with all XK owners I had always wanted wire wheels, then in May 1967 I discovered a badly damaged XK150 coupe fitted with wire wheels, disc brakes, overdrive and a limit slip differential. Everything I had dreamed of. I swapped all this over to the XK140. A year later in 1968 I bought a set of new 15" chrome wire wheels from England and fitted these to the car. These also considerably improved the road-holding and steering of the car.

TOP GEAR ARTICLE

50 YEARS AND STILL GOING/2

LIONEL WALKER



All these modifications improved the on road performance to a quite staggering degree and it now had an even better on track performance because of the lower overdrive diff ratio. It was now as fast as an E type on the track as the handling was almost perfect with the ability to be able to steer on the throttle.

The car was always in good condition, so in 1972 I spent a couple of weeks detailing the car and entered the XK class in the National Jaguar concourse. I won in 1972 and went on to win the XK class again in 1973 and 1974. I also won the XK class in the NSW Jaguar Concourse in 1973 and 1974

During this time I competed regularly in lap dashes at Amaroo and Oran Park, motorkhanas, hillclimbs at Silverdale, Bathurst, Lithgow and Amaroo, the Flying 1/5 at Bathurst and even Castlereagh drag strip and continued this right through to 1987.

In 1983 I won my class for the year in the CSCA competition having won each round of the supersprints at Amaroo and Oran Park, lap dash at the Amaroo dirt circuit, hill climbs at Silverdale, Bathurst and Amaroo.

In 1984, I won my class (Group D 3001-4000) at the Fairbairne hillclimb near Queanbeyan and that record still stands for the old track for Marque Sports Cars.

After 21 years of completion and road use the engine finally expired with a broken piston in 1987.

I rebuilt the engine and parked the car with the idea of a complete restoration, but this changed when I began rebuilding my Aston Martin DB6 and my XJ6 family car.

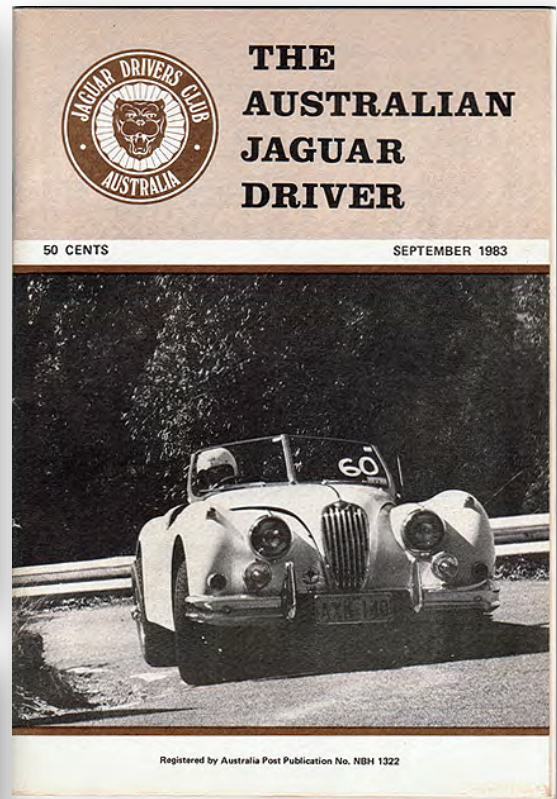
The XK140 project restarted in 2008 when I began the restoration with the help of Tony Pallis at All Classic Car Restorations.

TOP GEAR ARTICLE 50 YEARS AND STILL GOING/3 LIONEL WALKER



Lionel's story was on the front cover of Issue No.1 of Top Gear.
You can read the entire issue here:

http://www.thoroughbredsportscarclub.asn.au/downloads/1981/top_gear_no1_september_1981.pdf



After stripping all items off the car, we removed the body from the chassis and started the complete restoration which included two pack painting of all chassis and body items which we completed in 2011.

Over the years I had accumulated various new items which we used. All were good except for the new old flexible oil line which blew out driving the car home for the first time and covering the engine bay in oil.

In April 2011 we drove the car down to Canberra for the National Concourse and rally. Forgetting about the level of preparation required, I spent two hours cleaning the road grime off the car in the motel car park and entered the car in the d'Etat division of the concourse. We received a gold award against 15 other cars only to be just beaten by an E Type for outright.

We then went on the 1600km post rally tour through the Snowy Mountains finishing up at Cootamundra, with a clutch that would only allow us to clutch start off in first gear and use only top gear. Memories of Steve & Geoff from Canberra pushing us along the queue at the National park entrance.

Having learnt our lesson at the Nationals I then spent two weeks using a few pointers picked up from Tony Pallis and Ric Learmouth preparing the car for the NSW Concourse.

We won the 2011 NSW Concourse d'Etat division outright.

This was an unique event as it is the first Jaguar ever to have won a concourse 36 years apart (1974-2011).

I rebuilt the car primarily to use it on the road in club runs and touring. We have already travelled over 7000km including a trip to Adelaide to compete in the Bay to Birdwood rally a month after the concourse.

