

OCTOBER 2013

top



gear



THE BIG TRIP TO NEW ZEALAND



NZ2013



ABOUT OUR CLUB

Calender

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

Club Meetings

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

Club Objectives

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

Club Shoppe

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

Correspondence

All correspondence to The Secretary, TSCC

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

Email: secretary@thoroughbredssportscarclub.asn.au

Incorporation

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

Affiliation

TSCC is affiliated with CAMS Limited

Committee

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

Membership Forms

[Membership Forms](#) can be downloaded from our web site. All new members must be proposed and seconded by financial members.

Website

www.thoroughbredssportscarclub.asn.au

Contributions to the Webmaster:

webmaster@thoroughbredssportscarclub.asn.au

Top Gear

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

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

All contributions to:

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Guest Editors

Alfa Editor:

[Barry Farr](#)

Aston Martin Editor:

[Les Johnson](#)

Jaguar Editor:

[Terry Daly](#)

Lotus Editor:

[Roger Morgan](#)

Other Information:

[Administration](#)

[Annual Awards](#)

[CAMS](#)

[Club History](#)

[Club Plates](#)

[Membership Forms](#)

[Pointscore](#)

[Sporting](#)

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



THE LAST WORD

This is my last edition of Top Gear as Editor prior to the AGM in November. I won't pre-empt the results of the AGM other than to say that I hope that the proposed (and seconded) Nominee has received everyone's vote and I have a new job in the club for 2014.

I've enjoyed the year and have found that this club has so much depth, there is an awful lot of things to write about! I've also felt that an Editor should not be the chief scribe and I've tried to encourage others to participate in the magazine. I think I have succeeded to a degree in this respect. Roger Morgan's Lotus, Barry Farr's Alfa and Terry Daly's E Type supplements come particularly to mind and for sure it is going to be quite difficult to choose a winner for the Citizen Kane award. Look out also for Les & Roselee Johnson's Aston Martin feature which details every single Aston that has ever been in this club ... an amazing effort!

And many thanks to each and every contributor over the year.

OUR HISTORY

Trying to capture the history of the club has also been extremely interesting, and I have been aided principally by two Past Presidents, Ray & Margaret Ross plus Grant Liddell.

Ray & Margaret delivered the majority of the past issues of this magazine to our house at Kurrajong Heights. We scanned them in and posted them on the club web page here:

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

Grant & Penny have also helped to fill in the gaps, notwithstanding the fact that Grant was 200% immersed in obtaining a successful outcome from Port Stephens council to his proposal for Ringwood Raceway.

RINGWOOD RACEWAY

When I arrived in Sydney in 1971 I reckoned that this was the greatest place on earth. We had 28 surfing beaches in Sydney alone and race circuits at Amaroo, Bathurst, Oran Park and Warwick Farm, plus numerous hill climb venues such as the Jim Robson run Silverdale Hill Climb.

Without the club circuits, like Wakefield & Ringwood, Eastern Creek, as the only permanent circuit, would have a monopoly, and motorsport at the club level would, for many, become unaffordable. The addition of Ringwood changes the balance, to the benefit of members like John Moody and Vic Andrews who are regular competitors.

FORMULA FORD

CAMS recently announced the demise of Formula Ford as a National Championship in Australia. We've taken the opportunity to look back on the last 46 years of close racing that the category has produced.

Formula Ford has been successful in Europe, Australia and the Americas, and particularly in the UK. Brands Hatch spawned the formula and has hosted the Formula Ford Festival there since 1976. Derek Daly was the first winner. Read all about it [here](#).

If you have never driven an open wheeler, I'd suggest it is something that should be on your bucket list before you get to the stage of needing a crane to get into the car.

The performance from the 1600cc Kent-engined cars is excellent and only a little slower than a V8 supercar with 6 times the power. For example at Eastern Creek the V8 record is 1.31.7 and the FF was 1.37.9 when I was running.

Tim Beale's Anglo Australian Motorsport operation has always prepared its cars to a very high standard and they offer drive days at both Eastern Creek and Wakefield Park. They are also open to putting on a group session. Details are here:

<http://www.driving-experience.com.au/individual-driving>

Something for the club to consider next year?

THE BIG TRIP

The trip reports dominate this issue. If you were with us you can relive the memories. If you had to stay at home you can read all about it with [reports](#) from each day we were away. The most amusing story of the trip related to Peter Van Dyk's bumper which fell off. He rang Ace and was told not to worry – it's insured. So he gave the bumper to Keith Reynolds and asked him to take it back to Ace and tell them he was returning what was left of PVD's car! Loved to have seen their faces... Many thanks to Terry & Robyn Daly for again making such a monster effort in organising everything.

THE 75TH ANNIVERSARY OF THE AGP AT MT PANORAMA

The Pre-War MG Register celebrated the 75th anniversary of the first AGP to be held in NSW at Bathurst. The history is quite interesting and I've included a [summary](#) of the creation of the track and the first race in this issue. Pics are [here](#).

GOODWOOD

We can look forward to an update of the 2013 Goodwood Revival at the November meeting from both Chris Haigh and Darryl Pike. Their photos can be found on the club's SmugMug site: <http://tscc.smugmug.com/OtherEvents>

One of Chris' photos shows the Adrian Newey GT40. You can do a lap in the wet with his co-driver Kenny Brack, who proves that forward motion can be achieved when the car is facing [completely sideways](#).

