

JUNE 2013



# THE NOOSA WEEKEND

Ian Geoghegan's famous Mustang  
Marie-Louise Howard & Nannette Geoghegan  
David & Dan Bowden





# ABOUT OUR CLUB

## Calender

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

## Club Meetings

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

## Club Objectives

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

## Club Shoppe

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

## Correspondence

All correspondence to The Secretary, TSCC

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

Email: [secretary@thoroughbredssportscarclub.asn.au](mailto: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](http://www.thoroughbredssportscarclub.asn.au)

Contributions to the Webmaster:

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

## Top Gear

All contributions to:

Jeremy Braithwaite, PO Box 207, Kurrajong 2758

M: 0416 222 112 Email:

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

## Guest Editors

Alfa Editor:

[Barry Farr](#)

Jaguar E Type Editor:

[Terry Daly](#)

Lotus Editor:

[Roger Morgan](#)

## 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



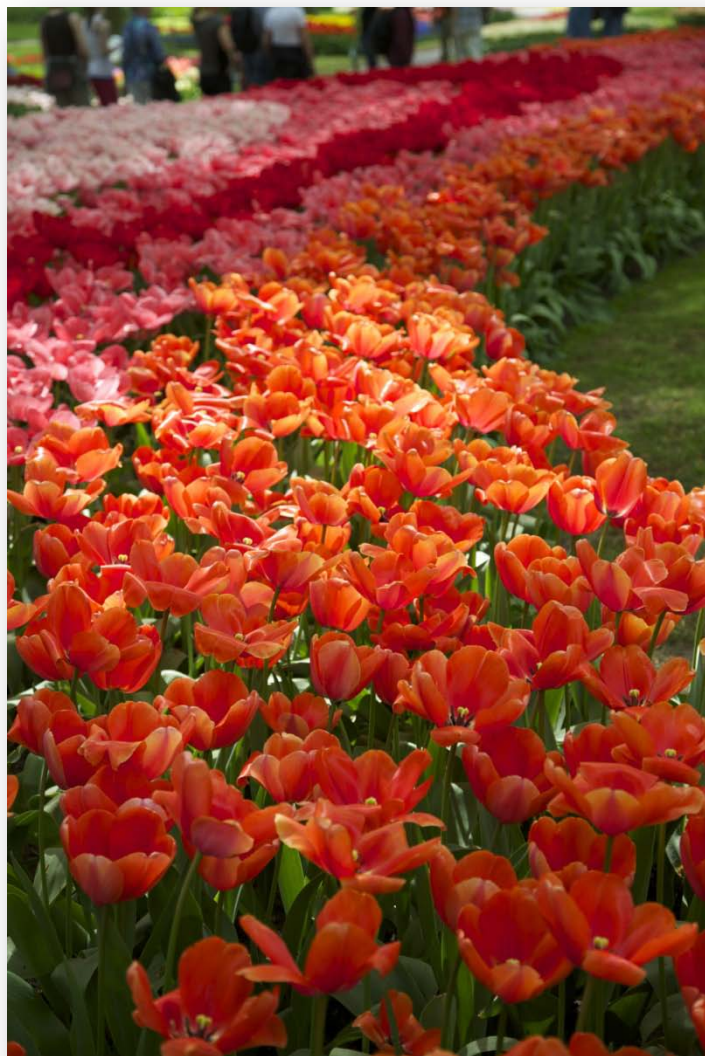
Our holiday wasn't exactly planned, but once we had decided to pull out the old kitchen in our new house, move a few walls around, and replace the floor it became clear that the house wouldn't exactly be habitable while all this was going on. Better take off somewhere .... Europe? .... sounds like a good idea. We booked a flight to Amsterdam, via Narita, and Julie found a small apartment on a quiet canal for the first few days. Our timing was excellent. The Rijksmuseum had just been completed after a spend of hundreds of millions of Euros. Similarly the new Van Gogh Museum was also open. Very impressive.

Our plan after that was to rent a car and just take off. We initially went South to The Hague to see the tulips and other flowers at Keukenhof, and then the brilliant Louwman Motor Museum which was only completed a couple of years ago. See separate report later in this issue of Top Gear.

After this we headed North across the incredible sea wall that transverses the Zuider Zee and then stayed a couple of days at Aarhus in a lovely hotel at the water's edge, before finding another apartment in Copenhagen. They were building the course for the street race in Aarhus as we left.

Between Aarhus and Copenhagen we called in at Egeskov Castle which had an excellent vehicle collection displayed in its old stables. The family had also been into flying, and had clearly indulged in a very good lifestyle. Dott Forrester had given us a long list of thing to see in Stockholm where she and Barry were based for many years, but our decision to spend a week in Torun in Poland and catch up with an old pal put paid to that idea. Maybe it was all fortunate as there were riots in Stockholm the week we would have been there! Instead we took the ferry back to Germany and spent the night at Lubeck, a medieval Hansa league town, before returning to Amsterdam and catching a flight to Poznan via Munich.

Our friends in Torun had arranged one of the local taxi drivers to pick us up in his VW people mover. Nobody knew his name and he spoke no English, but some communication was still possible with lots of waving of hands etc. His driving style was very different to anything we had experienced before. He would take both hands off the wheel and adjust his glasses on his nose. The car would veer from its intended course before he returned his hands to the wheel when he would proceed to give it a good shake to make sure the wheels were still connected. Maybe he had just seen too many warm up laps for GP's.



*Tulip Display was fantastic*



# EDITORIAL/2

## JEREMY BRAITHWAITE



There appear to be very few road rules in Poland and while all this was going on it was quite likely that you would be confronted with a car coming towards you on your side of the road.

In one instance our entire line of traffic moved to the verge to avoid a head on with someone who had clearly failed to see the double white lines .... or the oncoming vehicles.

I'd tried to get in the back with Julie - to be a little further from the accident. This plan was foiled. There was only one working seat belt. Oh well... we did survive the trip, there and back a few days later.

Torun actually served up a couple of motoring events. The day we arrived the local Mercedes Club were holding a get together in the centre of the town. They then departed to the local airfield for a sprint meeting, and I think there was a big dinner later that night. Some nicely presented cars.

But the real highlight was Torun Speedway. Torun is the leading team in the local league and two of its stars are Aussies. Chris Holder and Darcy Ward. Mr Ward was still recovering from a fractured collar bone so it was left to Chris Holder to uphold Australian honour on the Saturday night we attended. He was really exciting to watch and had a huge local following based on the number of people in the crowd with one of his shirts on. Torun annihilated the opposition in an exciting display. The action was non stop, the facility was one of the best motor sporting facilities we had ever attended, and it all finished in time for us to wander back to town and a really superb Sushi dinner before turning in.

Torun itself is completely unspoilt medieval with many buildings from as early as 1200 and 1300.. The old town is almost completely traffic free, quite large, and with lots of alfresco dining. Its safe too as the Romanian gangs tend to head further West. Incredible value too with a bacon and eggs breakfast typically \$3 at a choice of venues.

After Poland we had a lovely couple of weeks in England catching up with mainly family. Watching the Monaco GP on Sky was an experience. The red button puts the machine into interactive mode and you then have a choice of half a dozen different camera feeds. So now we know what Martin Brundle is talking about.

We were with old friends Bryn and Jenny Williams for the Canadian GP which we saw on the BBC service and watched Eddie Jordan making a complete ass of himself. Bryn was a F1 photographer for many years and today is the publisher of Autocourse and Motocourse. So the commentary from Bryn was much better than the BBC's! We also went to the National Motor Museum at Beaulieu - see separate story. Some new exhibits, but its not doing justice to its name particularly when you compare its efforts to that of the French at Mulhouse.



*Not sure this is an example of Stuttgart's finest, but anything goes in this part of the world.*



*One of Bryn's great Le Mans shots from this year. See the entire gallery on Bryn's page on [Facebook](#)*





# EDITORIAL/3

## JEREMY BRAITHWAITE



Finally we visited [Upton House](#). Where you might well ask? Its an impressive pile built by the founder of Shell. In one of the rooms was a lovely display of all the old Shell advertising posters; quite fitting considering the art deco style of the house.

Our visit to Ferrari specialist DK Engineering is also in a separate story and was another highlight.

For an unplanned trip it ended up working out very well.

We ended up doing quite a few thousand kilometres both in Europe and on the Continent. In Europe we had an Octavia diesel wagon which is a much better car than their ads in Australia would have you believe. "Are we there yet....?"

Driving in Germany was a real pleasure. No speed limits, no police lurking down laneways, just well educated drivers. We kept mainly in the 150 - 200 kph range. The faster stuff, and there is quite a lot of it, closes quickly from 250 and you need to get out of their way. But it all works fine, and produces a much lower road toll. We lose 5.71 people for every 100,000 inhabitants each year; in Germany it is only 4.5. By way of comparison the United States is 12.3 and Canada is 9.2. These figures from [Wikipedia](#). Some countries produce some spectacularly low rates; you also need to compare the fatalities per million vehicles in the table on the link above.

In Denmark and Holland speed limits are more around the 130 mark, there are more police and the driving standards are correspondingly lower. A pleasant surprise was much better lane discipline on the UK motorways. They're planning to increase the speed limits to 80 mph, approx 130kph, because that's the speed that everyone does. They have also decommissioned most of their motorway speed cameras in the last few years which has had a beneficial effect on the road toll.

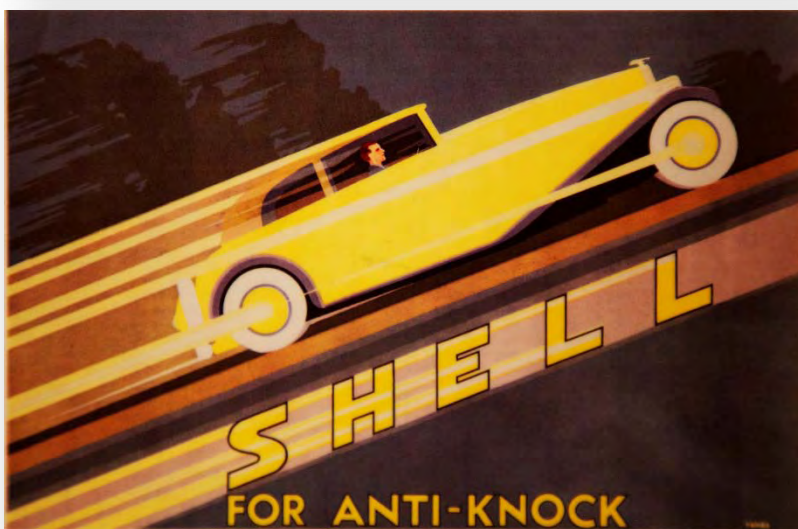
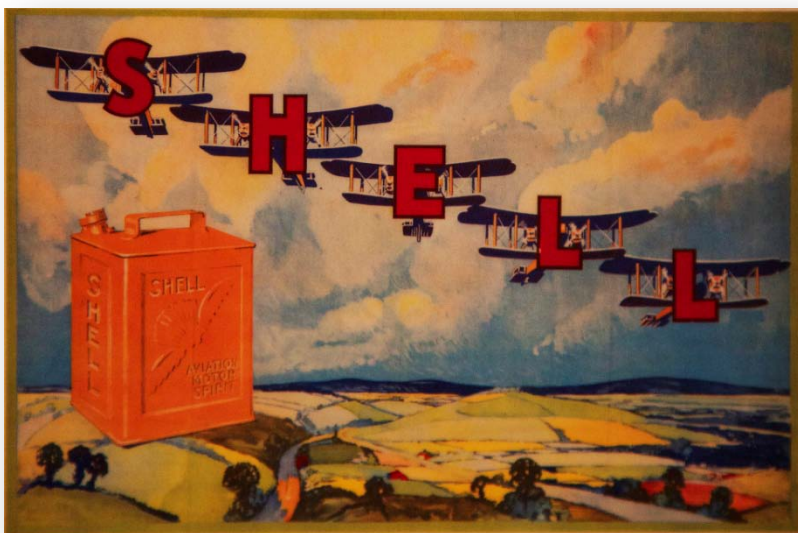
Again few police, and when they are about they ignore anyone doing less than 100 mph..So that is the speed of most of the faster traffic. Our Vauxhall Insignia wandered around all over the place in crosswinds over 80mph, so that was what we mainly drove at. The minor roads are pretty dreadful especially as the Poms cannot afford to mow the verges these days, and we saw quite a lot of 'incidents'.

Maybe its time we took a leaf out of the German's book. At a 150 kph average, Melbourne is an easy 5 hours from Sydney with no fatigue. Sounds attractive doesn't it. The driving that is ...!

Home again and then off to Noosa for a fabulous few days away. See the day by day stories in this issue.

It's good to be home again,

Jeremy





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## **COMING EVENTS**

### [Diary Update](#)

Bring your diary up to date with all our planned events

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Breakfast Run to [Berowra Waters Marina](#) organised by Bob Fulop

## **WEEKEND IN NOOSA**

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[Up the Stelvio Terry Daly](#)

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## **CLASSIFIEDS**

Buy yourself that Boxster you always wanted, or a Ferrari, Westfield or Jaguar

## **TERRY DALY'S JOKES PAGE**

Terry shares some humour with us.