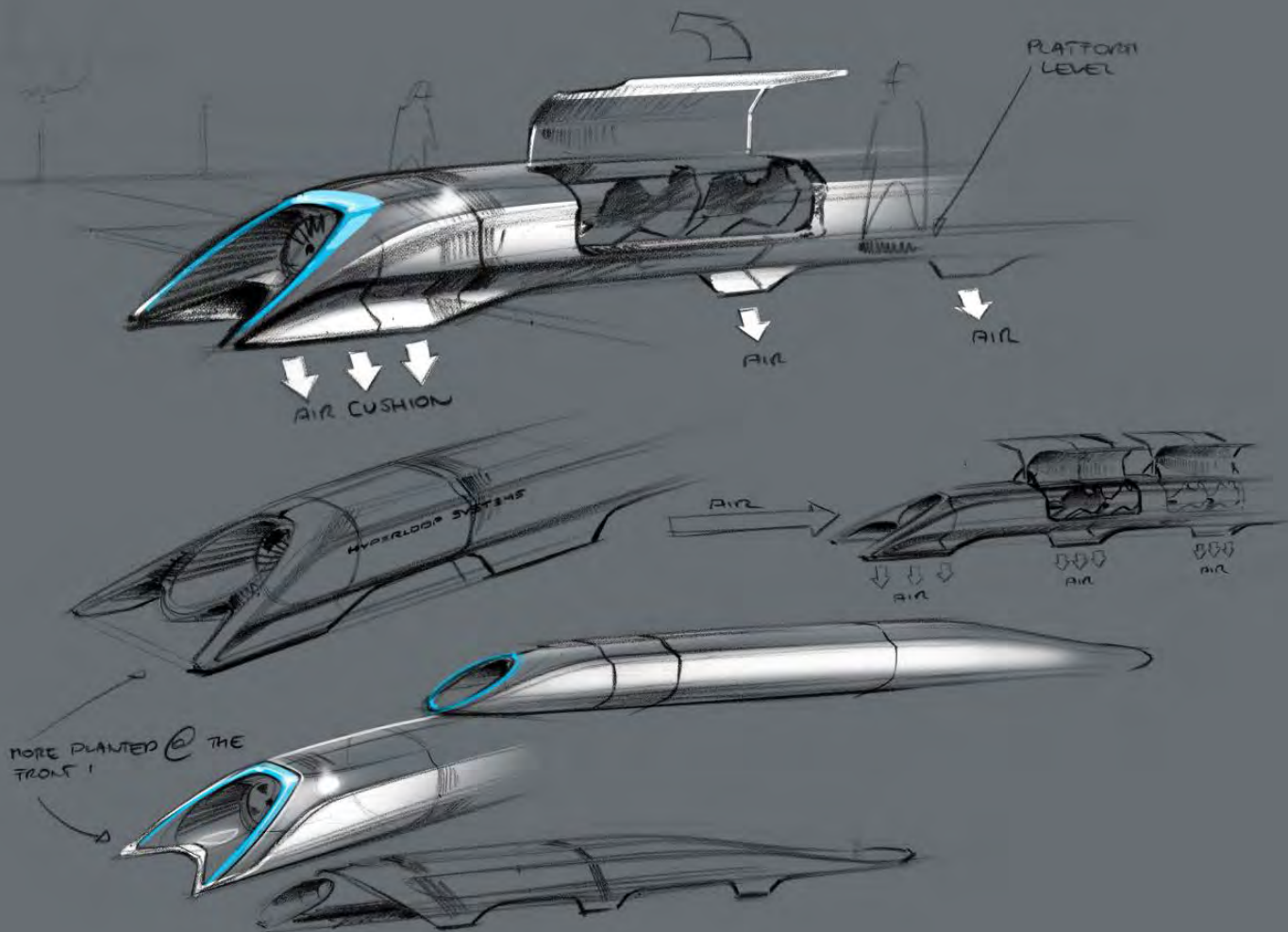
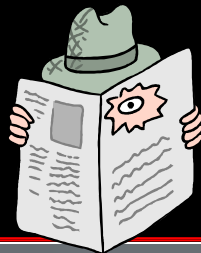
It is a pleasure to drive.

Lionel Walker

TOP GEAR ARTICLE

HYPERLOOP/1

JEREMY BRAITHWAITE



One of the things that you can be pretty certain of, is that when somebody introduces something really revolutionary, there will immediately be a large number of people front up and explain why it won't work!

Vested interests at work? Maybe! I was sufficiently excited by Elon Musk's concept of the Hyperloop that I downloaded and read the entire 57 page document. You can download it [here](#). The Introduction is reasonably straightforward to understand and I have reproduced it in its entirety on this and the following three pages.

Intro

The first several pages will attempt to describe the design in everyday language, keeping numbers to a minimum and avoiding formulas and jargon. I apologize in advance for my loose use of language and imperfect analogies. The second section is for those with a technical background. There are no doubt errors of various kinds and superior optimizations for elements of the system. Feedback would be most welcome – please send to hyperloop@spacex.com or hyperloop@teslamotors.com. I would like to thank my excellent compadres at both companies for their help in putting this together.

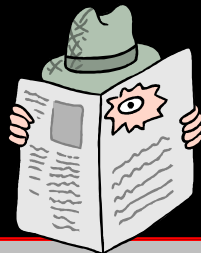
Background

When the California "high speed" rail was approved, I was quite disappointed, as I know many others were too. How could it be that the home of Silicon Valley and JPL – doing incredible things like indexing all the world's knowledge and putting rovers on Mars – would build a bullet train that is both one of the most expensive per mile and one of the slowest in the world? Note, I am hedging my statement slightly by saying "one of". The head of the California high speed rail project called me to complain that it wasn't the very slowest bullet train nor the very most expensive per mile.

TOP GEAR ARTICLE

HYPERLOOP/2

JEREMY BRAITHWAITE

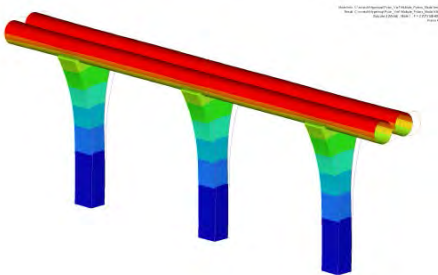


Musk has leaned on a lot of expertise from within the two organisations he runs:

- [Tesla](#)
- [SpaceX](#)

He has a fabulous track record of building successful businesses based on new technologies, and as such deserves to be taken seriously.

He has released Hyperloop as an open sourced project, which means he is not looking to profit from his intellectual property, and is looking for the concept to be developed on an open or shared basis.



The underlying motive for a statewide mass transit system is a good one. It would be great to have an alternative to flying or driving, but obviously only if it is actually *better than flying or driving*. The train in question would be both slower, more expensive to operate (if unsubsidized) and less safe by two orders of magnitude than flying, so why would anyone use it?

If we are to make a massive investment in a new transportation system, then the return should by rights be equally massive. Compared to the alternatives, it should ideally be:

- Safer
- Faster
- Lower cost
- More convenient
- Immune to weather
- Sustainably self-powering
- Resistant to Earthquakes
- Not disruptive to those along the route

Is there truly a new mode of transport – a fifth mode after planes, trains, cars and boats – that meets those criteria and is practical to implement? Many ideas for a system with most of those properties have been proposed and should be acknowledged, reaching as far back as Robert Goddard's to proposals in recent decades by the Rand Corporation and ET3.

Unfortunately, none of these have panned out. As things stand today, there is not even a short distance demonstration system operating in test pilot mode anywhere in the world, let alone something that is robust enough for public transit. They all possess, it would seem, one or more fatal flaws that prevent them from coming to fruition.

Constraining the Problem

The Hyperloop (or something similar) is, in my opinion, the right solution for the specific case of high traffic city pairs that are less than about 1500 km or 900 miles apart. Around that inflection point, I suspect that supersonic air travel ends up being faster and cheaper. With a high enough altitude and the right geometry, the sonic boom noise on the ground would be no louder than current airliners, so that isn't a showstopper. Also, a quiet supersonic plane immediately solves *every long distance city pair without the need for a vast new worldwide infrastructure*.

However, for a sub several hundred mile journey, having a supersonic plane is rather pointless, as you would spend almost all your time slowly ascending and descending and very little time at cruise speed. In order to go fast, you need to be at high altitude where the air density drops exponentially, as air at sea level becomes as thick as molasses (not literally, but you get the picture) as you approach sonic velocity.

So What is Hyperloop Anyway?

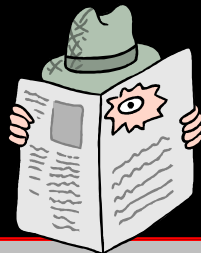
Short of figuring out real teleportation, which would of course be awesome (someone please do this), the only option for super fast travel is to build a tube over or under the ground that contains a special environment. This is where things get tricky.