Chris said he was all over the place and would have been even quicker if he acquired some throttle control. Hard to disagree! Also on display at Goodwood was the ultimate [Espresso](#) machine... just the sort of thing you should be praying for Santa to stuff in your Xmas stocking.

TEMORA

The Temora weekend was superb. We had some concerns whether we would be able to get through on Bells Line of Road after bush fires. We got as far as Bell before diverting via Mt Victoria. Stuart Saunders at the Binalong Motor Museum looked after us very well on the Friday. The tucker was good all weekend. The flying excellent and just enough cloud to add some interest to the photos. The story is [here](#) and the pics of the weekend are [here](#). The Warbirds Downunder pics are [here](#). The visit to Keith & Sandra Berryman produced the ultimate shed tour.



EDITORIAL/2

JEREMY BRAITHWAITE



Now that's what you call body roll ! Terry at Amaroo Park in the RS2000

TERRY DALY

This is Terry's last term as President, and while Julie & I have not been members for all of Terry's five years as President, we have known each other since the mid 70's when we both raced Ford Escorts in such events as the Sun-7 Series at Amaroo.

I ran out of money and stopped racing at the end of 1976. Terry carried on, moving to the Capri's and later competing in marathons with the Mustang. We actually photographed the Mustang in London and again at the Opera House on the [LSM](#) in 1993. We'd seen each other over the years, both having had a Lotus Elise at the same time; and I remember dishing out a trophy for the Elise at a CLA Concours Julie and I organised at Chapel Hill.

But it's been the last couple of years in this club that we have seen at close hand the amount of work and dedication that Terry has expended as President. He's tireless and still working at the same 100 miles per hour pace that he travelled at in the '70s!

We went on the Big Trip he and Robyn organised to the NZ South Island in 2011. It was fantastic. They had been to every location before hand and checked out the roads, the accommodation and the restaurants. All at their own expense.

There've backed this up again with this month's tour of the North Island and all the preparation was again perfect.

I'm sure we're all thankful for the POO days at the Daly's and I reckon the Shed Tour Terry organised in 2012 was one of the best car club days I can remember.

And then there was Lightning Ridge, and Noosa. Both were superb trips away and again Terry had all the details in place. Great fun! And the effort that went into the E-Type supplement was immense. So I'm sure I speak on behalf of all members in saying a **BIG THANK YOU** to Terry and to Robyn for all her support as well.

Jeremy



RS2000 at Bathurst



Capri at Bathurst



Jeremy's RS2000 at Amaroo



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ALL THE REGULAR STUFF:

Please click on the pic

ABOUT OUR CLUB



OFFICE OF THE PRESIDENT



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HA HA HA

CLASSIFIEDS



PARTING SHOT



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Nick Jaques

OFFICE OF THE PRESIDENT/1

TERRY DALY



With Vettel again running away with the world F1 title, I, like a lot of other people, wonder just how much the Red Bull F1 car contributes to Vettel's success. A great deal would be the answer. So is Vettel a world champion mainly because of his car or is it Vettel simply the best driver in the world because he is the best driver? Under the current rules we will never know.

How about this for an idea.

- There are 20 F1 races on the F1 Calendar
- Vettel drives his Red Bull in 10 races in the year, Alonso drives his Ferrari in 10 races, etc
- Vettel drives each alternate race in another make, e.g., race 2 in a Caterham, race 4 in a Williams
- Charles Pic and van de Garde from Caterham drive the Red Bull's in race 2. Vettel / Ricciardo drive the Caterham etc.

I assume you are getting the picture.

So Vettel does 10 races with RED Bull and one race with each other make.

So what would we have to do with the cars to make this happen? Simple, all steering wheels and the way they function would have to be identical and the car would be designed so the driver's own seat could be easily fitted. We could then eliminate both KERS and DRS as the racing would be exciting without them. We would also need an additional practice session on the Thursday so that the drivers could understand the workings of and tune the other make of F1 car to their driving style etc.

However, the biggest stumbling block would be the sponsors (or would it). I see two alternatives, one being the drivers retain their driving suits and helmets and drive the other car with its own sponsors or the alternate car is repainted with the sponsor's associated with that driver. And wouldn't this attract more sponsors to the sport? And wouldn't this attract more spectators at both the circuits and on TV. Can Vettel win in a Caterham etc etc. It would be very exciting for both the drivers and the spectators. And then who would be the World Champion? The driver who adapts and drives all cars to the best of his ability but at the same time has his own team in which he would have an opportunity to bag at least 50% on his points.

So what's to stop Red Bull from deliberately providing a revised and slower car to the alternate driver? Simple, whenever the alternate driver is in the car, (e.g. Vettel in a Caterham) that driver scores double points for that constructor. So if Vettel wins in a Caterham then Caterham gets 50 Constructors Championship points.

The next thing that caught my eye was Ricky Muir winning a Senate seat for the Australian Motoring Enthusiasts Party (AMEP).

So what you say! Well he has just formed a voting alliance with PUP and the head of that party is Clive Palmer, another motoring enthusiast with a great collection of cars. And that new alliance may have voting control of the Senate. Whilst Ricky Muir won the Senate seat in Victoria the AMEP ran for Senate tickets in all States (NSW's AMEP candidates were Gary Myers and Daniel Kirkness). So is this an opportunity to submit well thought out proposals to the AMEP for things we would like to see changed. (It would be nice for CMC to grab onto this opportunity and run with it).