## **WANTED**

We want your input for our Members Services Directory

## **PARTING SHOT**

Norm Beechey's Holden



# OFFICE OF THE PRESIDENT TERRY DALY



Hi all and welcome to the first President's report for this year's financial year!

Firstly a big welcome to all the new members who have joined the club over the last three months. I hope you find the club friendly, exciting, and full of interesting activities. Of interest the club has now reached it's constitutional limit of one hundred members (plus our six life members) so we cannot accept any new members until July 2014 unless we have a resignation.

The calendar for the remainder of 2013 contains some of our signature events as well as events that you "just can't miss". Just look at the calendar on our website [www.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au) and sign up for whatever event suits you. Just get in contact with the event organizer and you're on your way. If you have any problems with that please either e-mail me [terry.daly@live.com.au](mailto:terry.daly@live.com.au) or simply give me a ring 0418 675 253.

My wife and I have been travelling a lot over the last three months with 5 weeks in France & Italy and then the event to Noosaville. I'm going to get on my soapbox again about our roads being over policed by Highway Patrol. In that five weeks in France and Italy we only saw ONE highway patrol car in France. In the first day back in Australia I saw SIX cars between Dural and Glendenning and then on the trip to Noosaville I saw at least 20, the majority being in NSW.

I believe it's a bit over the top as less than 1% of the drivers actually commit offences. I saw one car pulled up on the Pacific Highway near Grafton. That offender passed me and was doing approx 110 in a 100 zone with very few cars around. Hardly a dangerous offence. Of that 1% that received a ticket most would have been for minor infringements, so we have a huge Highway Patrol out there to police a few ratbags who, no matter what, will always be a danger to our roads. As Duncan Gay said "You can't legislate against stupidity".

Wouldn't it be refreshing if our Speed signs said something like this

The recommended speed limit for this area is 100. If you have the car and skill set then you may do 130. But please be very careful if rain is about.

No, I haven't been smoking anything!!

On skill set, my observations from nearly 50 years of driving in just about every country in the world is that here in Australia we desperately need to upgrade our training standards. Our roads are continually blamed for many accidents but, roads don't fall asleep behind the wheel, roads don't drive too fast for the conditions, roads don't overtake in dangerous circumstances, roads don't drink and drive etc etc.

The sooner Australia adopts a driver testing approach like Germany where obtaining and keeping a license is a privilege not a right the better it will be for all who drive on our roads.

In observing my fellow motorists I would estimate we have 20% of drivers I would rate as Very Good, 60 % I would rate as Good and worthy of holding a license and the remaining 20% urgently need to be retrained and retested. It's only then we will see accidents reduced.

Taking of accidents, I was talking to a young lady who works in the claims section of a Green Slip insurer. No wonder our NSW Green slips are so expensive. It seems you only have to be in a minor road accident and with the right solicitor you can just about retire on the payout you receive!! Once again an area that needs a lot of sensible Government intervention so the big winners aren't the lawyers and apologies to any compensation lawyers in our Club.

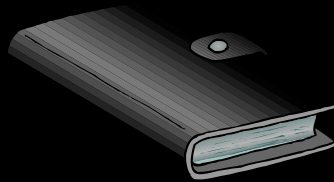
Finally, please try and get along to our club meetings. They are held the second Wednesday of every month at the Carlingford Bowling Club at 0730 pm. Most arrive for dinner with their partners at 0600 pm and we will be having presentations at both the July and August meetings.

Terry



*Terry with Dan Bowden at the start of the Bowden's tour*

# COMING EVENTS: DIARY UPDATE



## 2013 DIARY

The official diary of the club is published on our web page:  
[http://www.thoroughbredsportscarclub.asn.au/events/index\\_files/Calender.htm](http://www.thoroughbredsportscarclub.asn.au/events/index_files/Calender.htm)

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

July 14	<a href="#">Sunday Brass Monkey Run</a>	Jack & Jenny Jones
July 17	<a href="#">Wed lunch run</a>	Chris Hallam
July 27	Restaurant night	Barry Farr & Dott Forrester
Aug 18	Shannons Eastern Creek Display	Adrian Walker
Aug 21	Wed lunch run	Jack & Jenny Jones
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

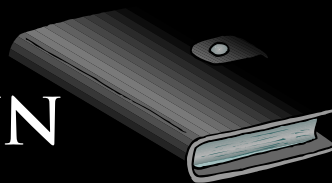
If you would like to organise an event for the club please discuss it with Terry Daly or any member of the Committee



*The girls enjoying the  
sunshine at Buderim*



# COMING EVENTS: BRASS MONKEY RUN JACK & JENNY JONES



**MEETING PLACE:** McDONALDS – McGRATHS HILL

**TIME:** 7.00am for Departure 7.30am

**DESTINATION:** THE GLOBE HOTEL...RYLSTONE  
( Brunch at own cost approx...\$15 to \$25)

This is a comfortable 2Hr 45mins run to **Rylstone** ..stopping for a comfort break at **McDonalds Lithgow**, hopefully arriving for **BRUNCH** at **Rylstone** app.11am

**Overnight Accommodation** - KANDOS MOTEL 4 Angus Ave Kandos.  
(\$100 per room)

After the meal we suggest a look around town and then those wishing to carry on, are invited to afternoon tea at "**Oakville**" a property owned by Kel and Elizabeth Merz, approx. 10Klms out of town. A cattle property with 2 B&B holiday cottages.

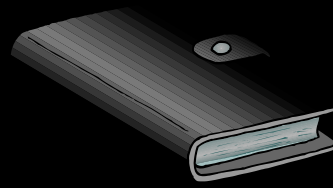
Kel has a genuine LOTUS 7 which he races at the historic meetings.

Monday free day...maybe...Mudgee being only 40mins away..

Anyone **staying overnight** and **not yet** booked must contact Jack Jones no later than the June meeting, or phone Jack on 96541129.  
Final numbers for **BRUNCH** need to be given to Jack by the **JULY** meeting.



# COMING EVENTS: WEDNESDAY RUN CHRIS HALLAM



## WEDNESDAY RUN

17<sup>TH</sup> July 2013

## THE COMET INN



We will be meeting at Kurrajong village in the morning, for a spirited drive along Bells Line of Road to some interesting roads west and south-west of Lithgow, including an old hill climb course that also holds historic interest. We are travelling to Hartley Vale, where we will have lunch in the historic Comet Inn. After lunch, members can find their own diverse way home, or via the shops in Katoomba and Leura should you wish.

### Cost:

\$35 a head for lunch, which will be a hearty winter soup followed by a roast dinner. If you have special dietary issues (vegetarian etc) please let me know so that a different meal can be organised.

### Meeting:

Meet at about 9.30am at Kurrajong Post Office parking area for a 10.00am departure. Grab a coffee here. To reach this location, from Bells Line of Road, turn left at the traffic lights signposted "Kurrajong" and proceed into the village along Old Bells Line of Road. The parking area is on your right, next to shops.

### Contact:

Email or ring Chris Hallam on 0419 260 468 or  
[chris@christopherhallam.com](mailto:chris@christopherhallam.com)  
if you would like to come







## **WEDNESDAY O'NIGHT/RUN**

**21<sup>st</sup> August, 2013**

MEETING MCDONALDS MT. COLAH....travelling up F3 to Cessnock  
Wine Tasting at possibly 3 wineries over the course of the day.

Lunch at Tempus Two.....visiting Smelly Cheese Shop.....++

Accommodation for the night is at Cypress Lakes Resort

2 Bed. Villas... \$285 for 4 share....each bedroom has it **own ensuite** ...(\$142.50 couple) fully self contained villas...

Extra option for golfers....\$119.00 ea (in groups of 4) does not have to be all in one villa... ( can arrange for late checkout room for golfers if required.)

**Following day options...** Golf...Spa ...Hunter Valley Gardens....Art Galleries...  
Glass Blowing Gallery... Hot Air Ballooning..Horse  
Riding or of course more wineries

RSVP. Re: **Accom**. June 12<sup>th</sup> meeting or [JackandJenny@gmail.com](mailto:JackandJenny@gmail.com) - 02 96541129

Indication of interest for **lunch run** would help re: lunch booking  
but final date... early August.







# WARBIRDS WEEKEND

1<sup>ST</sup> TO 3<sup>RD</sup> November 2013

Limited Numbers – Book Early!



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



**TRYING TO GET SOME MORE  
ACCOMMODATION  
CALL ME URGENTLY IF YOU WANT TO  
COME**

## Friday 1<sup>st</sup> November

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

## Saturday 2<sup>nd</sup> November

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

## Sunday 3<sup>rd</sup> November

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

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





# EVENT REPORT

## TIZZANA WINERY/1

### LAURIE & FRAN BROMLEY



May 15<sup>th</sup> Wednesday Run

It was a couple of Wednesdays ago and quite a cold morning. Fran and I donned at least three jumpers and my Thoroughbred wind jacket and set off at 9am with the roof down for a morning drive. I have a list of the school zones and traffic lights we passed through, this is available on request. After ninety minutes of suburban and freeway driving we found ourselves heading up the hill to Kurrajong Heights. Along a very long driveway which suddenly opened up to the beautiful house of Peter and Jelly Van Dyk.

The car parking space was quickly filled with an assortment of Jaguars, Ferraris Porches and Triumphs, plus a lone Mazda, Audi, Volvo Morgan, BMW and Mercedes.

Jelly and Peter had prepared a rather magnificent morning tea for their thirty odd guests. The views from their veranda have to be seen! It was a fine day, with the distant high rise of Sydney, North Sydney and Chatswood clearly visible. I could almost see my house at Frenchs Forest!

We had an organised group tour through the house. This house had started life as a modest mud brick cottage. The Van Dyks had expanded it, more than doubling its size with new staircases, kitchen, bathrooms, bedrooms and living areas. They built new sandstone walls, windows set to catch the views and an indoor outdoor room opening onto verandas. The study had a glass wall which neatly framed Peter's Jensen Healey; unfortunately the MG TF was hidden from view and is still awaiting restoration.

Around midday we all set off (with the exception of Peter and Robyn Wards who said they would rather go back to work) for a scenic drive through the back of Kurmond to the Tizzanna winery where a two course lunch with local wines was served. One of the owners gave us a history of the vineyard, which had been started by a young Italian doctor in 1887. He built the stone winery and began a small plantation. He made wine for other local vineyards and shipped the produce by river to his wine shop in George Street. This doctor, Thomas Fiaschi, had an extraordinary career which included service in the Italian army in Abyssinia, the Australian army in the Boer War and the First World War during which he was in charge of the Gallipoli Campaign hospital in Lemnos. He finished the war a Brigadier General.

He was well known as a doctor in Thompsons Square, Windsor and pioneered Listerian surgery (using sterilisation) in Australia. He was also a member of the NSW Agricultural Society and president of the NSW Wine Association. In the fifties the winery was still owned by the same family, but they concentrated their business on the shop in Sydney and the winery was eventually burned down by vandals in 1955.





# EVENT REPORT

## TIZZANA WINERY/2

### LAURIE & FRAN BROMLEY



The present owners Carol and Peter Auld bought it in 1969 and rebuilt it to become a winery, bed and breakfast and serving meals to groups such as ours. Around three o'clock we started to drift away. Three of us elected to take the scenic route via the Sackville ferry and Glenorie then through Galston Gorge and back to the suburbs. A big thank you to the Van Dyks for their hospitality and organisation of a great day out.

- Organisers Peter and Jelly Van Dyk- Porsche Carrera
- Laurie and Fran Bromley- Triumph TR8
- Peter Canavan- Morgan 4/4
- John and Val Dixon BMW 318i
- Barry and Dot Farr- 1985 Ferrari Mondial QV
- Bruce and Barbara Griffith- MX5
- Marie –Louise Howard – Audi
- Geoff and Jenny Lane- Porsche 911
- Gary and Wendy Maher and son- Volvo Amazon
- Derek and Maggie with Ian and Beth Littler- Stag and Mercedes 380SL
- Adrian and Lorraine Walker- Jaguar E Type
- Lionel and Gayle Walker- Jaguar XK140
- Peter and Robyn Wards- Triumph TR5



*Tizzana Winery*



*A touch of Tuscany on the  
banks of the Hawkesbury River*





EVENT REPORT  
TIZZANA WINERY/3  
LAURIE & FRAN BROMLEY





# EVENT REPORT

## BEROWRA WATERS/1

### BOB FULOP



Hello everybody,

Before I start on this report, I thought I might give you some background first.

I was part of a group of 5 members who all joined the club at the beginning of 2011. It started a few months earlier when a couple of us saw the Shannons display the previous year.

With us all having a rather eclectic collection of cars it seemed to be the perfect club for us to join.

Anyway, back to the first night. It was quite a funny event. When we all walked in to the meeting room, we must have looked like lost sheep as we were politely told that this is a private meeting and we needed leave. When we responded by saying we were all here to join the club, the sight of "wide open eyes and open mouths" was quite amusing.... "Oh WOW, we've never had 5 members join in one hit" could be heard from the front of the room. So after the obligatory introductions we were all welcomed with open arms.