At one extreme of the potential solutions is some enlarged version of the old pneumatic tubes used to send mail and packages within and between buildings. You could, in principle, use very powerful fans to push air at high speed through a tube and propel people-sized pods all the way from LA to San Francisco. However, the friction of a 350 mile long column of air moving at anywhere near sonic velocity against the inside of the tube is so stupendously high that this is impossible for all practical purposes.

TOP GEAR ARTICLE

HYPERLOOP/3

JEREMY BRAITHWAITE



The first Tesla was built on a Lotus Elise platform; it sold very strongly and created a foundation for the new business.



Carbon dash looks pretty trick



The Tesla S looks really good and does 4.2 secs 0-60 mph ... All with zero emissions.



Deliveries of the Tesla X start in 2014

Another extreme is the approach, advocated by Rand and ET3, of drawing a hard or near hard vacuum in the tube and then using an electromagnetic suspension. The problem with this approach is that it is incredibly hard to maintain a near vacuum in a room, let alone 700 miles (round trip) of large tube with dozens of station gateways and thousands of pods entering and exiting every day. All it takes is one leaky seal or a small crack somewhere in the hundreds of miles of tube and the whole system stops working. However, a low pressure (vs. almost no pressure) system set to a level where standard commercial pumps could easily overcome an air leak and the transport pods could handle variable air density would be inherently robust. Unfortunately, this means that there is a non-trivial amount of air in the tube and leads us straight into another problem.

Overcoming the Kantrowitz Limit

Whenever you have a capsule or pod (I am using the words interchangeably) moving at high speed through a tube containing air, there is a minimum tube to pod area ratio below which you will choke the flow. What this means is that if the walls of the tube and the capsule are too close together, the capsule will behave like a syringe and eventually be forced to push the entire column of air in the system. Not good.

Nature's top speed law for a given tube to pod area ratio is known as the Kantrowitz limit. This is highly problematic, as it forces you to either go slowly or have a super huge diameter tube. Interestingly, there are usually two solutions to the Kantrowitz limit – one where you go slowly and one where you go really, really fast.

The latter solution sounds mighty appealing at first, until you realize that going several thousand miles per hour means that you can't tolerate even wide turns without painful g loads. For a journey from San Francisco to LA, you will also experience a rather intense speed up and slow down. And, when you get right down to it, going through transonic buffet in a tube is just fundamentally a dodgy prospect.

Both for trip comfort and safety, it would be best to travel at high subsonic speeds for a 350 mile journey. For much longer journeys, such as LA to NY, it would be worth exploring super high speeds and this is probably technically feasible, but, as mentioned above, I believe the economics would probably favor a supersonic plane.

The approach that I believe would overcome the Kantrowitz limit is to mount an electric compressor fan on the nose of the pod that actively transfers high pressure air from the front to the rear of the vessel. This is like having a pump in the head of the syringe actively relieving pressure.

It would also simultaneously solve another problem, which is how to create a low friction suspension system when traveling at over 700 mph. Wheels don't work very well at that sort of speed, but a cushion of air does. Air bearings, which use the same basic principle as an air hockey table, have been demonstrated to work at speeds of Mach 1.1 with very low friction. In this case, however, it is the pod that is producing the air cushion, rather than the tube, as it is important to make the tube as low cost and simple as possible. That then begs the next question of whether a battery can store enough energy to power a fan for the length of the journey with room to spare. Based on our calculations, this is no problem, so long as the energy used to accelerate the pod is not drawn from the battery pack.

TOP GEAR ARTICLE

HYPERLOOP/4

JEREMY BRAITHWAITE



Musk's involvement in [SpaceX](#) is equally impressive. They are the first private company to deliver payload to the Space Station; they design, manufacture and launch advanced rockets and spacecraft. They seem to be delivering where the governments are not, and have contracts in place with NASA for future programs. More on their website ... Click on the link above



This is where the external linear electric motor comes in, which is simply a round induction motor (like the one in the Tesla Model S) rolled flat. This would accelerate the pod to high subsonic velocity and provide a periodic reboost roughly every 70 miles. The linear electric motor is needed for as little as ~1% of the tube length, so is not particularly costly.

Making the Economics Work

The pods and linear motors are relatively minor expenses compared to the tube itself – several hundred million dollars at most, compared with several billion dollars for the tube. Even several billion is a low number when compared with several tens of billion proposed for the track of the California rail project.

The key advantages of a tube vs. a railway track are that it can be built above the ground on pylons and it can be built in prefabricated sections that are dropped in place and joined with an orbital seam welder. By building it on pylons, you can almost entirely avoid the need to buy land by following alongside the mostly very straight California Interstate 5 highway, with only minor deviations when the highway makes a sharp turn.

Even when the Hyperloop path deviates from the highway, it will cause minimal disruption to farmland roughly comparable to a tree or telephone pole, which farmers deal with all the time. A ground based high speed rail system by comparison needs up to a 100 ft wide swath of dedicated land to build up foundations for both directions, forcing people to travel for several miles just to get to the other side of their property. It is also noisy, with nothing to contain the sound, and needs unsightly protective fencing to prevent animals, people or vehicles from getting on to the track. Risk of derailment is also not to be taken lightly, as demonstrated by several recent fatal train accidents.

Earthquakes and Expansion Joints

A ground based high speed rail system is susceptible to Earthquakes and needs frequent expansion joints to deal with thermal expansion/contraction and subtle, large scale land movement.

By building a system on pylons, where the tube is not rigidly fixed at any point, you can dramatically mitigate Earthquake risk and avoid the need for expansion joints. Tucked away inside each pylon, you could place two adjustable lateral (XY) dampers and one vertical (Z) damper.

These would absorb the small length changes between pylons due to thermal changes, as well as long form subtle height changes. As land slowly settles to a new position over time, the damper neutral position can be adjusted accordingly. A telescoping tube, similar to the boxy ones used to access airplanes at airports would be needed at the end stations to address the cumulative length change of the tube.

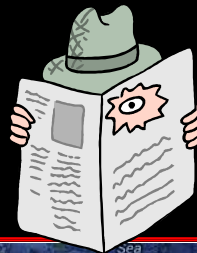
Can it Really be Self-Powering?

For the full explanation, please see the technical section, but the short answer is that by placing solar panels on top of the tube, the Hyperloop can generate far in excess of the energy needed to operate. This takes into account storing enough energy in battery packs to operate at night and for periods of extended cloudy weather. The energy could also be stored in the form of compressed air that then runs an electric fan in reverse to generate energy, as demonstrated by LightSail.

TOP GEAR ARTICLE

HYPERLOOP/5

JEREMY BRAITHWAITE



So how would this all work in Australia?

Well, if you extrapolate Elon Musk's figures and apply them to this country, you are looking at less than half an hour Sydney to Melbourne. Sydney to Adelaide via Melbourne is 1.5 hours and add another two and a quarter hours to Perth.