AMEP ran their campaign with the following:

"The AMEP is 100% behind road safety, the promotion of personal responsibility, and respect for motor vehicles in relation to road safety".

May I suggest a couple of areas that the AMEP could look at National skills and driver license testing ...(like Germany, where it is a privilege not a right to have and continue to have a license).

National Car/Truck registration system (not what we have now where a car can be registered in Victoria but not NSW etc) and wouldn't this reduce costs throughout Australia.

National Road Inspections for Truck safety.

Increasing speed limits on National Highways and country roads.

Remove all taxes from Diesel fuel. This would take significant costs out of our freight network and this would in turn reduce the costs of just about everything sold in Australia.

Additionally, it would attach more buyers to the more environmentally friendly Diesel cars. Seems like a win all round to me.

Sack the useless Petrol commissioner and his staff.

By the time you read this TSCC's grand trip to New Zealand is well and truly over. It was a fabulous trip only spoiled by the fact that both the Braithwaite's and the Edd's had to return to NSW because of the fires that raged around Bilpin. Read all about it in this edition. And see what the TSCC got up to in Temora!

We have four events that will finalize TSCC's 2013 calendar.

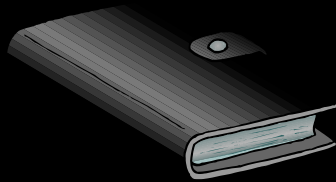
We have our AGM/November club meeting on Wednesday 13th, then one of signature events, the Pride of Ownership on the 17th November, our last Wednesday run for 2013 on the 20th November and finally the Event of the year:- the

Christmas Party / Presentation dinner on Saturday the 7th of December. All the details of these events are on the Website.

Finally, please make an effort to attend this year's AGM. A new committee will be elected so make sure you come along and have your say in the way you would like to see the Thoroughbred Sports Car Club move forward! And as a bonus Darryl Pike and Chris Haig will be talking about their experiences at this year's Goodwood Festival.

Terry

COMING EVENTS: DIARY UPDATE



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

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

Nov 13	AGM	
Nov 17	POO Day	Terry Daly
Nov 20	Wed lunch run	Lionel & Gael Walker
Dec 7	Christmas / Presentation Dinner	Barry Farr & Dott Forrester

Events for 2014 will be decided at the first committee meeting of the year which is usually held in late January or early February. There is no club meeting or Wednesday run in January; these resume in February.

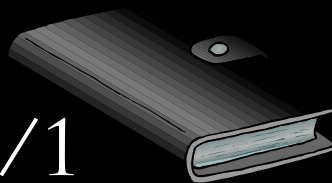
If you would like to organise an event for the club please discuss it with Terry Daly or any member of the Committee.



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

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

COMING EVENTS: ARCADIAN ARTISTS/1



Every year Carole-Anne Lunn, ably supported by Barry, puts an incredible effort into her clay and glass work which is displayed as part of the Arcadian Artists exhibition.

And its on again on the weekend of 9th & 10th November, 9.00 to 5.00 both days and its FREE.

The exhibition is based in a number of studios in the Dural area; you will find Carole-Anne at #2 on the [map](#), which is at 25 Muraban Road, Dural.

This is her description of her work:

Working with Glass and Clay in my Studio is a most satisfying hobby and a constant learning process.

All of my work is handmade and original for both Sculpture and Jewellery. My Eucalypt leaf Pendants placed on sterling silver Torcs are sculptural in design.

Once again I have included small and large ornamental Platters in layered translucent glass. Each Platter is designed in colours of our 'Jewell Sea', inspired by Dorothea Mackellar's iconic poem, 'My Country'.

My glass entails two to three firings in my kilns and no two designs are the same whether it be Sculpture, Jewellery or decorative Platters.

Am having some fun with Encaustic painting too.

Trust you will enjoy as I do in the making.

The main web site has details of all the other artists

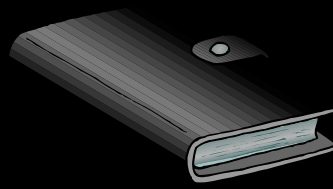
exhibitions: <http://www.arcadianartists.com.au/>

We went last year and were really impressed with the depth and talent of the art on display.

Its a lovely way to spend a lazy Sunday... or Saturday!



COMING EVENTS: THE BRIDGE TOUR LIONEL WALKER



THE BRIDGE TOUR WEDNESDAY 20TH NOVEMBER 2013



BREATHTAKING VIEWS

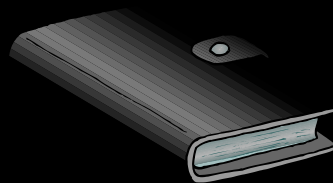
Meeting place : MacDonald's M4 Motor way Eastern Creek
Time: 8.30am for 9.00 am Departure
Destination: Appin Hotel Arrive approximately 12.30pm for Bistro lunch
The Route: Travel to Appin (on roads you may never have travelled) via Burragorang Lookout, Maldon Suspension bridge, Douglas Park bridge and Broughtons pass to Appin Hotel for lunch in their bistro. Meals at bistro prices and quite a good selection.