Over the next 18 months or so I tried to participate in as many events as we could but always felt disappointed in not being able to participate in the Wednesday runs. As a battler trying to survive and having to work during the week it didn't really allow me to take the time off to attend. I constantly thought to myself how good it would be to have **Sunday** runs.

Being a rather shy and reserved person I finally got the Dutch courage to put my hand in the air and ask why the Club doesn't have any Sunday drive days.

Hoping not to be shot down in a ball of flames, I was pleasantly surprised at the noticeable interest in my question. As a reasonably experienced Car Club person, I knew the rules, if you ask a question like that you know going to come back and bite you.

Needless to say that's what happened. A decision was made to have 3-4 Sunday runs this year and an email came out asking me which date I can organize.

May 26 was my turn ..... Ok so where would be a good spot? I put on my thinking cap and thought of other breakfast runs I've been on. "I've got it" I thought ...

I attended a lovely breakfast gathering at a little French Café in Palm Beach. Great food, great location, what can go wrong? I rang and spoke to the owner and teed up a meeting.

A few weeks later we meet and sit down. He advises me that the breakfast that I attended was the last one he does because he only does lunch and dinner during the winter months.

OK I thought what about an early lunch? Out comes the menu ..... 2 course meal \$55.00 per head, 3 course meal \$65.00 per head plus coffee plus drinks! I very politely suggested that it wasn't quite in the pricing scale I had in mind. I'll never forget the look on his face. He sat back in his chair, folded his arms looked at me as if I had 2 heads and promptly replied with "well sir I'm surprised you say that because around here that's excellent value for money!"





# EVENT REPORT

## BEROWRA WATERS/2

### BOB FULOP



So, after an awkward courteous closing 5 minutes I thought ..... Bu&er!!!!!! Back to the drawing board.

When organizing a run like this you need to tick a few boxes. Location, cost, parking, and the ability to service a large group with a shotgun start etc etc. Anyway I tried another place at La Perouse but they weren't too interested and then I remembered Berowra Waters Marina.

I can't remember how I ended up there a few years ago but it's the perfect location for me. Geographically it's great. It's far enough away to be a pleasant drive but not too far to be a cut lunch and picnic job. The parking is fantastic; food is lovely and very cost effective with great scenery both during the drive and at the Marina itself.

So..... I made contact with the Fish and Chip Café within the Marina. Went and saw Bruce the manager and told him what I needed to organize for the event. The meeting went well, no unexpected surprises so the date was locked in May 26.

Ok... that job's done. Next was to put the event on paper and hope to hell that firstly the weather is going to co-operate and secondly that people actually want to turn up! I'm thinking what if I commit to numbers and nobody wants to come? Anyway, after preparing a draft copy for the event and changing it 453 times I finally sent the invite to Darryl Pike requesting it to be circulated to the members. A day or so later in comes the email from Darryl to all of the members. I'm thinking, does this read OK? Should I have done more? Have I forgotten something? Anyway, it is what it is.

10 minutes after receiving the email I started clicking send/receive wanting to push through any responses. Nothing ..... I guess patience isn't one of my strong points! 33 minutes later I got one ..... a confirmation from Craig and Donna Shiel that they would be attending! I'm off the mark; I won't score a duck in my first innings!

Yee ha... Fortunately over the next day's which became weeks a very steady flow of confirmations kept coming in. 1 week out we had 40 people coming representing 22 cars all up. My next concern was the weather.

I remember watching the TV weather report earlier in the preceding week and they said isolated showers Friday, rain Saturday and rain Sunday! BUGGER!!!!!!!!!!!! This is not what I ordered what's going on! By Wednesday it was reporting a chance of showers on Friday, similar on Saturday but sunny periods on Sunday. That's better..... By Friday it was "Should be a sunny weekend." And that it was.

The plan was to meet at Round Corner Dural shopping centre at 8:00am. So as you do, I started working out all my times backward. That meant leaving home at 7:50am as it is only a couple of minutes from our place. My wife Debbie knows what I am like, 7:50 departure means 7:50, not 7:52 or 7:49 it's 7:50! Sure enough we leave on the knocker at 7:50. By 7:55 we are turning into the car park and I remember asking Deb if anyone is here yet? She instantly replies with "there sure is"





# EVENT REPORT

## BEROWRA WATERS/3

### BOB FULOP



..... Classic cars everywhere. My initial thought was there is another Club meeting here this morning and then Oh..... Is my watch slow? Have I stuffed up? I have never seen 80% of attendees at the meeting location before the scheduled time. I was thrilled to think that people were that keen. The remaining members all arrived within minutes and our planned departure at 8:20am was on track. We had blue sky's everywhere and an absolute glorious morning. The route from our meeting point to the Marina was a pretty simple one. Turn right out of the car park, right at the roundabout, turn left onto The Northern Road and follow the signs. No dramas and within 30 minutes we started pulling into our destination. It was as I hoped for, a nice leisurely country style cruise. When we arrived there was a slight hiccup I didn't expect..... FOG! I led the way into the top tier of the car park and as I hoped for not a car to be seen other than all of ours. By the time we parked the car and walked to the venue we were right on schedule for our 9:00am breakfast. The only hitch was the Café reserved all of the outside seating but due to the cold and fog, everyone wanted to sit inside. After ordering, a few of us took the challenge and set up outside. It was a bit of a novelty to watch the fog lift and by 10:00am she was just about gone presenting up with a lovely backdrop to surrounding valley. All in all I hope everyone enjoyed themselves and I hope Sunday runs become a standard part of our calendar. I would naturally like to thank all who attended and look forward to attending the next run.

Here is a list of our attendees on the day.

Regards,  
Bob Fulop.





# EVENT REPORT

## BEROWRA WATERS/4

### BOB FULOP



Member/s	Car
Bob and Debra Fulop	Ferrari 328 GTS
Craig and Donna Shiel	Jaguar Mk 2
Theo and Tammy Demopoulous	HSV VE Maloo Ute
Peter and Robyn Wards	Mercedes Benz SLK
David & Linda Slater	Mercedes Benz SLK
Geoff Lane	Porsche 911 Carrera 3.2
Malcolm and Margaret Stephen	Subaru Imprezza WRX STI
Konrad and Carolyn Dover	Jaguar XKR
Colin Allerdice	Dodge
Neil Mason	Holden Monaro CV8
Ashley Smith and son	Maserati Merak
Vern and Wendy Kelly	Mercedes Benz C 430
Greg and Jemi Edwards	Mazda MX-5
Gary and Wendy Maher	Volvo 1800S
Barry Farr and Dot Forrester	Ferrari Mondial
Peter and Moya Dalsanto	Triumph Stag
Darryl and Andra Pike	Porsche 356 Speedster
Robert and Carol Harrison	Austin Healy
Bruce Griffiths & Barbara Midgley	Mazda MX-5
Stephen and Jill Knox	Jensen 541
Marie-Louise Howard	Ford Mustang
John and Margaret Moody	Jaguar Mk 2





EVENT REPORT  
BEROWRA WATERS/5  
BOB FULOP

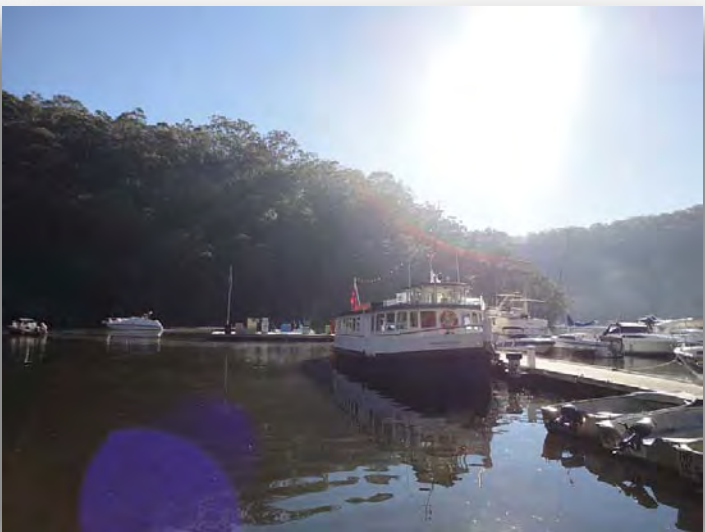




# EVENT REPORT

## BEROWRA WATERS/6

### BOB FULOP





EVENT REPORT  
BEROWRA WATERS/7  
BOB FULOP





# EVENT REPORT

## NOOSA WEEKEND DAY 1/1

### JOHN SLATER



#### 24 Hours from Noosa

Australians have never really taken to celebrating their country in song, as Americans have done since the dawn of the motor age. They have even taken it as far as celebrating oceans, in part at least, with South Pacific.

This (admittedly fairly one sided) discussion was prompted by listening to Dusty Springfield's rendition of 24 Hours From Tulsa as Wendy and I piloted "Plan C" along one of the great driving roads of Australia, the Putty Road on our way to Armidale. This was Day 1 of "24 Hours From Noosa", a trip that was to prove more challenging as it progressed.

Thursday June 20<sup>th</sup> dawned crisp, cold and dark. Dark, because we had to be at Windsor for a 6.30 start to join 21 other cars and their occupants on the trip. As mentioned above we were driving Plan C, Wendy's Golf GTI, due to the failure of Plans A and B. Plan A was the M3. Unfortunately, due to brain fade on the part of my mechanic the M3 did not have its new clutch installed in time.

No problem, we moved to Plan B, my Alfa GTV6 which was in fine fettle after some major work following its purchase earlier this year. We drove it up from Melbourne, then to Canberra and back and on a TSCC Wednesday run with no issues. That was until the morning of Wednesday 19<sup>th</sup> June when I couldn't start it. The problem turned out to be in the cold start circuit, no problem once it was warm, however, the thought of trying to start it in the cold of a winter's morning in Armidale in front of all those sniggering British car masochists made us err on the side of common sense (for once) and leave it at home. We contemplated switching to my ever faithful and much loved Alfa Giulia Super, however, by this time frustration, proper windscreen wipers, a/c and music you can actually hear won the day. As the trip progressed it would prove to be a good decision. I would like to express my admiration for Barry and Dot who did the entire trip in their concours condition Alfa Giulietta Spider Veloce and who were still smiling at the end of day 2. However, that's another story.





# EVENT REPORT

## NOOSA WEEKEND DAY 1/2

### JOHN SLATER



Back to the Putty Road. Objective, the Nundle Pub for lunch. The Putty Road is a victim of its popularity which ensures it is now heavily patrolled, which meant that in the quiet and comfort of the Golf, our thoughts turned to songs named after cities and towns. As I said earlier, Australians have never really been into this, although Lucky Starr singlehandedly tried to cover it all with [I've Been Everywhere Man](#). There have been some, [I Still Call Australia Home](#) and [Tenterfield Sadler](#), both by the same writer who will figure later in this report - although the latter song isn't about Tenterfield. There is Tommy Leonetti's, [My City of Sydney](#) and did you know Johnny Cash wrote a song called [Fast Boat to Sydney](#)? Neither did I, it's not very good. No doubt there are others I haven't thought of. So we decided to juxtapose Australian town names for famous American place songs. To try and keep it relevant we thought we should confine it to places we would travel through on Day 1. This meant we couldn't have any fun with Rooty Hill.....

So on the way to Nundle, how about:

- By The Time I get to Bulga
- Walking in Warkworth
- Jerrys Plains Dreamin'
- First We Take Muswellbrook
- Meet me in Aberdeen, Angus – sorry Judy!
- Autumn in Scone
- Wingen Woman
- Viva Murrurundi
- Ardglenn – to the words of Galveston
- Wallabadah Lineman- bit of a Glen Campbell thing going here
- Nundle Nights – with apologies to Bob Seger





# EVENT REPORT

## NOOSA WEEKEND DAY 1/3

### JOHN SLATER



After lunch at the Nundle Pub and a visit to the Nundle Mill and off to:

- Dungowan – to the words of Scott Mackenzies' San Francisco
- Moon over Moonbi
- I left my heart in Bendemeer
- Uralla – to the words of Creedence's Lodi
- Do you know the way to Armidale?

At Armidale we had the privilege of visiting John Stanley's collection of rare Stoewer Cars (pronounced Sturver), a make I must admit I had never heard of and neither had anyone else I spoke to. John is one of those single minded people I have spoken of before without whose dedication to purpose, much of our history would be lost.

John's interest in Stoewers goes back many years and he has the largest collection of them outside of Europe.

The first company was founded by the Stoewer brothers, Emil (1873 - 1942) and Bernhard (1875 - 1937) in 1896 for manufacturing [sewing machines](#) in Stettin. Stettin (now called Szczecin) was in the German province of Pomerania, which is now in Poland. The German population was removed by the Russians after WW11.

For further information I refer you to the Stoewer Museum,

<http://www.stoewer-museum.de/framesete.htm>

John has five Stoewers, of the approximately 270 which remain, around 70 are in working order. Four of John's cars are beautifully restored and he is currently in the process of completing the fifth a 1911 model.