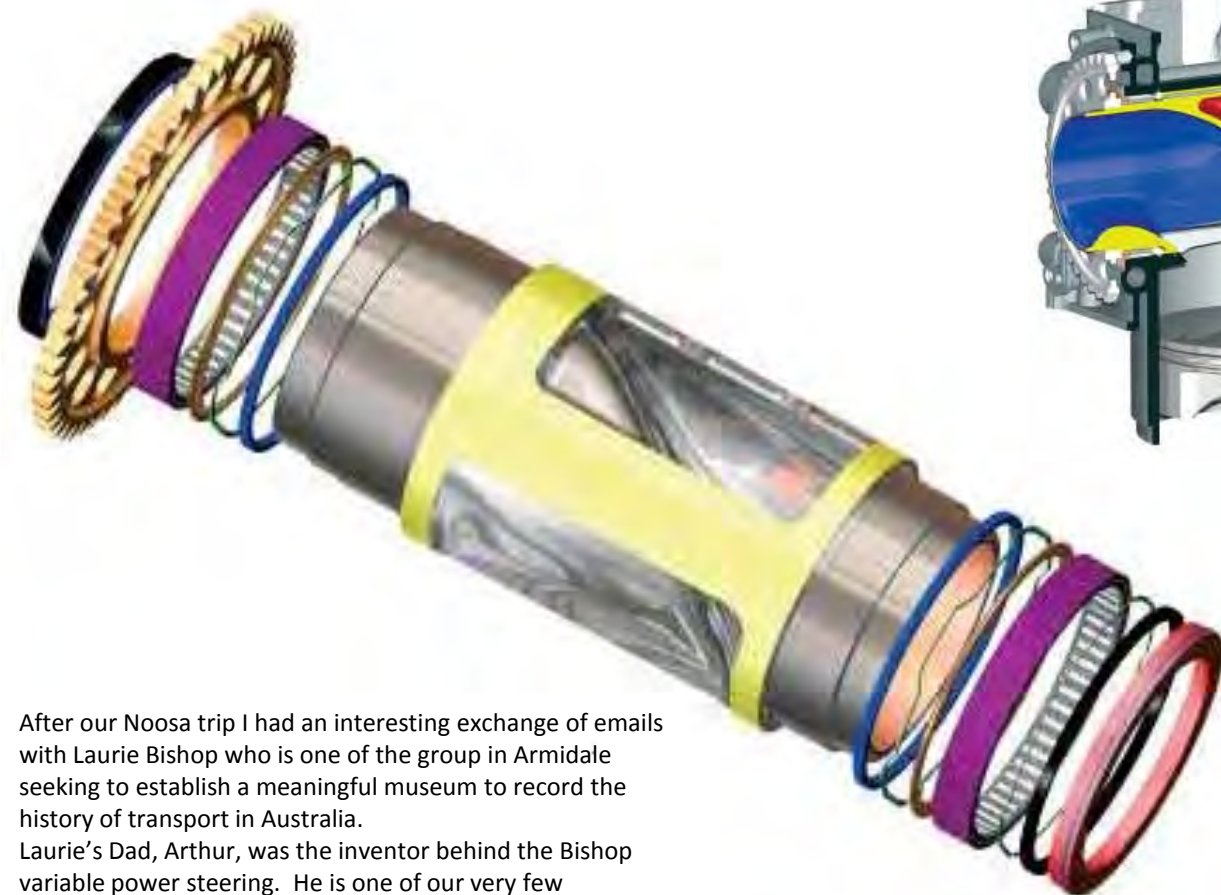
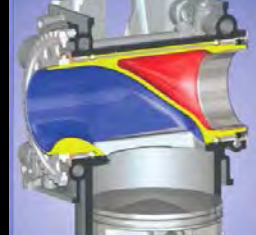
The figures that I have used are all based on the larger tubes and will support vehicles up to the size of a SUV. One would assume that purpose built containers could be designed for freight transport and everything would travel at the same 1200 kph.

It would be harder to justify the costs of putting Hyperloop into Darwin and Perth, but there would be an enormous strategic benefit. If you try to do business in Perth and get back to Sydney for the weekend, it usually means catching the red-eye because of the Sydney curfew. Not with Hyperloop.

And you'd take 30,000 trucks off the Hume every night and save a huge number of lives; you also save the monster cost of building Badgery's Creek. You'd spawn a new industry, and with our distances I suspect we would get much better economies of scale than the Americans, whose figures I have used.

FROM	TO	DISTANCE	COST \$m	FARE	TIME - MINS	CAR TIME - MINS
Sydney	Canberra	287	\$ 3,444	\$ 7	14	178
Canberra	Melbourne	662	\$ 7,944	\$ 17	33	398
Melbourne	Adelaide	727	\$ 8,724	\$ 18	36	471
Adelaide	Alice Springs	1532	\$ 18,384	\$ 38	77	976
Adelaide	Perth	2694	\$ 32,328	\$ 67	135	1680
Alice Springs	Darwin	1497	\$ 17,964	\$ 37	75	1093
Sydney	Brisbane	924	\$ 11,088	\$ 23	46	606
Brisbane	Three Ways	2461	\$ 29,532	\$ 62	123	1680
		10784	\$ 129,408			

TOP GEAR ARTICLE ROTARY VALVED ENGINES/1 JEREMY BRAITHWAITE



After our Noosa trip I had an interesting exchange of emails with Laurie Bishop who is one of the group in Armidale seeking to establish a meaningful museum to record the history of transport in Australia. Laurie's Dad, Arthur, was the inventor behind the Bishop variable power steering. He is one of our very few international success stories in the automotive world. I had dimly remembered an article in that wonderful magazine Racecar Engineering about the Bishop rotary valve for F1 and asked Laurie about it.

This is part of our email exchange:

Good morning Jeremy.

... Yes, the Rotary Valve was one of our R&D projects. While Arthur was the instigator of the project, we had many very capable engineers like Tony Wallis working with us. I was Director of Marketing and Licensing at the time and Tony and I visited all the F1 teams of the time. It was great fun and we subsequently entered into an agreement with Paul Morgan and Marion Illien of Ilmor.

After Paul Morgan was killed in a plane crash, Mercedes Benz bought into Ilmor and this lead into MB taking a 30% stake in our parent company Bishop Technology Group. Our primary focus at the time was licensing designs for auto steering systems and designing and building machines for the manufacture of steering components, the most well known being Variable Ratio steering.

With the threat of one company getting a technical advantage in the highly competitive F1, the project was killed through politics. It was interesting times.

It was a great shame, and completely wasted years of work. Bishop had started working with Ilmor Engineering with initial development work being carried out on a 300cc single cylinder engine with the bottom ends supplied by Ilmor and the cylinder heads developed by Bishop. By 2000 back to back testing on a poppet valve version of this engine was showing a 10% power advantage to the rotary valve.

By 2002 the first V10 F1 engines had been built and tested with the lessons learnt applied to a new design in 2003. A change late in 2004 to the regulations stopped the project. Maybe if Bishop had licensed Ferrari first this would not have happened!

It appears that Bishop had solved the major issues with gas sealing that had plagued earlier attempts to move past the poppet valve.