RSVP by 13th November to: Lionel Walker - Mobile 0412345331
Email: lionelwalker@bigpond.com



EXPLORE OUR HISTORY

COMING EVENTS: THE XMAS PARTY BARRY FARR



ANNUAL CHRISTMAS & PRESENTATION DINNER

You are cordially invited to the Annual Christmas & Presentation Dinner of the TSCC to be held at the Courtyard by Marriott 7 Talavera Road North Ryde on Saturday 7 December 2013

Dress is lounge suit or smart casual

Pre-dinner drinks will be served on the terrace at 7pm, thereafter at 7.30pm make your way to pre-set tables of 8 to enjoy a sumptuous 3 course hot & cold buffet. Drinks prior to 7pm & after 7.30pm are at your own cost

This has turned out to be a fun-filled evening in past years with plentiful great food, great music to dance to & great company so please come along with your spouse/partner. The function will conclude at 12 midnight

Please respond by email to : barry.farr09@gmail.com by 31 October 2013 indicating your acceptance, whether you have any dietary requirements such as vegetarian or gluten free & transfer \$65pp directly to the TSCC Westpac account BSB 032-282 A/c No 13-5873

remembering to identify yourself in the same manner as when renewing your subscription.

Alternatively, post a cheque payable to TSCC to

Barry Farr, 33 Shirley Road, Roseville NSW 2069

Parking is complimentary - just ensure you have your ticket endorsed at reception

For those wishing to stay overnight at the venue 15 rooms have been set aside at the special room rate of \$155 (same as last year) which includes two full buffet breakfasts.

Contact reservations on 9491.9579 or email <http://goo.gl/FfLjMm> to direct you to your Marriott.com Reservation Link page to make a booking.



EVENT REPORTS



EVENT REPORT

SPRINGWOOD COUNTRY CLUB/1

JOHN DIXON



Wednesday morning arrived bright and sunny another lovely day for a drive in the countryside. We arrived at our favourite watering hole [McDonalds] for our heart starter [coffee] before we headed off on another Run.

NAME	CAR
Walker, Adrian	Jaguar
Norman, Ian & Lisbeth	BMW
Kelly, Vern & Wendy	Mercedes
Ireland, Malcolm & Toni	Jaguar
Johnson, Les & Roselee	Subaru
Watts, Colin & Ian Hutchinson	Nissan 350Z
Thew, Barry & Judy	Porsche
Dixon, John & Val	BMW
Wards, Peter & Robyn	Mercedes
Dawes, Maree & Kate	Audi
Reynolds, Keith & Carolyn	BMW
Daly, Terry & Robyn	Aston Martin
Maher, Gary & Wendy	Volvo
Bromley, Laurie & Fran	Stag
Moody, John & Margaret	Jaguar
Braithwaite, Jeremy & Julie	Lexus
Catts, Jim	Porsche
Bailey, John	Mustang

We followed the back roads through Kenthurst past some very snazzy houses and gardens finally arriving after a slight navigational error!! At McGraths Hill in known territory with the Reynolds following behind.

We followed instructions and drove on to Kurmond and back down to Richmond and Castlereagh – no sign of the Reynolds. Who took the easy way to Richmond??

We all stopped at the lookout over Penrith Lakes and also at the bits of burnt bush. Driving onwards we soon realized how much bush had actually been burnt and how close some properties had come to being lost.

We arrived at the Springwood Golf club for a bistro lunch on the Deck [all to ourselves] with a fabulous view over the Golf course and once again the convivial company of the TSCC members came to the fore.

A very enjoyable lunch with scintillating conversation [Jeremy said the truth was optional] followed by a leisurely drive home another TSCC Wednesday Run success – Thanks Malcolm and Toni.

EVENT REPORT
SPRINGWOOD COUNTRY CLUB/2
JOHN DIXON



EVENT REPORT
SPRINGWOOD COUNTRY CLUB/3
JOHN DIXON



EVENT REPORT

SPRINGWOOD COUNTRY CLUB/4

JOHN DIXON



Terry's new DB9 Convertible... as tested by John Moody at Eastern Creek



EVENT REPORT WILDWOOD GARDENS/1 GARY & WENDY + CAST OF THOUSANDS



Jeremy Braithwaite pic

Names	Car
Maree Dawes	Audi A4 convertible
Barry Farr & Dott Forrester	Audi A4 convertible
Carol & Keith Reynolds	BMW 3 Series
Scott & Annette Sullivan	BMW 5 Series
Malcolm & Margaret Stephen	BMW M3
John & Wendy Slater	BMW M3
Terry & Robyn Daly	Jaguar E Type Series 1 Coupe
Peter & Eve Stephan	Jaguar E Type Series 1 Coupe
Adrian Walker	Jaguar E Type Series 1 Roadster
John & Margaret Moody	Jaguar E Type Series 3 Roadster
Ross & Sandra Brackenbury	Ferrari 328
Simon & Jane Mitrovich	Honda NSX
Liz Kornhaber/Geoff Scott	Jaguar XJ6 Series 1
Lionel & Gael Walker	Jaguar XK140
Konrad & Caroline Dover	Jaguar XKR Convertible
Jelly & Peter Van Dyke	Jensen Healey
Neil & Joy Hood	Jowett Jupiter
Jeremy & Julie Braithwaite	Lexus LS460
M-L Howard & Dick	Lexus GS250
Mark & Caroline Beckett	Lotus Elise 111R
Vern & Wendy Kelly	Mercedes CLK 430
David & Linda Slater	MGB
Wendy & Gary Maher	MGB Roadster
Roger Korte	Porsche 944
Barry & Judith Thew	Porsche 912
Toni & Malcolm Ireland	Jaguar S Type
Robyn & Peter Wards	Triumph TR5

REPORT FOR BREAKFAST RUN TO BILPIN. SUNDAY 29TH SEPTEMBER, 2013.
COMPILED BY GARY & WENDY MAHER WITH CONTRIBUTIONS FROM CLUB MEMBERS.