He also owns a very rare 1911 Empire Model C, one of three survivors another of which is also in NSW. Harry C Stutz was put in charge in mid 1911 and this car with a larger 6.5 litre rather than the 2.5 in the Empire and on a longer wheel base effectively became the basis Harry C's eponymous Bearcat the following year.

He also has a 1901 Brush, a 12/50 Alvis, a 1927 Lancia Lambda and the odd Aston and a couple of Jaguars, including an E Type.....did I miss something?

From there, in true rallying tradition, we followed the bloke in front from John's property because he always knows where he's going. Except, the two Astons we followed weren't going into Armidale and we wandered around the industrial area for a while before finding our way to the Motel where we were staying the night.

No sooner had we checked in than there was a commotion from Jack and Jenny Jones' room, where a quiet drink was being had. Well, it wasn't quiet and more than one drink was being had. In fact it was proof that pre Baby Boomers show little sign of growing old gracefully either, well up to 8pm anyway.....





# EVENT REPORT

## NOOSA WEEKEND DAY 1/4

### JOHN SLATER



Dinner was at the Wicklow Pub where Eileen Kelly a former dancing partner of Peter Allen spoke to us of Peter's career and Tenterfield.  
Following which, to quote Samuel Pepys, and so to bed.  
As I drifted off, those little town blues were melting away.....

John Slater

There are more pics [here](#)





# EVENT REPORT

## NOOSA WEEKEND DAY 2/1

### MALCOLM STEPHENS



#### Armidale to Noosa

Many of us had anticipated a frosty start to the day; however, we woke to a balmy 4° morning and thankfully no frost to chip off our windscreens. After breakfast we headed off to Lyndon Hardman's home and sheds, on acreage on the outskirts of town. Upon arrival, we were met by Lyndon's son Rick, his partner Sheryl and members of the local Classic and Specialist Car Club of Northern NSW <http://www.classicandspecialistcarclub.org.au/>.

By 8:30 we were all there with hot brown beverages in hand tucking into a delicious selection cakes including caramel slice and homemade cupcakes (by Sheryl) – Ah country hospitality.

Prior to being let us loose on the sheds, Rick gave a brief introductory talk where he also explained that they were working towards constructing a motor museum in Armidale to house many of the cars we were about to see.

Up near the house, were the more weatherproof "display" sheds with a further 2 large sheds in the lower paddock holding 30 – 40 cars each and piles of parts. Apparently, Lyndon knows where everything is - amazing. Clumps of other vehicles were situated around the property nearby and off in the distance. There was an eclectic mix of cars to be seen from basket cases through to many in pristine condition. The 59 Olds' on the rotisserie should be really something when its restoration is completed. Also, the unrestored 1937 front wheel drive supercharged Cord particularly got the attention of many if not all of us. As far as the rest of the cars go, I'll let the pictures do the talking.

We all but one got away at around 9:30, leaving Jack Jones at the auto electricians with the XJS to get a misfire sorted out. Being in with some of Armidale's most switched on car people certainly fast-tracked Jack to a good sparky.

Not too far out of Armidale, the rain started and didn't let up till we got to Noosa. So with warnings about Highway Patrol from the locals and now rain, I set the cruise control on "unhurried" – we TSCC folk are models of good (compliant) driving. It wasn't just wet; it was cold, with the temperature staying in single figures for most of the day causing my fuel economy to mirror the outside temperature.

Around midday, I pulled in to Vincenzo's with the big red apple out the front, just north of Stanthorpe on the recommendation of last night's speaker Eileen Kelly, ordered a fig and walnut brownie and cappuccino and pulled up a chair next to Barry, Dott, John and Val who were enjoying lunch, while Gary and Wendy briefly dropped in. The taste of the brownie was a perfect match for the company and Vincenzo's [www.vincenzos.com.au](http://www.vincenzos.com.au) proved to be an excellent stop.





# EVENT REPORT

## NOOSA WEEKEND DAY 2/2

### MALCOLM STEPHENS



I had left a bit of room for a pie at the renowned pie shop in Warwick as per Terry's instruction, but missed the turn-off while following my GPS instead of the notes. Apparently, many of the group dropped in for a pie or two and a chat.

While we all played by the rules on the main drag, some of the secondary roads through areas like the Lockyer Valley allowed some more spirited driving, albeit tempered by the wet conditions. By the time we got to the M1, it was getting dark and the traffic was thick and slow. I ended up among the earlier arrivals at Montpellier Resort (Noosaville), getting in about 5:30 while others continued to trickle in for another hour or so. Getting in early gave me a chance to settle into our 2 BR apartment and scrub up for dinner. Most of us shared the accommodation, with 2, 3 or 4 members staying in each well appointed apartment.

Being such a large group (60) we had to split into 2 groups for dinner at either "Vanilla" 100m down the street @ 7:00 or "Sirocco" a further block away @ 7:30 – walking trumps driving tonight. I chose "Vanilla" and enjoyed a very pleasant meal served lovingly by our waitress Linda – truly, I can't remember a more pleasant or caring waitress. As usual, the company was first class. Reports from "Sirocco" were very positive too.

So ends Day 2.

As an aside, I made the trip solo (with Margaret not being able to extricate herself from teaching in the final week of the TAFE semester). Although without my trusty co-pilot, I always had the benefit of interesting company at every stop and meal, not to mention invitations to plenty of room parties, pre-dinner drinks etc. Just one of the many benefits of travelling with such a great group – thanks TSCC/AMOC.

Malcolm Stephen



There are more pics [here](#)



*Nannette Geoghegan loved her ride  
in John Bailey's Mustang*



*Rick Hardman*



# EVENT REPORT

## NOOSA WEEKEND DAY 3/1

### TERRY DALY



As Saturday dawned, the sun started shining through. Phil White from the AMOC was up very early washing his car for the Aston Martin photo shoot later in the day. Breakfast, for some, was on the foreshore of the Noosa river. Many Cafés open for breakfast and many chose to return to Vanilla the scene of last night's beautiful dinner. Today the group was off to the Bowden Museum to view some of the most famous Touring cars of the last half century. Within our midst we had the pleasure of having ML Howard (Ian and Leo Geoghegan's sister) and Nan Geoghegan (Ian's widow) which added extra interest to the visit. Neither had been to the collection before so they were welcome addition to the Group.

We arrived at approx 1000am and waited for a few members of the AMOC Qld branch to join the tour. However, there were a few missing. Ross Marshall, together with Nan Geoghegan had taken the wrong turn and were many miles away. The show had to go on and Dan Bowden started by firstly giving a very detailed account of the Benson and Hedges Ford Serria Cosworth that won the 1988 Bathurst 1000. It took about 15 minutes and with 70 cars to get through that equated to a 17.5 hour tour!!! Things did speed up and it was simply fabulous to hear how some of these famous old race cars were found and restored. Standouts on the ground floor were the Moffat Mustang and all his Phase 1, 2, 3 and 4 Falcons. Also on this floor were the famous yellow Beechey Monaro and the A9X Torana that won the Bathurst race by over 6 laps. I was in that race and remember that car continually lapping me thinking he must have had trouble and had been in and out of the pits. Little did I know just how quick that car was! The ground floor shed took just over two hours and it was now apparent that many of the females amongst us were no longer showing that deep interest that many of us males were. So where and what time is lunch was the question? Upon asking Dan, I was somewhat alarmed to hear that lunch wasn't included! My fault, I didn't confirm the arrangement in writing and my initial discussions from 6 months ago had "fallen through the cracks". Half the field then left to satisfy their hunger.

Floor two contained the two very rare and very wonderful Ian Geoghegan cars, First was the original 64 Mustang that is regarded as the most successful car in racing history having won just about every race it started in. This was the first time ML and Nan had seen the car since it was sold in the late sixties.

A few tears were shed as Dan talked about it's famous past. *(See the pic on the front cover ... Ed)*

We then moved onto the Geoghegan Super Falcon and talked about the famous race at Bathurst which featured this car and the Moffat Mustang. I was at Bathurst that Easter weekend and remember the excitement as the cars raced nose to tail for lap after lap!





# EVENT REPORT

## NOOSA WEEKEND DAY 3/2

### TERRY DALY



Many other cars were then talked about including the Ron Thorp 289 AC Cobra, another car I had seen racing at Warwick Farm. By this time it was well after 1300 and Dan wrapped up by giving a five minute advertisement on the Bowden range of car care products. Suggest you try some next time you need polish, etc.

The group was suppose to then do a two hour tour of the Maleny, Montville, Mapeton towns but I noticed very few followed these instructions. Robyn and I went up for coffee at Flaxton and meet up with four members of the AMOC club. Our next scheduled event was a "Sunset Cruise " at 1800 followed by diner at 1900 at Trios restaurant. We all assembled at 1745 for a short walk to the wharf. 1805 and no ferry, 1815 still no ferry despite assurances that he was just a few minutes away 1820 our ferry turns up with a "sorry, flat battery " something us old car owners can relate to!

Dinner was great, helped along by the TSCC putting \$500 on the bar and AMOC adding another \$250 (they had less participants). Dinner came to an end around 21.40 and all went out to board the ferry for the homeward trip.

What no captain!

Several calls to his mobile phone got no response and then we remember he was going to watch the British Lions v Australia Ruby game so a quick look at the score revealed 23 to 21 and 10 minutes left. Yes 10 minutes later who turns up but the captain grumbling about the Australian loss!

We all arrived back at the resort by 2230 and the last thing I remember was Helen Dent and Debra Hallam looking for the room which was holding the party!



There are more pics [here](#)





# EVENT REPORT

## NOOSA WEEKEND DAY 4

### JEREMY BRAITHWAITE



We had Helen Dent and Jelly Van Dyk with us in the Lexus for the run to Bowden's on the Saturday and so once I had the picture of the Bowden's and Geoghegan's together with Ian's Mustang the call to lunch rang loud and we headed back to Noosa – directly – where we met up with Peter Van Dyk.

On the Sunday it seemed like a good idea to explore the scenic route we should have taken the day before, and we ended up at Le Relais Bressan for a leisurely lunch and an inspection of *Le Patron's* delightful collection of all things French including a Citroen or three. Helen Dent had by now decided that the back seat of the Lexus was preferable to driving with one hand and navigating with the other.

The food was delectable and the view from the ridge was quite special. I'll let the pictures do the talking. There are more [here](#).



*If you click on the link above and then double click on this image it opens in half size. Click on the O button (for original) and use the sliders on the side and bottom of your screen to see the detailed view to the coast. The panorama is built from half a dozen individual photographs.*





# EVENT REPORT

## NOOSA WEEKEND DAY 5

### CHRIS HALLAM



#### Day 5 – Noosaville to Coffs Harbour

Terry's notes showed this day as being 525 km, which looked easy since it was straight down the Bruce Highway and Pacific Highway. It started with instructions for getting from Noosaville to the Bruce Highway involving 6 roundabouts, where the correct exit number was required at each.

It seemed more like Gary Maher rally instructions, but we eventually made it to the Highway.

East of Brisbane and towards the Gold Coast, traffic density built up to an unpleasant level. We witnessed pretty ordinary commercial/industrial strip development along both sides of the Highway, not enhancing the driving experience. And then there were the roadworks. Just south of the Gold Coast, the traffic ground to a halt, and then proceeded very slowly.

My trusty navigator informed me that the Gold Coast Highway ran parallel to the main Highway and was only a few kms to the East, so we flicked out of the first gear drag and across to the coast. Even this road had its moments, with roadworks at one location blocking one southbound lane while workers installed a fence on a very wide median. I guess they have high work safety standards.

It was refreshing to enter the green fields of NSW, particularly those west of Byron Bay. Lunch options then had to be considered, with the Macadamia Castle attracting Mahers and Wards, at least. No comment about nutty people. Hallams splurged on a nice restaurant on the river at Ballina.

Novotel Coffs Harbour was a very attractive resort with plenty of pre-dinner drinks options, but the phone call from the President provided the direction: Drinks in Helen's room, with Helen (Party Girl) Dent enlivening the evening.

Our dinner menu included the club name and logo, with excellent choices available.

The *Turkish Delight* cheesecake served with a *Raspberry compote* and *fresh cream* seemed to attract many.



*At Will Hagon's on Tuesday, Deborah delights in finding a model car... 911 perhaps?*



# EVENT REPORT

## NOOSA WEEKEND DAY 6

### CHRIS HALLAM



#### Day 6 – Coffs Harbour to Sydney

The driving distance for this last day depended on where home was. Helen Dent probably had the furthest to go, to Parkes, so she drove from Coffs to Armidale, overnighted in Coonabarabran and then home on Wednesday. Helen consistently gets the prize (if there was one) for the longest distance driven to get to and from events. Will be easier when she moves to Berry shortly. South of Coffs, the Pacific Highway has become the Speed Camera Capital of Australia, with cameras everywhere. Several cameras were thwarted in their objective to get you because of the ever-present roadworks.

The late morning tea stop was at Will Hagon's Kew Pit Stop. This presented a wide array of books and memorabilia to buy. Will provided us with cakes for morning tea, which was very generous. An interesting place to stop off if passing through, but not worth a journey.