See the pics above and on the next page for an overview on how the rotary valve worked. On this page is an expanded drawing of the valve and in the top right corner a drawing showing how the valve worked with the cylinder.

On the following page is a drawing showing the arrangement for a V10 engine, and a comparison of the Bishop head with the much larger poppet valve head. Weight savings of 16kg were achieved and as this weight was saved at the top of the engine a lower CofG would have been achieved in the car.

TOP GEAR ARTICLE ROTARY VALVED ENGINES/1

JEREMY BRAITHWAITE

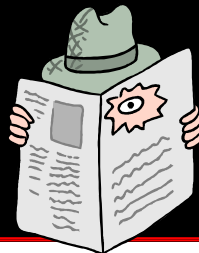


*Pics from an article by Tony Wallis in Auto Technology magazine.
The complete extract is available [here](#).*

TOP GEAR ARTICLE

THE SWALLOW STORY/1

BY ITS DESIGNER – FRANK RAINBOW



THE SWALLOW DORETTI STORY

Frank Rainbow - Designer

The Doretti Story begins in California, USA in the summer of 1952 when the late Eric Sanders, Managing Director of Helliwells Limited and the Swallow Coach-building Company of Walsall Airport, England, met Arthur A. Andersen of the Rome Cable Corporation, Torrance, California, USA.

The common interest at that time was the manufacture of welded steel tubing which Eric Sanders was making at Treforart, South Wales, and Arthur Andersen was manufacturing on a much larger scale in Torrance, California, on American electric-fusion mills.

I had already joined Eric Sanders and was working on a project, subsequently abandoned, to install machinery and manufacture special car bodies in Aberdare, South Wales. However, the discussions in California inevitably turned to this new project and triggered off a long felt desire in Arthur Andersen to have a sports car produced specifically for selling in the USA.

He would then dispose of the Rome Cable Corporation and put up the capital for a specially tailored facility at Gardena for the importation, preparation and servicing, etc. of Sports Cars.

At this time Eric Sanders was under the overall direction of Tube Investments (Chairman Sir Ivan Stedeford) and he therefore needed to seek approval and support for the proposed new enterprise. Commercially, however, it had the great advantage that 50 ton chrome molybdenum steel tubing and sheet aluminium, both manufactured by T.I. could be used in the construction.

Approval for the project was given and Arthur Andersen came to England towards the end of 1952 with two main objectives in mind:

- (a) to have detailed discussions on the specification of the new sports car, and
- (b) to meet Standard Triumph chief, Sir John Black, a close friend of Eric Sanders, for discussions on the importation of Triumph TR2 sports cars into California and the West Coast of the USA.

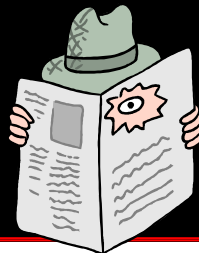
I was involved personally with Arthur Andersen in drawing up a specification for the new sports car which had to include the TR2 engine, transmission and running gear because of availability, the special relationship with Sir John Black, and the advantage in having common servicing and spares inventories in the USA for both cars.

Following these meetings, I received a memo from Eric Sanders to the effect that I had a completely 'free hand' in the project although because of being set on almost impossible design and manufacturing target (9 months) there was, in fact, very little alternative. The only 'free hand' was that everyone kept out of the way while the struggle was going on!

TOP GEAR ARTICLE

THE SWALLOW STORY/2

BY ITS DESIGNER – FRANK RAINBOW



The design commenced in January 1953 and the car was completed and road tested in less than 9 months and in California in September 1953.

The total staff involved in the job were two senior draughtsmen and one junior draughtsman and myself and secretary.

As it happened, I was on the Queen Mary, complete with crated car, in September 1953 en route to New York and then by air to California.

It all seemed very easy but, in fact, only one draughtsman had ever worked in a car factory (Rover) before although to their credit they all accepted the challenge, worked long hours and became excellent car body layout draughtsmen in a remarkably short time.

I had kept Arthur Andersen informed each month with a progress report and photographs so that he could make comments or ask for any changes required, but none were ever requested.

However, when the car arrived in California the general reception was very favourable but with reservations concerning certain styling details.

I therefore requested Eric Sanders to allow comparatively minor changes to be made on production cars but he was quite adamant and refused absolutely to entertain it. So, the 'free hand' was evidently withdrawn. This attitude was difficult to understand since customer satisfaction was important, no tooling was involved at that stage and it would certainly have not delayed the production programme.

The name DORETTI including the design badges was by Arthur Andersen. He had a daughter named Dorothy and this provided the inspiration for an Italian sounding name which apparently has an appeal in the USA. He discussed this with me and I agreed immediately. There is no other significance implied in the name DORETTI.

It was important at the early stages of the car to find a suitable company to make the prototype bodies and I was fortunate in being introduced to Panelcraft Ltd of Woodgate, Birmingham.

This company was run by two very competent ex-Austin Company sheet metal specialists, Norman Sharpe and Harry Allen who were already making special bodies for Healey cars on a modest scale, apart from many other high quality items.

They became very interested in the DORETTI project and not only manufactured the prototype car bodies but ultimately all the production bodies as well. In fact, they were particularly helpful on the prototypes because they also arranged for the painting and trimming to be carried out - thereby saving me a fair amount of time in the early stages.

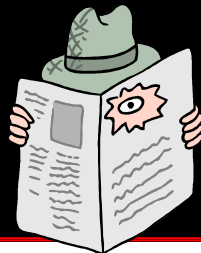
Before manufacture of the prototype bodies could commence it was necessary to make up body horses in wood and metal on which to fit the panels for cutting and welding. We also had to manufacture some chassis frames in order to align the various body mountings and scuttle supports.

The chassis frames were manufactured by Helliwells Ltd at Walsall Airport from 50 ton chrome molybdenum steel tubing supplied by another T.I. Company, Reynolds Tube Company Limited.

TOP GEAR ARTICLE

THE SWALLOW STORY/3

BY ITS DESIGNER – FRANK RAINBOW



The DORETTI chassis frame is exceptionally strong although somewhat expensive to make but this results from Andersen specification introduced as a special sales feature.

The TR2 had a small wheelbase and track of 7ft 4ins and 3ft 9ins respectively and therefore the opportunity to change this with a new tubular frame was taken so that the styling adopted for the DORETTI could be better accommodated.

The TR2 engine, transmission and reardrive were used without any relative positional changes but the front track was increased by 3 inches in width and moved forward by 6 inches. This enabled a transverse support strut between the suspension turrets to be fitted conveniently by passing it between the engine and the cooling fan.

It is claimed that the changes referred to improved the weight distribution and cornering behaviour of the DORETTI and also achieved the desired objectives in regard to the styling of the car.

Radius arms were fitted to the rear axle and located so that there was no normal conflict with the springs thus controlling the axle torque re-action without adding to spring stiffness or body roll.

It was not considered important to the American Importers that the DORETTI should necessarily be faster on the road than the TR2 because it was realised that the extra cost could only be justified by the better quality and general specification of the chassis and body, and, in fact, despite the extra weight and cost, we were under pressure to supply roll up windows for improved comfort.