As can be seen from the list above, we had 51 members driving a huge variety of beautifully maintained and presented cars in what could only be described as superb Hawkesbury weather. The huge roll-up prompted Social Secretary, Barry Farr to comment:

‘Great to see such a strong turn-out! Sunday runs will definitely be a permanent part of the annual social calendar. Thanks to Bob Fulop for raising the idea for 2013 and really good to see so many ‘weekly workers’ joining in on the breakfast run so well organised by Gary & Wendy’.

The Hawkesbury Information Centre, where we started from, supplied us with a ‘rally pack’ containing maps and a wealth of information on things to see and do in the region. When we presented these with the detailed Classic Rally style route instructions, Barry Thew thanked us for considering members who drive older cars which only have odometers in miles. (Other event organisers note: this is easy to do, simply multiply the kilometres by 0.621 – or Wendy will let you know the formula for the Excel program). Jelly and Peter Van Dyke liked the Information pack and tried to make use of it. They emailed:

‘Information bag was a great extra. We planned to take the long way home over the causeway and around, but were stopped at Mount Tomah for an accident. Turned back quick smart!’

Having welcomed everyone we sent them off on the run. Our dear friends and regular competitors in events we have run, Joy & Neil Hood wrote:

‘After the shortest ever Gary Maher Drivers’ Briefing, we had a very scenic run, being entertained by the beautiful chorus of Bell Birds’.

EVENT REPORT

WILDWOOD GARDENS/2

GARY & WENDY + CAST OF THOUSANDS



Vern & Wendy Kelly enjoyed the sounds and sights too but not as much as passers-by possibly enjoyed Wendy's 'appearance' (?) and we quote:

'Driving topless gave us the memorable experience of hearing the lovely, deafening sound of cicadas as we climbed the mountain. Lovely run, beautiful weather, excellent breakfast & venue.'

Toni & Malcolm Ireland enjoyed the day too. They emailed: *'Good weather, top run, great breakfast – what more could you ask?'*

After what is best described as a 'spirited drive' through the Grose Valley, up and down Bowen Mountain, via picturesque Kurrajong Village and meeting up with the group from Kurrajong Heights along the way, everyone arrived safely at 'Wildwood' in Bilpin. Here we were joined by Geoff Scott & Liz Kornhaber who had driven up the other side of the mountains from Hartley. This was a first breakfast attempt by Wayne & Sue who are the owners of the beautiful gardens and café. We originally bargained for 30 people and ended up delivering 51 and in spite of this and electrical issues they managed extremely well. Together with their regular helper Christine, who roped in her husband Ross and another friend, Beth, they had everyone eating in a very short time. Many thanks for this extraordinary effort – well done to all!

M-L Howard was extremely impressed with the fruit platters and President Terry Daly enjoyed the fruit so much he missed the bacon, but still had the strength to email: *'Thanks for organising yesterday...great day and you know how to arrange the weather.'*

I was delayed in the car park admiring the beautiful cars especially those three E-Types. As I ventured towards breakfast the talk turned to Cicadas and the noise they were making. It's the male cicada mating call and then crowd spotted two cicadas doing exactly that. To make matters worse they were doing "it" on the back of Dave Slater's red MGB.

I could smell the aroma of the bacon coming from the cooking area so I promptly proceeded through the shop and to the feeding area. Such a long queue, so I went for the fruit and what beautiful fruit it was – and to be honest, I went back for seconds. I was just about to join the queue when Gary Maher shouted "we are out of bacon!" It was the cry I was dreading! The word quickly spread down the line ... "we are out of bacon!" "there is no bacon left!" The assembled masses fell silent as the reality set in. One member was heard to say "are there any pigs around?" Then Gary shouted "You can have an extra sausage instead". Smiles started returning to those still in the queue and the status quo was restored. Everyone was again pleased except Liz Kornhaber who had driven all the way from Little Hartley just for her serving of bacon. Sorry Lizzy, you can have an extra ration next time.'



EVENT REPORT

WILDWOOD GARDENS/3

GARY & WENDY + CAST OF THOUSANDS



Those who missed the bacon certainly didn't starve as once they finished the main course, there was plenty for "afters". Mark & Caroline Beckett commented:

'Great food, pleasant atmosphere & terrific company! Highlights included the croissants & cream which were most enjoyable'.

Having convinced herself that she was not going to put on weight, Maree Dawes emailed:

'I just wanted to say thank you both for a most enjoyable 'run'. Please also say a huge thank you to your friends for a lovely breakfast, the croissants were voted by those on my table as the 'best ever', not to mention the beautiful cream which I blessed and 'made low cal.''