Next stop was the [National Bike Museum](#), at Nabiac, conveniently located just off the Highway.

After this stop, weary participants worked their way home. Many Hawkesbury dwellers returned back to the Putty Road.

Hallam's went west from Bulahdelah, along a twisty mountain road to Stroud for lunch, then via Dungog and Singleton to the Putty Road. It was great to have a final spirited drive along the Putty with no cars for company, before rain and darkness set in south of the Grey Gums cafe. A fitting end to a great 6 days. Thank you Terry for organising it.

Chris Hallam



*The Hallam 911 poses outside Will Hagon's 'Pit Stop' at Kew.*



# EVENT REPORT

## NOOSA WEEKEND DAY 6

### TERRY DALY



#### Day 6..the run home!

The final day of the trip to Noosa was somewhat quite with only 22 ( of the original 64 ) left for the run to Sydney. The morning weather was beautiful and the roads dry.

Breakfast was at the resort with the next stop being Will Hagon's Pit Stop at Kew. Helen Dent reviewed the road map with the crew and decided it was quicker and easier to return to Forbes via Armidale so one less to Will's stop. And for those who did stop what a wonderful collection of "Stuff" Will has. Chris Haigh even found a copy of the first ever Warwick Farm program featuring the Tasman Cars of such notables Jack Braham, Jim Clark etc, etc. A big thanks to Will Hagon who put on a great morning tea and in his words " I think I over catered "

Robyn and I were somewhat amused at the " Men at Work " signs we saw. One occasion we counted eight ( yes 8 ) people on traffic control duties and just one person working ! OH&S gone mad ! And then the day before we got stuck in a 25 minute traffic jam thinking that there must be a major accident ahead ... No, two men digging a hole on the side of the road with witches cones blocking off one lane. Just imagine all that lost time and productivity as hundred's of trucks got held up. They then speed up to make up time and if an accident happens no one considers it maybe be that 30 minute unnecessary holdup that maybe behind the accident. On another " Men at Work " area the only thing we saw working were the orange flashing lights on the top of the many trucks, tractors, etc. At that rate the Pacific Highway upgrade won't be finished in my life time.

The final stop on the tour was the National Motorcycle Museum at Nabiac with over 800 motorcycles on display. However, by now most had seen enough cars etc so the Museum was bypassed.

The run back to Sydney was uneventful with Highway Patrol Cars everywhere to ensure the 110 kph was maintained. The weather finally turned sour as we hit Sydney with heavy rain from Gosford to Dural.

Overall another great event drew to a close.





# EVENT REPORT

## NOOSA ADDENDUM DAY 6

### JEREMY BRAITHWAITE



#### JUST PAST THE MACADAMIA CASTLE ....

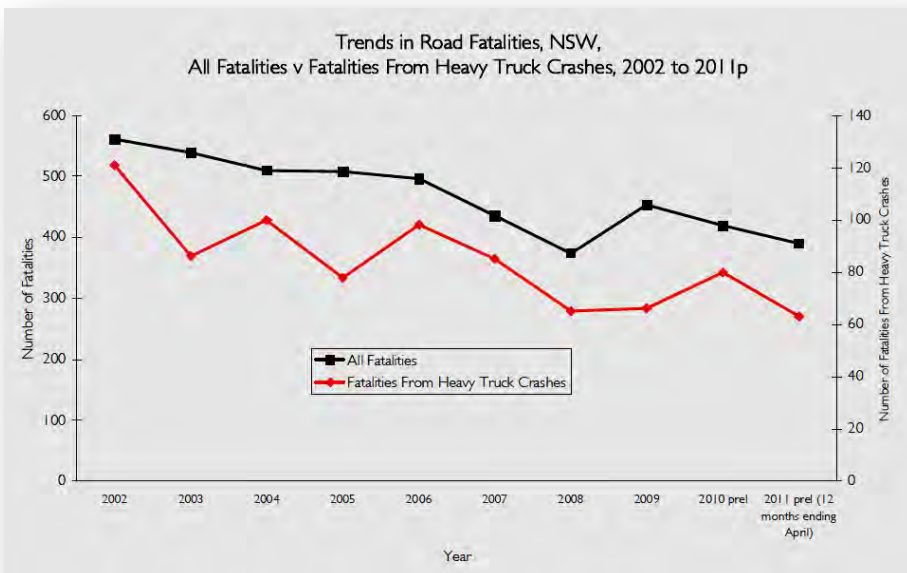
We were one of the first on the scene of this double fatality just South of the Macadamia Castle on the Pacific Highway. The B-double had come over the hill and failed to stop for the line of traffic. The 26 year old Gold Coast driver clipped one truck before turning the whole rig over on top of a silver sedan with a young couple in it. They were waiting to turn onto the Highway from the side road. You can see where their car was from the slight rise in the side of the rear trailer. The sight of someone peering under the truck to see what had happened to the couple was quite disturbing. If, like me, you have the impression that heavy vehicles are over-represented in fatalities and injuries on our roads, you will be pleased to know that the RTA's own statistics bear this out. See the table on the right. You can download the complete report [here](#).



*The Northern Star reported: B-DOUBLES should never have been cleared to use the Pacific Highway in 2002, Macadamia Castle owner Tony Gilding has said in the wake of Tuesday's fatal crash at Knockrow. Mr Gilding has been campaigning on highway issues since the first route options began being discussed for the Ewingsdale to Tintenbar Pacific Highway upgrade. In 2011 his car was narrowly missed by a [petrol tanker that lost control on the south side of Tintenbar Hill](#) before rolling and exploding at the bottom of the hill. "B-doubles and cars don't mix well on a one-lane highway," Mr Gilding said.*

#### So What Should We Do?

In Europe trucks are generally barred from travelling in the fast lane so they do not impede progress to the extent that they do in Australia. There is also typically a reasonable difference between truck speed limits and car ones. For example 100kph for trucks and 130 kph for cars. This allows cars to avoid travelling in close proximity with trucks. Interestingly the reduction for cars from 110 to 100 kph on the Newell Highway has since been restored as the accident rate with trucks soared. In Europe you also never see trucks tailgating cars like you do in this country. It would be great to see the two second rule properly policed. I understand Mr Plod can't be bothered as it is too easily challenged in court.

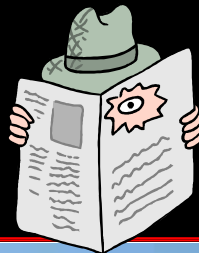




# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/1

JEREMY BRAITHWAITE



We'd never heard of the [Louwman Museum](#) up until a few weeks before we headed off to Europe. There was a reference in the English Classic Car magazine to a Louwman exhibit at Essen which provided the centrepiece of the 2013 show.

A Google search revealed a lot more information. It is also called the Dutch National Motor Museum, and has been gifted to the Dutch nation by its creator, Evert Louwman. The new museum was opened in late 2010 in a delightful purpose built building. His father Piet Louwman was an importer of Dodge and Chrysler to Holland. He later became the distributor for Toyota in both Holland and Belgium and developed a close relationship with Toyoda-san whose desk and first car grace the Museum. The Museum found the first Toyota in Vladivostok and they literally stole it from under the nose of the Japanese - who do not have such a vehicle in any of their collections.

In 1934 Piet bought his first collectible car, a 1914 Dodge. In later life, he grew obsessed with very early cars and travelled the world in search of them; the collection includes an 1887 De Dion Bouton and Trépardoux that the museum describes as the second-oldest car in the world. Louwman's son Evert continued to build the collection and has presented it to the people of the Netherlands.

The very early cars include a reconstruction of the 1886 Benz Patent Motor Car and a 1899 3.5hp. There is even a Sedan chair with original paintwork.

You walk in through the front door after parking in the underground car park and are met by this most amazing collection of very historic Alfa Romeo's. The cars belong to the Alfa Museum which has been closed since 2010 and does not have a committed date for re-opening.

I've devoted a couple of pages to them. There are many more photos on my [SmugMug site](#).

There are still lots of museums that just line the cars up in rows. It doesn't work. If the car is worth collecting, it is worth displaying properly; this is something that the Louwman excels in. Some of the very early exhibits are completely glassed in, but most are displayed with an appropriate backdrop.

Needless to say we were totally impressed.

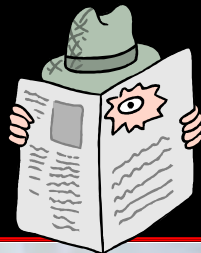
Some of our favourite pics on the following pages. More narrative on the Louwman site.



# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/2

JEREMY BRAITHWAITE





# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/3

JEREMY BRAITHWAITE

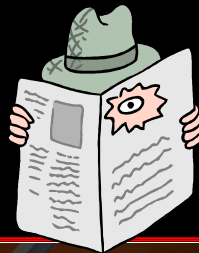




# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/4

JEREMY BRAITHWAITE





# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/5

### JEREMY BRAITHWAITE



One favourite was the Brooke 25/30 hp Swan Car of 1910. The Museum write up: *This Brooke Swan Car is truly extraordinary. It was the creation of the eccentric and wealthy Robert Nicholl 'Scotty' Matthewson, who lived in early 20th century Calcutta, the capital of what was then British India. Matthewson wanted to shock the local elite with his car, and he certainly succeeded in doing so.*

*The bodywork represents a swan gliding through water. The rear is decorated with a lotus flower design finished in gold leaf, an ancient symbol for divine wisdom. Apart from the normal lights, there are electric bulbs in the swan's eyes which glow eerily in the dark. The car has an exhaust-driven, eight-tone Gabriel horn which could be operated by means of a keyboard at the back of the car. A ship's telegraph was used to issue commands to the driver: go left, go faster, go home etc.. Brushes are fitted to sweep off the elephant dung collected by the tyres. The swan's beak is linked to the engine's cooling system and opens wide to allow the driver to spray steam to clear a passage in the streets. Whitewash or milk could be dumped onto the road through a valve at the back of the car to make the swan appear even more lifelike.*

*The car was discovered years later in its original state, albeit in poor condition. The sumptuous Indian silk upholstery had been eaten away by rats. In 1991 it came into the ownership of the Louwman Museum and was fully restored. New upholstery was commissioned from an Indian weaving mill following the discovery of remnants of the original material under the seats. All the gadgets are in working order. In 1993 the Swan won the Montagu Prize at the prestigious Pebble Beach Concours d'Élégance, in California. This is truly the most outrageous car in the collection.*

See right:  
Even the memorabilia are life size



*The Swan and the Cygnet beside it*



*What James May had in mind when he designed his amphibious Triumph Herald?*

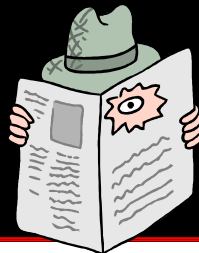




# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/6

### JEREMY BRAITHWAITE



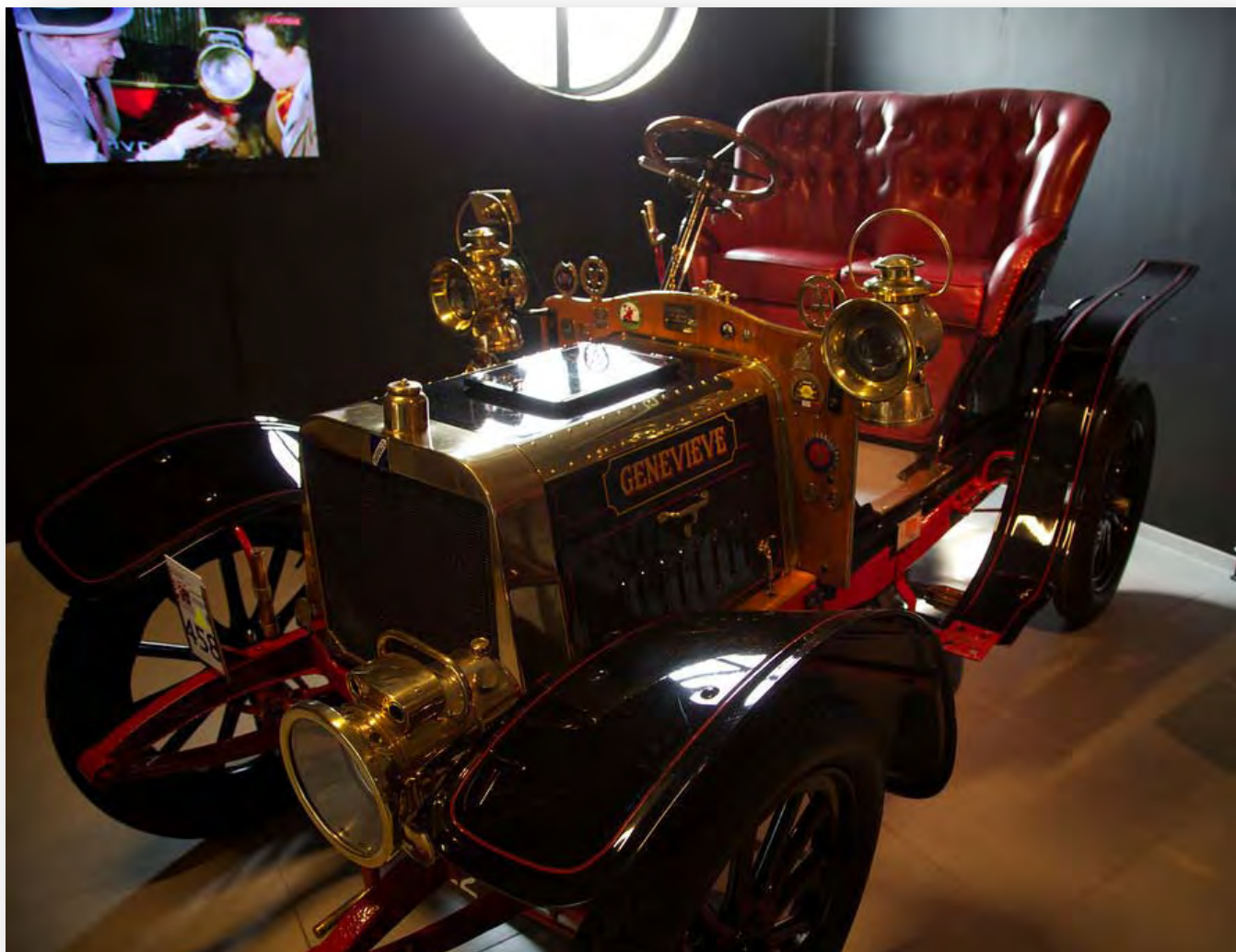
Another interesting early car with some Australian history is Genevieve:

*This is the car that played the lead in the eponymous 1953 film, 'Genevieve'. In the film this 1904 Darracq is the hobby of Alan McKim, a barrister played by the actor John Gregson; an interesting detail is that Gregson does steer the car in the film, but couldn't actually drive.*

*The owner of the Darracq at the time was the Englishman Norman Reeves. He had restored the car and named it 'Annie', but when the Darracq was selected to appear in the film, its director Henry Cornelius didn't like the name and re-christened it 'Genevieve', after the patron saint of Paris, the city where the car was built. The film was a resounding success and in 1953 the car took part in the 'real' London to Brighton Run, attracting much interest along the way. The Dutch rally driver Maus Gatsonides, who had won the Monte Carlo Rallye earlier in the year, was behind the wheel.*

*The Darracq itself was discovered among piles of junk on an estate in East London shortly after World War Two. There were fifteen car chassis, two of which were Darracq's. The Darracq's were purchased for £25 by Peter Venning, who built one car out of the two. He later found a two-seater body in a barn, but because he had just got married and had neither time nor money, he sold the car to Norman Reeves, who finished building the Darracq in its current configuration. Eventually Reeves got tired of all the publicity surrounding the Darracq and sold it to an Australian friend who exhibited the car in a museum for about 40 years. The car was acquired by the Louwman Museum in the 1990s and has since been a regular and popular participant in the London to Brighton Run.*

Gatsonides is the man who originally invented the Gatso speed camera to measure his cornering speed in an attempt to improve his driving. What a shame Mr Plod picked up the technology!



There is more on George Gilltrap and the Australian history [here](#).



# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/7

### JEREMY BRAITHWAITE



I first came across Dutch motor car and aeroplane manufacturer Spyker at the Monaco Historics in 2002 where they had two cars parked outside the casino and were doing demonstration laps between the races. As I had a photographers pass for the event it was a simple matter to ask for a ride and we ended up doing a couple of laps around the circuit in the [open car](#). I've even got some movie footage somewhere .....

[Spyker](#) are still being made. This is their current range:



There is an impressive Spyker collection as you would expect at the Dutch National Museum . Click on the list below for details of some of their cars:

- [SPYKER 60-HP FOUR-WHEEL DRIVE RACING CAR | 1903](#)
- [SPYKER 12/16-HP DOUBLE PHAETON | 1905](#)
- [SPYKER 14/18-HP DOUBLE PHAETON | 1906](#)
- [SPYKER 15/22-HP THREE-QUARTER LANDAULETTE | 1907](#)
- [SPYKER 15/22-HP DOUBLE PHAETON | 1907](#)
- [SPYKER C1 13/30-HP TORPEDO TOURING | 1919](#)
- [SPYKER C4 ALL-WEATHER COUPÉ | 1922](#)
- [SPYKER C4 STANDARD TORPEDO CABRIOLET | 1924](#)

In 2005 the ABC made a documentary of the re-run of the 1907 Peking to Paris event. The web site is still available on line [here](#) and one of the cars that competed was a Spyker painted in the colours of the original competitor in the original 1907 race:



Warren Brown was very much the star of the documentary. He was aided and abetted by his 'boss' at News Limited, Keith Brodie.

See the cast [here](#).

Keith is a good friend and used to run our Bowin when we had the Formula Ford team. When asked early in the TV series whether he had driven anything similar he answered "Only a Bowin P6F".



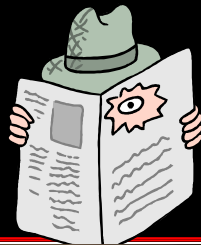
*The main Spyker display includes this aircraft*



# TOP GEAR ARTICLE

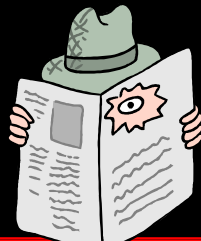
## VISIT TO LOUWMAN MUSEUM/8

JEREMY BRAITHWAITE





TOP GEAR ARTICLE  
VISIT TO LOUWMAN MUSEUM/9  
JEREMY BRAITHWAITE

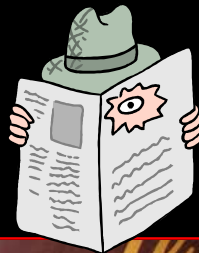




# TOP GEAR ARTICLE

## VISIT TO LOUWMAN MUSEUM/10

JEREMY BRAITHWAITE

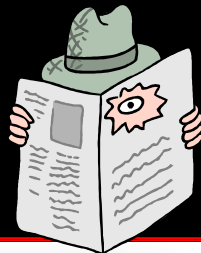




# TOP GEAR ARTICLE

## VISIT TO IAG/1

### MALCOLM STEPHENS



On 26<sup>th</sup> June I attended the IAG Research Centre at the invitation of David Snape from NRMA Veteran, Vintage and Classic Vehicle Insurance with fellow members Roger Morgan and Greg Edwards and members of various other car clubs. Former TSCC member Ron Pullen was also in attendance; Ron works with David as NRMA's North Coast representative.

While we settled in, we were entertained by a video on Chrysler's "Turbo Encabulator" which takes advantage of the modal interaction of magnetoreluctance and capacitive directance. See the video here:

[http://www.youtube.com/watch?v=MXW0bx\\_Oog4](http://www.youtube.com/watch?v=MXW0bx_Oog4)

Senior Manager of the Research Centre, Robert McDonald, made a presentation on the centre's (and its affiliates) work towards making motor vehicles safer, less damageable, more cost effective to repair after collision and more theft resistant. The presentation contained plenty of interesting videos on among other things:

- The latest head restraints in action
- Deployable bonnets which are re-settable post impact (saving replacing expensive pyrotechnic charges)
- Comparison of matching height bumper impacts with mismatched ones
- An offset impact between a chassised 59 Chev Impala and a modern Chev - a testament to modern design (you don't want to be in the Impala)

Following the presentation, Rob showed us over the laboratory including their hail damage rig and canine dummies used in their research on dog in-car restraints. A major focus of their work is to standardise the bumpers of vehicles to reduce low speed collision damage. The highlight of the lab tour was the running of a 10 km/h rear impact test on a small hatchback on their roller-coaster like rig.

The work that they are putting into designing vehicles to be cheaper to repair while maintaining all the attributes we expect from them are very impressive.

Many thanks to the team at IAG for putting on such an interesting and informative afternoon.

Malcolm Stephen

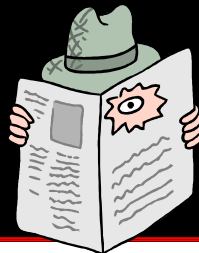




# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/1

CHRIS HALLAM



*Chris & Deb Hallam ordered a new Cayenne for pickup in Germany.*

*This is their story originally published in the Classic Rally Club magazine a couple of years ago. Ed*

We ordered a new Cayenne (yes, it might not be a 911, but it is a true Porsche), and arranged to pick it up from the Leipzig factory, where Cayennes and Panameras are made. Following a tour of the very modern factory, it was into a test Cayenne on the race track. This track has been built with every corner based on a corner from a well known track. The main section of track we used included Parabolic (Monza), Corkscrew (Laguna Seca), Mobil 1 S (Nurburgring), Curve di Lesmo (Monza) and Bus Stop (Spa). With the day being rainy, our instructor was able to effectively show what happens when the Porsche Traction Management (PTM) system is switched off – on the Corkscrew, the car ends up very sideways. Back on, same corner and speed, perfect line. When I took the wheel, I found the track easy to go fast, with the suspension settings set to “Sport”. However at speed at the end of the Corkscrew, the instructor yelled to change from 3<sup>rd</sup> to 2<sup>nd</sup> (6 speed manual, same as our new car) so I yanked the gear lever back, and it went limp, like the proverbial. The gear linkage had broken. I guess these test cars are driven hard! Back to an auto car to finish. The 8-speed Tiptronic is very good, and probably a better choice for most drivers in most situations. It even gives marginally better fuel consumption than the manual. Then it was off to the off-road test track, in an area previously used for Army training. I didn’t break the car this time, through the water, up the very steep slopes, checking not only uphill capacity but also the Porsche Hill Control (PHC), which apart from being one of the many acronyms Porsche uses, actually is very effective when starting on a steep slope, even with a manual car. We continued sideways on other slopes and across all manner of rough terrain, but no Australian bulldust. A further option for enthusiasts is to drive other models of your choice, at cost of course. A 911 drive costs £298, with instruction.

Then it was time for our car to be delivered, and systems explained. Following a great lunch in their restaurant overlooking the race track – where we observed every new car being tested prior to delivery – we drove off into the sunset, or at least into the rain. The Factory Delivery Program was a very worthwhile extra for any car enthusiast. At Leipzig It is available on only two days each week. We were one of two couples picking up a car on our day, both Cayennes in Black Metallic. Staying in a castle hotel in Dresden that night was a good start to the trip. The tram into the city centre for sightseeing the next day made more sense than driving, even with a new Porsche on hand.



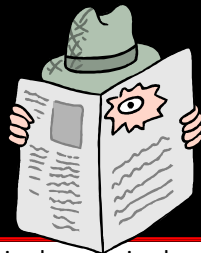
*Lunch at Porsche Leipzig, overlooking the track*



# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/2

### CHRIS HALLAM



As anyone who has driven in Europe will know, while it can be great to travel at high speeds, high concentration is also required. We did reach a speed that corresponded with what our Jaguar XK120 was named after, with the car not wound out to its maximum of 230 km/hr, but with the overall traffic density, one must pick the location. I didn't use cruise control at all, with speeds varying, and always the need to keep an eye on the rear view mirror when in the fast lane. One Porsche option is a collision avoidance radar (Adaptive Cruise Control) to prevent you from crashing into the car ahead – useful in the middle lane when coming up behind slower cars. A lane change system is also available (Lane Change Assist), but these systems are of less value in Australia and North America, when traffic densities are lower. Even on the autobahns, speed limits were often in place for a range of reasons, with roadworks being common. We often were squeezed into two lanes where the "fast" lane was signposted to be 2.0 metres wide. With the mirror to mirror width of the Cayenne being 2.155m, I learnt to stay in the slower lane here. In the other countries we visited, in what was primarily an Eastern European tour, the motorway speed limit was 130 km/hr. I did notice the fuel consumption rose substantially when travelling at higher speeds. Over the almost 4,000km we drove, our consumption was close to the factory "combined" figure of 11.2 l/100km, not bad for 2 tonne of car, with a petrol engine. Even the Turbo Cayenne, with 0-100km/hr in 4.7 seconds, has a "combined" consumption of only 11.5 l/100km. For driving into and through towns and cities, our GPS Jill was indispensable, particularly for cities like Prague and Budapest. However she tended to pick the theoretically quickest way, which might be straight through the centre of a town. In Italy we lost a turn and were directed down a lane signposted as 2.0m wide. Not in a Cayenne! The thing about a GPS though is that you always should have large scale maps as well, as any good rally navigator would know – and I had a good one next to me, with Deborah trying to check our route on a map as we went along.

When flying over to Germany to pick up the car, I found on the plane a copy of the September 2011 edition of "Top Gear", with the main article being a super car test on the Stelvio Pass in Italy, lead by The Stig. With their lead-in being "the best cars in the world on the best road in the world", I had to have a go. Surely every new Porsche owner should drive the Stelvio. Since our trip planning was to return the car to Stuttgart rather than Leipzig, we altered our route down through the Brenner Pass, over an initial pass to Meran – where GPS Jill tried to send us down the 2.0m wide lane – and through to Trafoi, at the northern foot of the Pass. Not finding our hotel there, we started up the Pass, noticing each bend was numbered, from 48 at Trafoi, to 1 near the top. After a quick phone call to the hotel (Berghotel Franzenshohe), we proceeded half way up, to Bend 22, so our hotel was literally half way up at 2188m, in a superb location for views, and for walking up past the glacier still in use for Summer skiing. We highly recommend this hotel, built in 1820, not luxury, but great atmosphere. We shared it with a Norwegian Junior Ski Team, training on the glacier, and a scientific team, studying glacial recession.