The increased frontal area of the DORETTI compared with the TR2 and the additional weight (about 50 lbs) due to the larger size of the car and also the chassis refinements meant that a DORETTI could normally achieve 100 mph whereas a TR2 could manage 105 mph with a slightly better acceleration as well. This was with the old 68 bhp Vanguard engine tuned to 90 bhp in 1953. Both cars were offered to a different section of the sports car market and were not strictly competitive with each other.

The first public showing of the TR2 and DORETTI in the United States took place in early 1954 in the Embassy Room at the Ambassador Hotel, Los Angeles, California.

At the Show were two complete DORETTI cars including the one I accompanied to California, and a specially prepared complete chassis. Also a complement of Triumph TR2's plus a show chassis. They well all displayed against a floral background in a most impressive way, typical of Arthur Andersen who is a first class showman and a keen, successful business man.

The Ambassador was a tremendous success and lasted for six days with dealers invited from Oregon to San Diego and also attendance by many film personalities and celebrities.

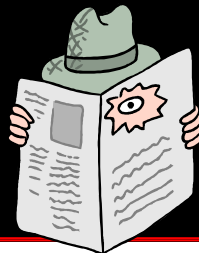
At Walsall Airport active preparations were being made for manufacturing production cars including the installation of an excellent modern paint shop for the body shells all under the direction of a newly appointed Manager, Mr Len Johnson (ex-Armstrong Siddeley cars).

Very few changes of any significance were made to the production cars except to ease costs. For instance the prototypes had special hand made bumpers with a

TOP GEAR ARTICLE

THE SWALLOW STORY/4

BY ITS DESIGNER – FRANK RAINBOW



parallel recess along the centreline whereas the production cars had standard Healey-type Wilmot Breeden bumpers.

The spare wheel access cover had several variations for number plate location. This again served manufacturing convenience.

With regard to chassis numbers, two prototypes were built without chassis numbers and were personally supervised by me with the assistance of an excellent mechanic, Claude Jeans. The production chassis started at No. 1000 and the final one was No. 1274.

One of the first production cars was prepared for Sir John Black and was extensively sound proofed and trimmed in rich red Connolly hide made up to match Sir John's Bentley car from which I had obtained a small sample of leather from under the seat!

The car was finished in Docker's metallic silver paint, also the same as the Bentley.

I checked this car personally and also carried out the road testing and final acceptance for delivery to Sir John. He was, of course, delighted with it.

For some reason, he asked Ken Richardson (then Competition Manager at Standard/Triumph) to take him for a trial run in the new Doretti with the unfortunate result that in Banner Lane, Coventry, right outside Sir John's Office, the Doretti was being driven fast up to the Main Gate and was confronted with a lorry turning in.

Sir John was badly hurt in the resulting accident and the car was a complete write-off.

The only redeeming feature of this accident is that in a car less strongly built he may well of been killed. Very shortly after this, Sir John retired from Standard/Triumph.

Once the Doretti was in production my interests turned to further developing the car at the M.I.R.A. facility at Lindley, Nimeaton, and to building up experience for a Mark II model.

We gave the car a tremendous hammering at the Test Circuit both on the pave and on the high speed banked track and I can confirm that it showed up exceedingly well and proved the soundness of construction.

As the TR2 had performed so well on the Jabekke Highway, driven by Ken Richardson, it was thought that the Doretti should be prepared to match, if not outperform it and gain some valuable publicity.

The exhaust system was radically changed from the ports downwards to obtain an extractor effect, and we shed a lot of weight and fitted racing tyres to the wire wheels.

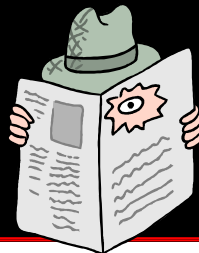
The body was fitted with a faired nose cowl, an undershield, an aluminium cockpit cover and a small deflector screen.

The car was nice and free due to many miles of road testing and was very much more lively and responsive than before.

TOP GEAR ARTICLE

THE SWALLOW STORY/5

BY ITS DESIGNER – FRANK RAINBOW



It was obviously quite fast and I was prepared to drive it on the Jabekke Highway but, unfortunately, political considerations became involved and we had to abandon the whole operation.

More than half the production of Dorettis was exported to the United States where interest was stimulated by competition and I received a request from Cal. Sales Inc. (Arthur Andersen's facility) to send out four Amal motorcycle carburettors for fitting to one of the competition cars.

The engine modifications in the USA included, new cylinder heads, crank shafts, bearings oil coolers, camshafts, clutches, lightened flywheels and many other engine tweeks.

I was also asked, incidentally to design an overhead camshaft cylinder head with the necessary drives for the Triumph engine since a demand had been established in California. Because of the modifications imposed by the engine design I did not consider that the expense of an overhead camshaft head was worthwhile and no work was done on it.

Nevertheless, the competition Dorettis' head had some good wins in the USA at Long Beach.

The Mark II Doretti was now taking shape and utilised identical mechanical equipment as the original car but had a revised chassis frame with box section side rails and body panels from the original car with styling modifications and accommodation for children in the rear.

The design of the radiator front grill and surround changed and simplified. The wheel arches were flattened at the tops and the tail of the car was restyled with a larger boot.

Two cars were made, one with a hardtop and roll-up side windows and the other with a soft top and detachable side windows.

The name SABRE was adopted for this Mark II Doretti and although so much of both models were the same, in fact, the SABRE felt quite different on the road and was perhaps the better car.

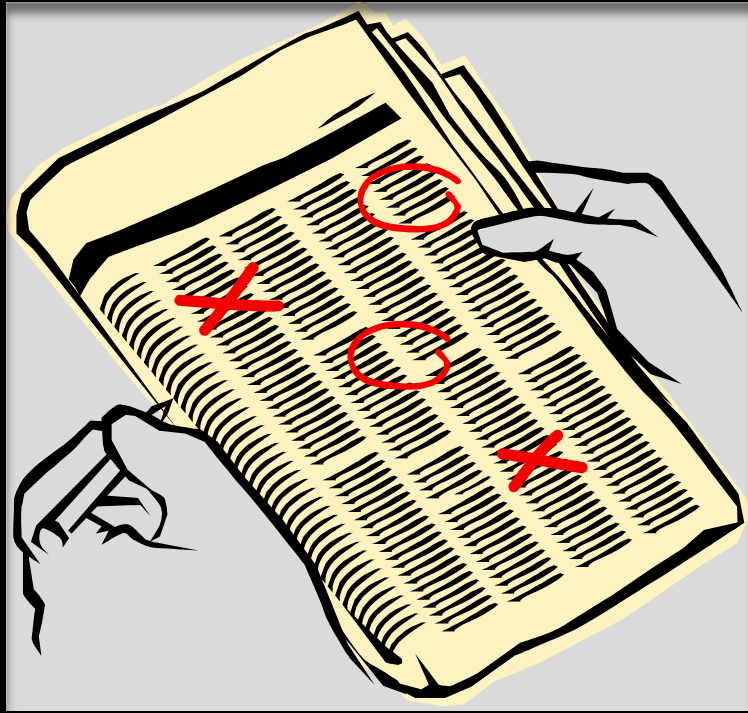
Unfortunately, a change of policy by Tube Investments put the seal on further car manufacture at SWALLOW and about twelve of the Dorettis not completed were disposed of as kits to enthusiasts.