With full bellies it was time to walk some of it off so we all ventured into the wonderful gardens. Caroline Dover's thoughts were:

'The best Sunday stroll I've had for a long time. These gardens appear to look after themselves – neat but natural with plenty of interesting nooks and crannies and a great variety of blooms. I enjoyed the lack of exertion needed and the occasional birdsong, audible above Radio Cicada on full volume!'

Simon & Jane Mitrovich enjoyed the gardens too. Their comments:

'From the sea of orange to the sound of running water as you stroll up and down the hills in a beautiful, relaxed environment, these gardens are amazing.'

Finally, the last words come from new members Scott & Annette Sullivan:

'After being firmly reminded about the consequences of booking late, we almost didn't make our very first club event. However, due to a late scratching from one of the Triumphs, we were very pleased to be included and were made to feel extremely welcome by everyone. We enjoyed the route, loved the directional notes and enjoyed the diversity of conversation. We look forward to a long adventure with the Thoroughbred Car Club.' On Monday Annette added (via email) : 'Thank you for accommodating us yesterday we had a lovely adventure and enjoyed seeing the beautiful properties. A great breakfast and they told me that this was their first breakfast they had done! I think they did a marvellous job with wonderful fresh produce.'

Thank you all for supporting the event and thanks to those who responded to Wendy's request for comments. We hope it makes interesting reading. Don't forget you can enjoy the Wildwood Garden, morning or afternoon tea or a light lunch on Friday, Saturday, Sunday & Monday during seasons as listed on their flyer in your Information Bag. It would be a great place to take overseas or interstate guests for a drive.



EVENT REPORT

WILDWOOD GARDENS/4

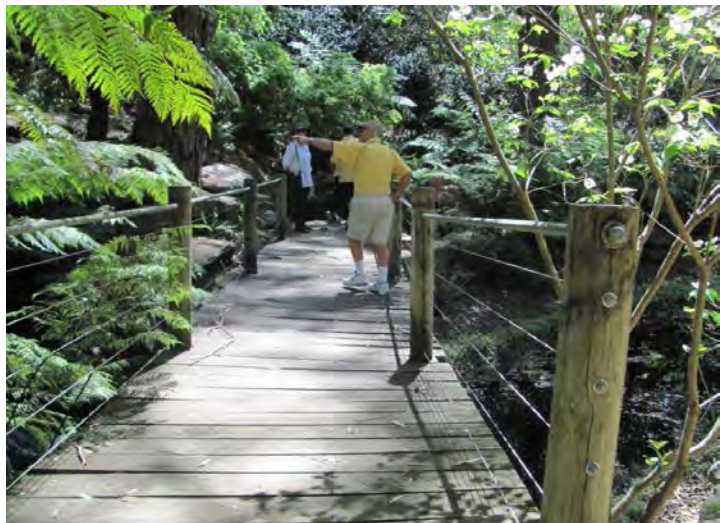
GARY & WENDY + MALCOLM STEPHENS



Competition Secretary Malcolm Stephen usually has “nothing to report” at meetings but he emailed this entertaining report after we had sent our report off to Editor Jeremy:

‘After Gary & Wendy’s briefing opposite the RAAF Base, we returned to our cars ready to head off with detailed route instructions in hand. Everybody’s in their cars now ready to go ... yep, ready to go now. A few vehicles edged forward and we followed then stopped again. “I’ll follow you John (Moody) ... “Oh no ... how about I follow you”. I look around and get shoulder shrugs from John Slater et al – looks like I’m not the only one worried about taking a wrong turn and I’d somehow found my way to the front of the queue. So what’s a man gunna do ... cometh the hour cometh the man, so I gunned it out of there.

OK, the Mahers are on our tail so that should make it easy then as we prepare for 1.95 SO XR (at 1.95 km go Straight On at Cross Road) but Gary’s just turned left – just Margaret and the instructions to guide me now. We’d been blessed with a beautiful spring day and the run took us up through some lovely back roads before joining Old Bells Line of Road. Firstly the call of the bell birds got our ear and later the deafening drum of cicadas. Typically among the many magnificent gardens and orchards we passed, the azaleas were particularly spectacular. A few kms before the Wildwood turnoff, “Bloomfield Cottage” took our eye: a quite out of the ordinary piece of architecture constructed using massive natural shaped vertical timber cladding between the windows. Plenty of sights and sounds to take in on this short but interesting run. After a “45.00” km drive we arrived at Wildwood Garden without taking any wrong turns and needn’t have worried as the route instructions turned out to be spot on. Wildwood must be cicada central – they were the loudest and most prolific we’ve ever experienced, with a pair of Yellow Mondays shagging on the bonnet of a Falcon in the car park (how very bohemian) and we have a photo for Top Gear’s first “sealed section”.