*Schloss Eckberg, Dresden*



# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/3

### CHRIS HALLAM



The Stelvio (Stilfserjoch) is at a height of 2757 m. It opened to traffic in 1825. It had its first hill climb event in 1898. In 1932, Hans Stuck Snr won the hill climb in a Mercedes-Benz SSKL in the time of 15 minutes, 23 seconds, up those 48 hair-pin bends. After driving up, I cannot imagine how "Top Gear" tested cars such as Bugatti Veyron, Pagani Zonda, Jag XKR-S, Ferrari FF, McLaren MP-4-12C and Porsche 911 GT3RS up those hair-pins! I assume they had the road closed for their serious testing, since the visibility to on-coming traffic approaching each bend was zilch. We had to slow down approaching each bend, looking uphill at the start, before committing to a line through the corner. It was most popular for motorbikes, but also popular for diehards on bicycles, so we had to try to not collect a new bumper bar ornament. With the sharp angle of most bends, the steep gradient through the turn and the restricted width of most corners, I was grabbing first gear on the approach and then sometimes having to apply a hard lock turn to get around, while I could hear my rear axle, with its optional "Torque Vectoring Plus" (PTV Plus), churning away to optimise traction. Our optional Porsche Active Suspension Management (PASM) was playing its part to hold the car down. A Turbo Cayenne with Tiptronic would do much better, but the visibility issue would be increased at a greater speed. GPS Jill couldn't handle the tightness of the bends, continually telling me to "make a U-turn now", which is exactly what I was doing, just that she couldn't tell. Even on the straights, when we passed another car I inadvertently breathed in, to make us narrower.

The summit of the Stelvio is full of cafes and T-shirt shops, with the latter mainly catering for the biker trade. While the climb from Trafoi from the northern side to the summit is the main experience, you still had to get down the southern side. We headed down towards Bormio, noticing two curved, unlit tunnels were a little narrow. After U-turning and returning up, I realised they were only wide enough for one vehicle at a time, but without any forward visibility, so I hit the horn, with an unfortunate response of another horn. The oncoming van was bigger, so we reversed out of this unlit, curved tunnel, pushing two following cars back as well. Try all of this in a Veyron at speed! After our second night on the Pass we went up but then took the alternative descent, down further hairpins into Switzerland. Beautiful scenery, with much less traffic.



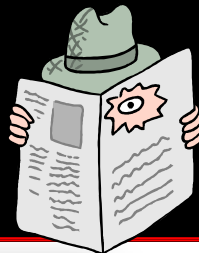
*Drivers eye view looking up the Stelvio*



# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/4

CHRIS HALLAM



*From the top, looking to Berghotel Franzenshohe, only half way down, at 2188m*



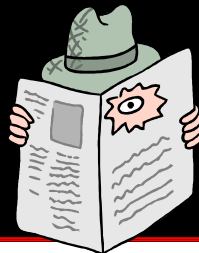
*View from the very top, Cayenne in foreground*



# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/5

### CHRIS HALLAM



Our journey ended in Stuttgart, starting with the Mercedes-Benz museum. Great display of earlier cars, and the Silver Arrow race cars, although the display of post-war cars was more limited. Our final drive was to Porsche, to the Museum. Superb. Almost all production models were represented, plus the race cars, and some rally cars. The interactive displays provided a window on Porsche design and engineering. We also had a literal window onto the restoration workshops, where customers cars were being restored. The architecture of both museums was also worth noting, but again I give first place to Porsche. We finished our visit with lunch in the museum restaurant. The specialty of the house was US beef, better than any European equivalent we tried. While it will not be a replacement for our 1953 XK120 rally car, the Cayenne proved to be an excellent car for the European Grand Tour, with good handling and plenty of space for four adults with luggage. We covered almost 4,000km in 30 days. Driving into cities was more of a test for a car that is large in European terms. The option of ParkAssist (a box we didn't tick) would have helped in typical parking areas, but my real navigator handled this extra task without telling me to "make a U-turn now". It was an unforgettable experience for a car enthusiast to have factory delivery of their new Porsche, and to do their Grand Tour prior to the car being shipped home.

#### Stop Press

After we arrived home (Australia) I couldn't forget my images of the Porsche Museum, and the earlier cars. Needless to say, I have just bought a 1971 911, in very original condition, but modified for tarmac rallies, having recently completed one event in the Australian Targa championship. Maybe Targa Tasmania in 2013, and certainly classic rallies. Maybe our XK120 rally car will be replaced by a Porsche after all.

Chris Hallam



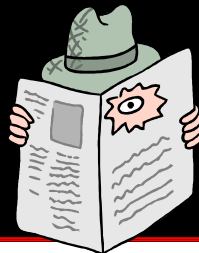
*911 in rally mode, with SC Safari, with 11 inches of ground clearance*



# TOP GEAR ARTICLE

## PORSCHE UP THE STELVIO/6

CHRIS HALLAM



*Type 64, with 906 Carrera 6 behind*



*Chris' very pretty 911 with Peter & Jelly Van Dyk behind*



# TOP GEAR ARTICLE

## THE STELVIO PASS/1

### TERRY DALY



29<sup>th</sup> May 2103

Firstly, I must thank Chris and Debra Hallam for introducing me to this particular mountain in the North Of Italy. I had heard of it before but it wasn't until I read Chris' s article (included in this edition of Top Gear) that I decided to put this Pass on my Bucket list.

Little did I know that it was going to be such a challenge !!

On the 29<sup>th</sup> May Robyn and I set off from Lake Como to the Berghotel Franzenshohe on bend 122 of the Stelvio Pass. A mere 195km with a driving time of nearly three hours. Little did we realize that it would be nearly seven hours before we reached our destination. The basic problem was that the Pass was closed but we didn't know that until we were just 6.7 k from our hotel. All signs leading up to the mountain had the Pass as OPEN and it wasn't till be hit blinding snow and fog that we realized that there was no way we could actually drive over the Pass.

Upon turning around we noticed a 6 star Hotel and Spa resort and that seemed like a place where English would be spoken and we could ask a few questions as to the state of the Pass and whether the Berghotel Franzenshohe was open.

The answer to the first question was simply...Yes, the Pass was closed due to the snow storm and yes the Berghotel was open and just 6.7k over the mountain and if you wanted to get to the hotel it was quite simple. Just go over another snow covered mountain, through Leichtenstein (and don't forget to fill up because petrol is Duty Free in this country) through a one way tunnel, into Austria, then into Switzerland and then back into Trafoi Italy and up the hill and you'll find the hotel you looking for. Alternately, this 6 star resort wasn't busy and we could have a \$800 room for \$150 for the night. Robyn wanted to stay but I insisted on driving the 140km to the pre booked hotel. And what a beautiful drive it was through roads rarely used by tourists.

Upon arriving we were greeted surprising by the owner. As the Pass was closed she didn't think we would be coming. I then found out the PASS CLOSED sign is at the top of the mountain but how anyone can get up there is see it is a big mystery to me. They must be Irish Italians who dreamed up the idea of having the CLOSED sign at the top of the mountain !

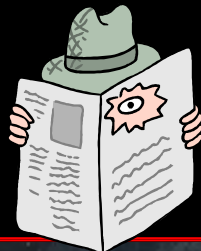




# TOP GEAR ARTICLE

## THE STELVIO PASS/2

### TERRY DALY



But what a welcome we received. We were the first guests for the season and enjoyed a beautiful diner and some wonderful wine all cooked by the owner who remember these two Australians, the Hallams, who were there for two days last year. It seems the hotel doesn't get that many Australian guests !

We were also amazed to find that this hotel is only opened for four months of the year. It is under nearly 10 meters of snow in the height of the winter. The hotel has been in her family since it was built in 1812 and as the winter sets in windows are boarded up and the hotel is literally sealed for just on 8 months. In just 4 months the hotel is so busy with 100% occupancy and the restaurant and bar open for 18 hours a day.

As Robyn and I were the only guests we retired early only to wake early in the morning to a lovely snow storm. The car and all the surrounds were again covered in snow.

After a great breakfast I decided to attempt a drive to the top (from the other side) and enjoy the drive and landscape. Unfortunately, despite snow ploughs at work I couldn't succeed so we turned around and headed to our next destination.....The Schlumpf Museum in Mulhouse France.





# TOP GEAR ARTICLE

## VISIT TO DK ENGINEERING/1

JEREMY BRAITHWAITE



Ferrari's have, until the F430, been imported into Australia on a low volume basis. This, and the fact they are sold in right hand drive markets like the UK, makes them relatively simple to justify for compliance under the [RAWS](#) scheme.

So if you are considering importing a Ferrari to Australia you will need to find someone who has an excellent reputation in the UK and who can vet the car that you have selected on Autotrader or Pistonheads.

After some research I decided that the best people for the job were [DK Engineering](#). They are a family business that has specialised in Ferrari's for a number of decades and they offer a fixed price inspection of most Ferrari's. I called James Cotteringham, explained what we wanted to achieve, and made an appointment to meet him at their premises near Amersham. They converted a collection of farm buildings to suit their purposes. They are located on a corner of a country road, and there is nothing to indicate the presence of so much mouth watering machinery within its walls.

You drive into a farm yard and see a discreet sign that asks you to ring the bell to gain access to their reception. At the same time a sleek black Enzo (JK's) appears behind electric gates; the gates open silently and the Ferrari idles round the corner. Later you hear the revs rise as it disappears on the road test through the English country lanes.

The reception is pretty impressive. A trophy cabinet holds a wall of silverware; a Ferrari V8 engine block forms the base of the coffee table, and there are a number of folders which give you a good background on the business and its clients.

One folder contained some of the letters DK's customers had written to support the development application to the local council for the old farm buildings. The first one was from Sir Paul Vestey. He explained that he had been a customer since 1980 and DK were just the sort of people the council should have as rate payers. The second was from Eric Clapton who has owned a few interesting cars over the years.

James explained the showroom only contains a small portion of the sales stock with other cars being held in a separate building a mile or so up the road. Everything is by appointment.

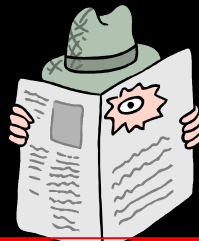




# TOP GEAR ARTICLE

## VISIT TO DK ENGINEERING/2

### JEREMY BRAITHWAITE



In pride of place was the Ferrari 250 GT TdF Zagato with the fabled double bubble roof. A Porsche Carrera GT lurked in the corner. Some difficult choices if you have the where-with-all..... The engine room contained two F40 engines. Apparently petrol today loses its octane rating if not used; so beware if you haven't run your F40 all winter and you take it out and give it a boot full. Next stop will be DK.

In the main workshop the Enzo had returned from its road test and was having further work completed. A fascinating project was an F430 engined Mondial. The ultimate Q Car? Our potential target is a 360 Modena. They were manufactured between 1999 and 2005, and there is a good representation of manual cars, as opposed to what Clarkson terms the flappy paddle. They were the first 'reliable' Ferrari and major jobs like cam belt changes could be done with the engine in situ ... not the case with the F355 predecessor. They are also more affordable.

Which probably explain why quite a few cars have been exported to Australia. DK reckon 8 - 10 and they are only one of many.

The only car we ended up looking at in the UK was quite disappointing with bubbling paint, cracked screen, suspect clutch and a very untidy engine bay, but only 22,000 miles Sir. Yeah.

There are lots of better cars in the UK but a very wide price range from mid 30's to mid 60 thousand quid ... and lots more for the Challenge Stradale like Ashley Smith's. Previous imports in Australia are selling from \$95k and I suspect help to bring the local market down.

Got to sell the Jaguar first and then see what happens to the exchange rate. The impact of luxury car tax amplifies small changes in the exchange rate and what is a good buy with a 1.45 exchange rate to the pound becomes expensive at 1.7.

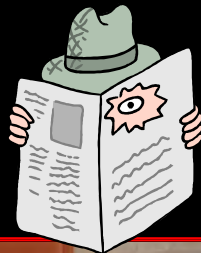




# TOP GEAR ARTICLE

## VISIT TO BEAULIEU/1

### JEREMY BRAITHWAITE



Beaulieu

The [National Motor Museum](#) was founded in 1952 by [Edward Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu](#), as a tribute to his father, who was one of the great pioneers of motoring in the [United Kingdom](#), being the first person to drive a motor car into the yard of the [Houses of Parliament](#), and having introduced [King Edward VII](#) (then the [Prince of Wales](#)) to motoring during the 1890s.