Very soon my staff had been dispersed and found jobs in other car companies and I had accepted an offer from Mr E. Grinham, Technical Director of Standard/Triumph as Development Engineer to the Company.

This, then, is the Doretti Story.

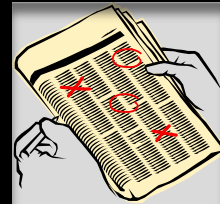
This article was submitted by Paul McEwen who owns one of the very few Swallow Doretti's in Australia. The car is for sale. See the [Classifieds](#) in this issue of Top Gear.

TOP GEAR CLASSIFIEDS



TOP GEAR CLASSIFIEDS

2011 WESTFIELD ARROW



The chassis was built by Westfield Australia who are now known as Arrow Sportscars.

It is registered as a Westfield as Arrow are unknown to the old RTA.

It was built by myself between May 2007 and December 2009

(Due to health reasons it took so long)

The car was engineered all the way.

It was completed in 2009 but took the next two years get registered. It was fully registered in November 2011.

The engine is a Toyota 4aGE 1.6 litre 20 valve cylinder head (Yamaha manufactured)
It has a Toyota T50 5speed gearbox, and a Ford Escort Diff centre in and aluminium housing. It has adjustable independent suspension all round, and is fitted with Nissan GTR brakes on all corners.

The car is fitted with custom made fibreglass seats and retractable seatbelts,

The engine output is around 120 kw and the car weighs only 520 kgs.

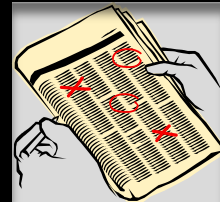
The car can be inspected at Kellyville most days by appointment.

Contact Ross on 0466 345 049.



TOP GEAR CLASSIFIEDS

1987 FERRARI 328 GTS



It was sold new in Melbourne early '87 and a couple of years later came to NSW. I am the fourth owner. When I purchased the car from a deceased estate in November 2006 the cars odometer read 59,000 + kms. It now shows 82,108kms.

It has had new timing belts twice since I have owned it and both sets were replaced by myself. The last set at 75,000 kms. The body is near perfect and the rest of the car is in excellent condition.

The drivers seat is showing some age patina.

The car is currently insured for \$100,000, and I am seeking \$90,000.

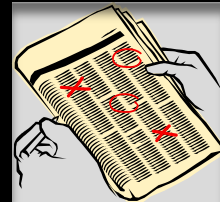
It can be viewed at my home in Kellyville, at any time by appointment.

Contact phone Ross on 0466 345 049



TOP GEAR CLASSIFIEDS

1999 PORSCHE BOXSTER



FOR SALE - 1999 PORSCHE BOXSTER

This car was the most expensive Boxster sold in Australia (over \$180,000) with many, many extras factory fitted. Bought from original owner the mileage is a genuine 44,360 km and regular Porsche or specialist services have been maintained regardless. Condition is immaculate with as new Yokohama tyres. Nothing else needed for many years of enjoyment in one of the best driving cars of today.

The car is truly unique in specification, condition and low kms, hence the reasonable asking price.

Additional photos are available on request. Responses by email are requested.

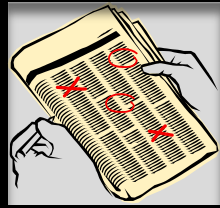
\$35,000

Contact Rob on robfin@tpg.com.au



TOP GEAR CLASSIFIEDS

JAGUAR XKR CONVERTIBLE



FOR SALE – 2003MY JAGUAR XKR CONVERTIBLE

The Jaguar is a late 2002 build, 2003 Model Year in the rare and desirable burgundy/tan colour combination.

The last of this model, it is equipped with the 4.2 litre supercharged V8 and the 6 speed gearbox.

I am the second owner. It was first delivered to Great Southern Plantations in Perth WA.

All stone chips have recently been removed, and the car is looking superb!

Mileage is 77,000.

Sensibly priced ... offers over \$60,000 please

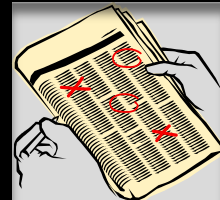
Call Jeremy Braithwaite on 0416 222 112

Or email atroz@bigpond.com



TOP GEAR CLASSIFIEDS

1954 SWALLOW DORETTI



FOR SALE – 1954 SWALLOW DORETTI

1954 Swallow Doretti. Chassis no 1014 (15th car made.) Chassis numbering was from 1000 to 1274.

This car has a genuine 56000 miles on it . Full history available. It was stored for 49 years, hence the low mileage.

Never the less, it has been fully restored as time wreaks havoc with them anyway. It is as new , condition wise and originality.

These cars were built by The Swallow Coachbuilding Co, which was owned by Helliwells, an aircraft company.

The chassis is made from Reynolds Chrome molybdenum tube, far superior to the box section steel chassis's that were the norm at the time. The outer panels are aluminium, so rust is not a problem.

All components were restored /or rebuilt, such as engine, gearbox, mechanicals, upholstery, chrome, etc.

It has 72 spoke chrome wire wheels. Laycock Overdrive is fitted.

Only 275 cars were made, as pressure was put on them from Jaguar to stop.(the parent company, Tube investments was a large supplier to the Automotive industry.) Somewhere between 150 and 180 cars remain worldwide. There are 8 cars registered in Australia.

They used Triumph TR2 mechanicals, so spares are readily available.

Asking price is \$75000, cheaper than similar 1950's sports cars SUCH AS Healey's, Porsche 356's etc.

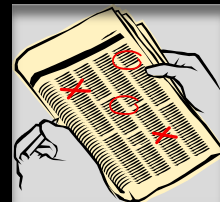
Also the rarity is there with 275 manufactured against 100,000 big Healey's, TR's and 356's.

Paul McEwen. Ph. 02-62383374 or 0408 616332



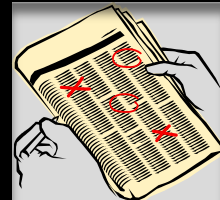
TOP GEAR CLASSIFIEDS

1954 SWALLOW DORETTI



TOP GEAR CLASSIFIEDS

MINI COOPER



FOR SALE – MINI COOPER

Mini cooper, All mechanical rebuilt.

Electric windows, (tinted).

Custom interior, dashboard.

This was a 997 cc cooper, and has been de-seamed and modified.

Has 12" wheels-5 ½ rims. 1350cc motor. 1-3/4 " S.U. Carb. Electric fan and override switch.

Custom dash- Smiths 4 ½ instruments.

Power windows, velour headlining, abstract trim (colours from Commodore SS.)