EVENT REPORT
WILDWOOD GARDENS/5
GARY & WENDY + CAST OF THOUSANDS



EVENT REPORT
WILDWOOD GARDENS/6
GARY & WENDY + CAST OF THOUSANDS



EVENT REPORT
WILDWOOD GARDENS/7
GARY & WENDY + CAST OF THOUSANDS



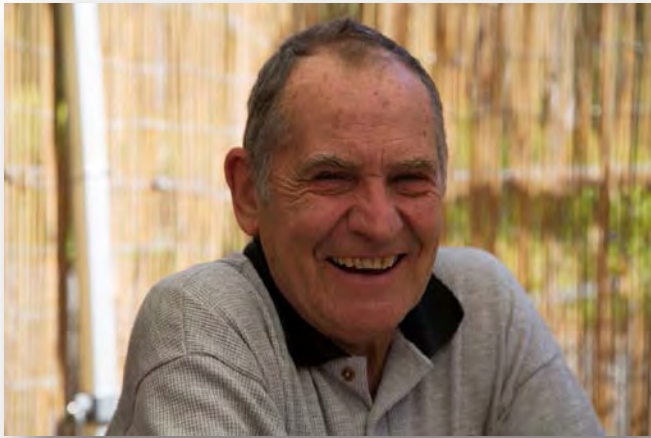
EVENT REPORT
WILDWOOD GARDENS/8
GARY & WENDY + CAST OF THOUSANDS



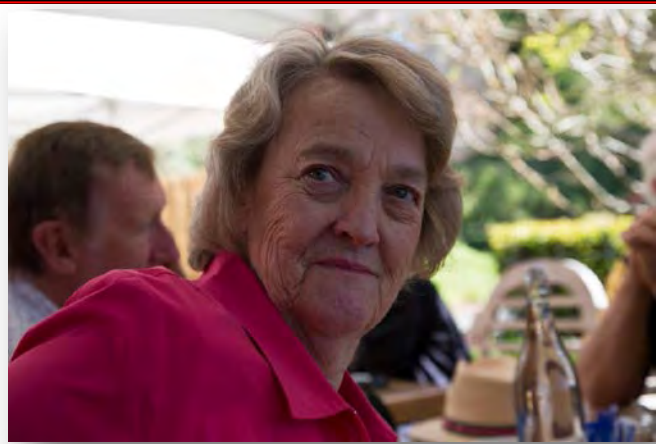
EVENT REPORT
WILDWOOD GARDENS/9
GARY & WENDY + CAST OF THOUSANDS



EVENT REPORT
WILDWOOD GARDENS/10
GARY & WENDY + CAST OF THOUSANDS



EVENT REPORT
WILDWOOD GARDENS/11
GARY & WENDY + CAST OF THOUSANDS



EVENT REPORT

WARBIRDS

THE PARTICIPANTS



These are the lucky people who enjoyed a memorable weekend at Temora:

Chris & Dianne Haigh
Chris & Gail Moss
Colin Allerdice
Darryl & Andra Pike
Jeremy & Julie Braithwaite
John & Wendy Slater
Laurie & Fran Bromley
Les & Roselee Johnson
Lionel Walker
Malcolm & Margaret Stephen

Maree Dawes
Mark & Lyn Lamb
ML Howard & Dick Brown
Neil Mason
Paul Cracknel
Peter & Jelly Van Dyk
Phil & Vicki Longfield
Rob & Kay Finney
Vic Andrews



EVENT REPORT

WARBIRDS DAY 1/1

JELLY VAN DYK



We started early to drive the 193.6 meters from our front gate to meet up at Lochiel House at 8am.



We enjoyed a delicious hot breakfast and/or coffees and left at 9.00am on Plan A along Bells Line of Road. Plan B was not required since Bells Line of Road was not closed from the fires. We drove on to Bell but the road had just been closed due to a truck accident at Lithgow. Julie Braithwaite came up very quickly with plan C. We diverted over The Causeway through Mount Victoria, went west along the Great Western Highway and turned off to Rydal towards Oberon. This is a lovely drive with beautiful scenery and majestic views of a full Lake Lyell. With Jeremy & Julie ahead and Maree Dawes following then Peter and myself watching the cars ahead just missing a BIG dead Wombat laying on the middle of the road.



EVENT REPORT

WARBIRDS DAY 1/2

JELLY VAN DYK



As well, Lyn & Mark Lamb and others reported a big brown snake sunning in the middle of the road. Lionel Walker in his beautiful XJ140 Jaguar was no longer behind us. After reaching the Monkey Bean Cafe in Oberon we learned about Lionel's brake problems.



He left the car with Past President Ray & Margaret Ross after driving on the hand brake to their place.

Chris & Dianna Haigh stopped and then very kindly took Lionel with his passenger Paul Cracknel in their Range Rover four wheel drive for the rest of the trip. Which turned out very lucky for them.

Also at Oberon Phil Longfield advised he had electrical problems with his freshly restored Lamborghini Espada. After seeing an auto electrician nearby, Phil and Vicky decided to return home and change cars. They made it as far as Richmond Air Base when the car broke down and had to be towed home. After our much needed coffees we headed on further to Taralga, a beautiful stone village as they call it.

Les & Roselee joined up at the Hotel for a delicious buffet lunch for a very moderate price, very enjoyable. We were advised to continue on spaced apart for the short section of dirt road, a sure method of ensuring some interesting navigation.

One couple (no names), whose driver trusted the lady in his Navman more than the love of his life, ended up doing a 40-50km detour on very dusty dirt roads. (*Wonder who that could have been Jelly?? Ed*)

After 154km the group arrived at the Royal Tara Motel in Binalong. After settling in, we took off to the Binalong Motor Museum just up the road, to see an amazing car collection.