We went there for the first time in [1990](#), and wondered what changes had occurred since then. At the time of this visit there were two new displays:

#### 50 Years of James Bond

It's hard to believe that we have enjoyed 007 for half a century. The display occupied most of the top floor area at Beaulieu and contained many of the cars, boats and planes that had featured in the movies. The main car missing from the display was the Aston Martin DB5 that we saw in the Louwman Museum. Instead they had the scale model that was used in Skyfall. This model was made using a 3D printer and the cabin & turret looked completely wrong. The car also looked to be proportionally wider than it should be. I pointed this out to the attendant in the display and asked what he thought. He agreed there was something wrong. Maybe we shouldn't be surprised as Skyfall was the least convincing Bond movie we have seen.

#### The Top Gear Display

This comprised a number of displays under canvas one of which is a mockup of the Top Gear set. This was quite well done and very much gave you the feeling that you might have been part of the studio audience.

All the cars on display had clearly been the ones that were used on the series. Generally the mods looked even cruder than they had on TV, but you could see things like James May's Triumph Herald yacht and Clarkson's Toyota ute with the monster outboard. The Reliant Robin Rocket looked great and I'd not seen the episode that used the Claas Header - or combine harvester as they used to be called - but it looks pretty impressive in the metal.

The other vehicles on display are herded into the two display areas - one on the first floor and the majority on the larger ground floor area. Even the two Land Speed Record cars were part of this general display. There were a few F1 cars - some on an aluminium structure which I think was one of the Goodwood sculptures - and the balance in a group below it. There was no theme to the display, and I fail to understand why such vehicles as the Ferrari, Auburn and the Cord would be part of a display at the British National Motor Museum. There is no shortage of space to develop a National Motor Museum, and what better place to tell the story of the British motor industry than Beaulieu?

*Jumbo Goddard's D Type complete with NSW rego sticker in 1990. Not there today*



**BEAULIEU**  
NATIONAL MOTOR MUSEUM



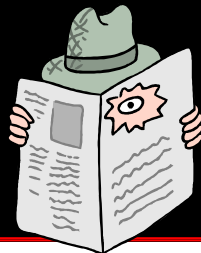
*Jeremy Clarkson's XJS*



# TOP GEAR ARTICLE

## VISIT TO BEAULIEU/2

### JEREMY BRAITHWAITE



There are so many wonderful stories to tell including the motor racing industry which dominates F1 and many lesser formula and has done so for a number of decades.

So on the car front we felt they had lost their way. They did however have another new exhibit which was quite special. Beaulieu had been the training ground for [S.O.E.](#) in the second World War and they had created a small but really interesting exhibit to record this activity. Around 300 agents had been trained and then flown into the occupied countries, many France. In motorsport terms the most interesting agent was William Grover-Williams, an Englishman living in France who had won the first Monaco GP in a Bugatti. His story as an agent, and that of many of his racing friends, is told in Joe Saward's superb book [Grand Prix Saboteurs](#). Now you would have thought that the National Motor Museum would be aware of this fact ....

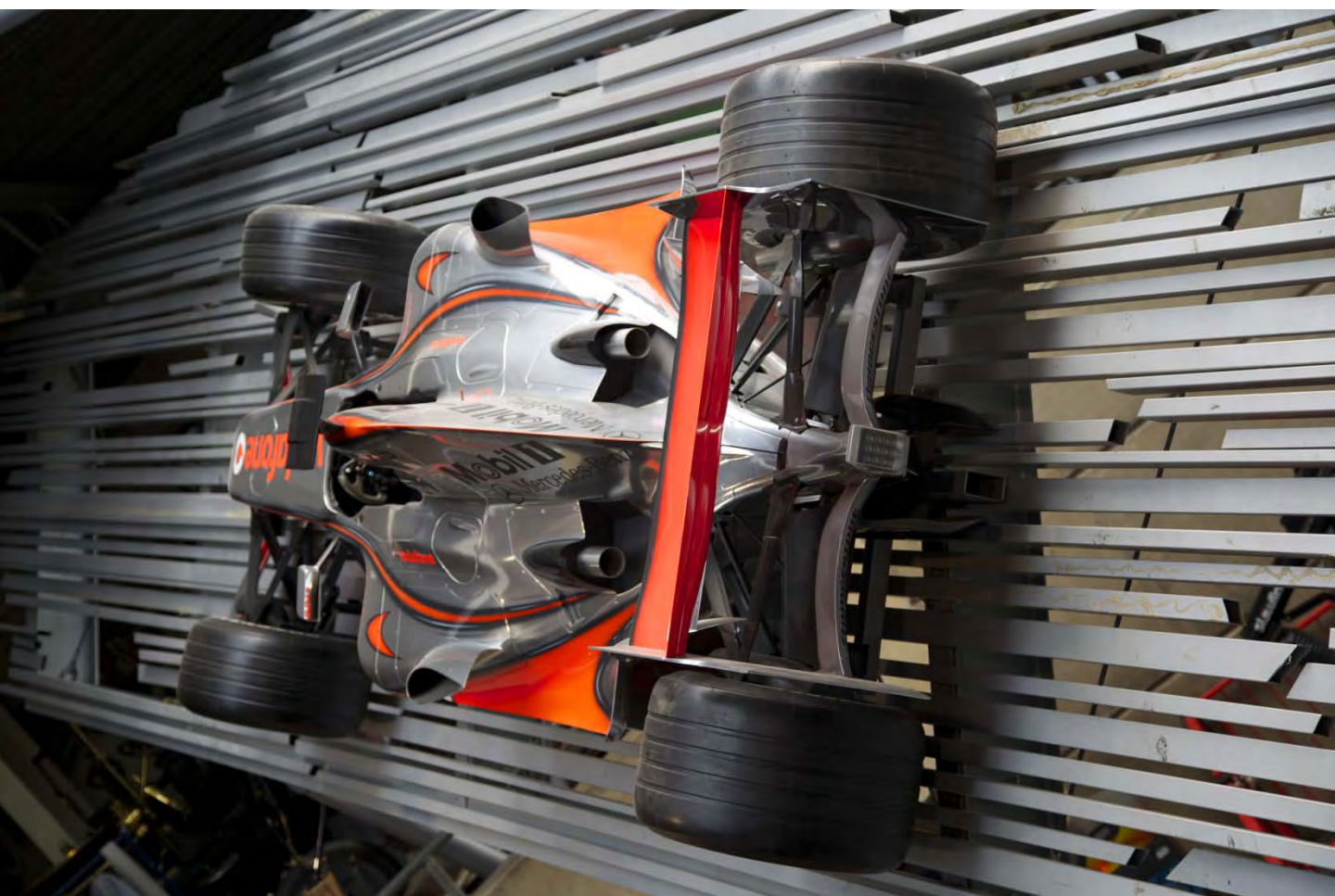
[Nancy Wake](#), the famous North Shore girl, also trained here.

We also visited the Palace, which is a lovely building as are the grounds.

Check out all the photos [here](#).



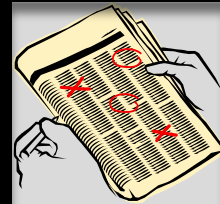
*This should be standard fitting on all XKR Convertibles!*





# 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.

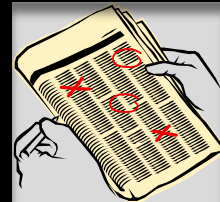
Contact Ross on 0466 345 049.





# 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.

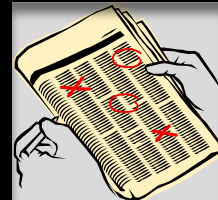
Contact phone 0466 345 049





# 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

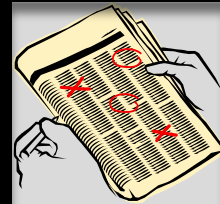
Contact Rob on [robfin@tpg.com.au](mailto:robfin@tpg.com.au)





# TOP GEAR CLASSIFIEDS

## JAGUAR XKR CONVERTIBLE



### FOR SALE – 2002 JAGUAR XKR CONVERTIBLE

The Jaguar is a 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.

Price is \$69,500

Call Jeremy Braithwaite on 0416 222 112

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





# TERRY DALY'S JOKES PAGE



## Blind Man

While redecorating a church, three nuns become extremely hot and sweaty in their habits, so Mother Superior says, "Let's take our clothes off, and work naked."

The other two nuns disapprove, and ask, "What if someone sees us?"

But the Mother Superior says, "Don't worry, no one will see us, we'll just lock the door."

So the other nuns agree, strip down and return to work.

Suddenly, they hear a knock at the door, and grab their clothes in a panic.

Mother Superior runs to the door and calls through, "Who is it?"

"Blind man," a man's voice comes back.

So she opens the door, and lets in the blind man, who turns to the nuns and says, "Great tits, ladies, now where do you want these blinds?"

## Three Paddys in a Bar

Paddy Irishman, Paddy Englishman, and Paddy Scotsman

One day, Paddy Irishman, Paddy Englishman, and Paddy Scotsman walked into a pub together. They proceeded to each buy a pint of Guinness.

Just as they were about to enjoy their creamy beverage, three flies landed in each of their pints and got stuck in the thick head.

Paddy Englishman pushed his beer away from him in disgust.

Paddy Scotsman fished the offending fly out of his beer and continued drinking it as if nothing had happened.

The Irishman, too, picked the fly out of his drink, held it out over the beer and then started yelling: "AH YOU LITTLE THIEF! SPIT IT OUT, SPIT IT OUT!"

## Paddy goes to the doctors

Paddy was planning to get married and asked his doctor how he could tell if his bride is a virgin.

The doctor said

'Well, you need three things from a Do-It-Yourself shop. A can of red paint, a can of blue paint... And a shovel.'

Paddy asked, 'And what do I do with these, doc?'

The doc replied, 'Before the wedding night, you paint one of your testicles red and the other one blue. If she says, "That's the strangest pair of balls I ever saw", you hit her with the shovel!!!'

## Paddy goes for a job

Paddy goes for a job at a chemical factory, the factory manager asks "Have you worked with chemicals before?" "Yes!" Paddy replies. The manager asks "Can you tell me what nitrate is?" Paddy replies "I'm hoping its going to be time and a half."



# TERRY DALY'S JOKES PAGE



## CIVIL AVIATION AUTHORITY OF IRELAND

Examination for the Initial Issue of Irish Commercial Pilot's Licence

Time allowed: 3 hours

Pass mark: 75%

Candidate's full name: \_\_\_\_\_

(5 marks)

1. On the front of the VHF radio set is a switch marked 'On' and 'Off'. In which of these two positions can you expect to get the best reception? (10 marks)  
When an aeroplane takes off, does it go : UP/DOWN/SIDEWAYS/NORTH  
When you take off do you go: UP/DOWN/SIDEWAYS/NORTH/DON'T KNOW? (10 marks)  
Name the odd man out: VC10; DC8; B707; QE2 (5 marks)
2. If an aeroplane has a lot of drag does it mean:  
a) pilots are dressed up as hostesses?  
b) resistance to airflow?  
c) being towed behind a tractor? (5 marks)
3. If two red balls are displayed on the Signal's Mast by the control tower, does it mean:  
a) the controller is a Red Indian?  
b) there is a 'balls up' in ATC?  
c) there is a glider flying? (5 marks)
4. Which undercarriage position would you select for a normal landing? Give your reasons. (5 marks)
5. If the runway visibility at an airport was reported as 50 meters, what kind of weather would you expect to find:  
a) fog?  
b) thunderstorms?  
c) windy?  
If one meter equals 39.36 inches, how far is fifty meters? Give your answers in meters. (10 marks)
6. Is an ISOBAR an:  
a) ice-cream parlour?  
b) Czar of Russia?  
c) line of equal atmospheric pressure (5 marks)
7. A BARREL ROLL is a:  
a) aerobatic manoeuvre?  
b) laying a barmaid  
c) rolling a keg? (5 marks)
8. What is the opposite of a COLD FRONT?  
a) a hot behind?  
b) warm front? (5 marks)
9. Who was the first person to fly the English Channel?  
a) Eamon Andrews?  
b) Victor Michael Charlie?  
c) M. Bleriot?  
d) Attila the Hun? (5 marks)
10. PLOTTING
11. You are flying from Point A to Point B on the chart printed below. With the aid of a straight edged ruler, draw in the track you would follow. (Extra paper is available on request). (10 marks)

X Point A	X Point B
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# WANTED

Are you a professional Photographer?

Simon!

Are you in the Brake Business?

Ben!

Are you in the Spray Painting of Cars Business?

Paul!

Are you in the Financial Planning Business?

John!

Are you in the mobile Mechanic Business?

Roger!

Are you in the Taxation business?

John!

Are you in the small Ford Business?

Dominic!

Are you in the tyre Business?

Lester!

Etc etc etc

We would like to let other members know what business you are in!

So tell us and we will put the details on the TSCC Web page under a

Members Business Directory. We need:

*Business Name & Address*

*Contact Name, phone and email*

*Web site*

*Business description – what you do*

*Any discounts applicable to members*

Better to deal with someone you know than someone you don't know!



# PARTING SHOT



***Norm Beechey was a firm believer in the adage “You can’t have too much horsepower”***