Twin petrol tanks, solenoid controlled.

8.4" disc brakes. Hi-Lo adjustable suspension.

All hydraulics resleeved in stainless steel. Silicon dot 5 fluid.

Tinted windows. Luisi steering wheel.

Only about 3000 miles since rebuild.

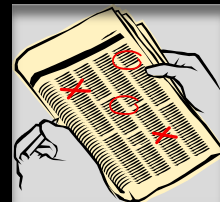
\$13500.

Paul Mcewen: Phone 02-62363374 or 0408 616332.



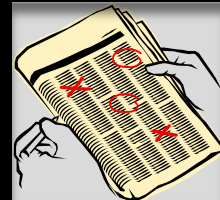
TOP GEAR CLASSIFIEDS

MINI COOPER



TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/1



- Triple Concourse winner '85,'86,'87. Full 100 point body off 6 year restoration
- Replacement Spyder chassis, Spyder tubular wishbones and full roll cage with side intrusion bars
- Big valve Webber engine spec
- 5 speed gearbox. Koni suspension
- 3 piece Simmons knock on rims. Solid CV joint drive shafts
- Full stainless steel exhaust

I have owned this vehicle since 1979 and currently it is unregistered. However, this car has been very loved over the 34yrs I have owned it, I have spent over \$27,000 on the restoration, which earned the title "Best Elan Outright" for 3 consecutive years.

I have a full history from the original UK owner, including UK servicing documentation.

I also have all the restoration receipts and history documentation since I purchased the car.

This beautiful car is in fantastic condition apart from some nose cone paint crazing and intermittent clutch thrust bearing noise on take off only.

Exceptional investment with exhilarating performance and handling

Reluctant sale due to relocating overseas

AUD\$39,950 ono

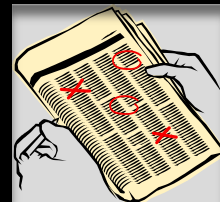
Viewing essential

call Geoff on 0403788706 or

email: geoff_58@yahoo.com.au

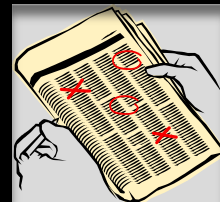
TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/2



TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/3



HA HA HA HA HA HA HA

TERRY DALY'S JOKES PAGE



One night, Mrs McMillen answers the door to see her husband's best friend, Paddy, standing on the doorstep.
"Hello Paddy, but where is my husband? He went with you to the Guinness factory"
Paddy shook his head.

"Ah Mrs McMillen, there was a terrible accident at the beer factory, your husband fell into a vat of Guinness stout and drowned"

Mrs McMillen starts crying.

"Oh don't tell me that, did he at least go quickly?"

Paddy shakes his head.

"Not really - he got out 3 times to pee!"

-/-

Paddy was flustered not being able to find a parking space in a large mall's parking lot.

"Lord" he prayed "I can't stand this. If you open a space up for me I swear I'll give up drinking me whisky, and I promise to go to church every Sunday."

Suddenly, the clouds parted and the sun shone on an empty parking spot. Without hesitation, the man said,
"Never mind I found one."

-/-

Paddy and Mick are walking down the road and Paddy's got a bag of doughnuts in his hand.

Paddy says to Mick, "If you can guess how many doughnuts are in my bag, you can have them both"

-/-

Billy stops Paddy in Dublin and asks for the quickest way to Cork.

Paddy says, "Are you on foot or in the car?"

Billy says, "In the car."

Paddy says, "That's the quickest way."



A Texan walks into a pub in Ireland and clears his voice to the crowd of drinkers. He says, "I hear you Irish are a bunch of hard drinkers. I'll give \$500 American dollars to anybody in here who can drink 10 pints of Guinness back-to-back."

The room is quiet and no one takes up the Texan's offer. One man even leaves. Thirty minutes later the same gentleman who left shows back up and taps the Texan on the shoulder. "Is your bet still good?", asks the Irishman.

The Texan says yes and asks the bartender to line up 10 pints of Guinness. Immediately the Irishman tears into all 10 of the pint glasses drinking them all back-to-back. The other pub patrons cheer as the Texan sits in amazement.

The Texan gives the Irishman the \$500 and says, "If ya don't mind me askin', where did you go for that 30 minutes you were gone?"

The Irishman replies, "Oh...I had to go to the pub down the street to see if I could do it first".

-/-

Gallagher opened the morning newspaper and was dumbfounded to read in the obituary column that he had died.

He quickly phoned his best friend Finney.

"Did you see the paper?" asked Gallagher. "They say I died!!"

"Yes, I saw it!" replied Finney.

"Where are ye callin' from?"

-/-

Father Murphy walks into a pub in Donegal, and says to the first man he meets, "Do you want to go to heaven?"

The man said, "I do Father."

The priest said, "Then stand over there against the wall."

Then the priest asked the second man,

"Do you want to go to heaven?"

"Certainly, Father," was the man's reply.

"Then stand over there against the wall," said the priest.

Then Father Murphy walked up to O'Toole and said, "Do you want to go to heaven?"

O'Toole said, "No, I don't Father."

The priest said, "I don't believe this. You mean to tell me that when you die you don't want to go to heaven?"

O'Toole said, "Oh, when I die, yes. I thought you were getting a group together to go on a trip right now."

HA HA HA HA HA HA HA TERRY DALY'S JOKES PAGE



*Follow the Potomac
River our of
Washington on
Dolley Madison Blvd
and this is what you
will see ... the sign
to Langley*



George W. Bush Quotes

"The vast majority of our imports come from outside the country."

"If we don't succeed, we run the risk of failure."

"I have made good judgments in the past. I have made good judgments in the future."

"The future will be better tomorrow."

"We're going to have the best educated American people in the world."

"I stand by all the misstatements that I've made."

"We have a firm commitment to NATO, we are a part of NATO. We have a firm commitment to Europe. We are a part of Europe."

"Public speaking is very easy."

"A low voter turnout is an indication of fewer people going to the polls."

"We are ready for any unforeseen event that may or may not occur."

"For NASA, space is still a high priority."

"Quite frankly, teachers are the only profession that teach our children."

"It isn't pollution that's harming the environment. It's the impurities in our air and water that are doing it."

"It's time for the human race to enter the solar system."

"I was raised in the West. The west of Texas. It's pretty close to California. In more ways than Washington, D.C., is close to California."

"Rarely is the question asked: Is our children learning?"

"What I am against is quotas. I am against hard quotas, quotas they basically delineate based upon whatever. However they delineate, quotas, I think, vulcanize society. So I don't know how that fits into what everybody else is saying, their relative positions, but that's my position."

"It's clearly a budget. It's got a lot of numbers in it."

"One word sums up probably the responsibility of any Governor, and that one word is 'to be prepared.'"

"If you're sick and tired of the politics of cynicism and polls and principles, come and join this campaign."

"We must all hear the universal call to like your neighbour like you like to be liked yourself."

"The most important job is not to be Governor, or First Lady in my case."

PARTING SHOT