EVENT REPORT

WARBIRDS DAY 1/3

JELLY VAN DYK



All you can eat for less than \$10 a head – thank you Mick and all the staff at the Taralga Hotel

However, I can comment for the girls, we enjoyed champagne and nibbles provided by Jeremy & Julie enjoying a beautiful warm balmy afternoon in lovely surrounding gardens, which for sure started the weekend off on a lovely friendship atmosphere. Returning to the Motel the hotel's courtesy bus would pick us up at 7pm and the remaining half at 7.15pm. A short drive to the Binalong Hotel for dinner.

By now we learned that Les Johnson was suffering from chest pains, and went to Yass Hospital with Roselee, this put a dampener on things for a bit, as we all felt very concerned for them.

After a very enjoyable dinner the bus picked us up again. Our day ONE has been very eventful!!

However, the next morning the sun was shining on us all again!

Les and Roselee were back and Phil left home 4:45am on Saturday this time driving his Audi to join up with us again for breakfast!

Day 2 is going to be a GREAT DAY!! WARBIRDS here we come!

Jelly van Dyk

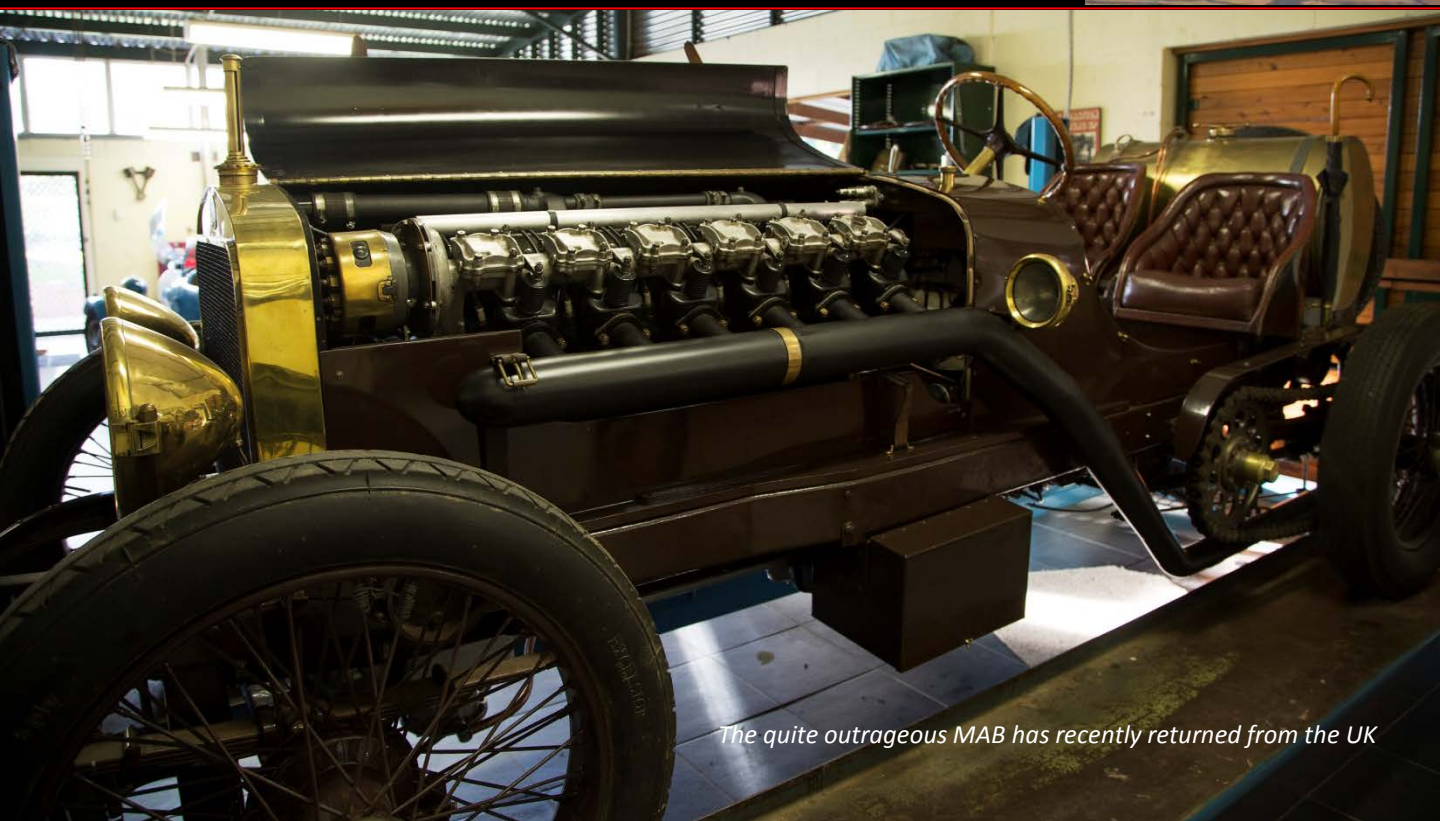
EVENT REPORT
WARBIRDS DAY 1/4
JELLY VAN DYK



EVENT REPORT

WARBIRDS DAY 1/5

JELLY VAN DYK



The quite outrageous MAB has recently returned from the UK

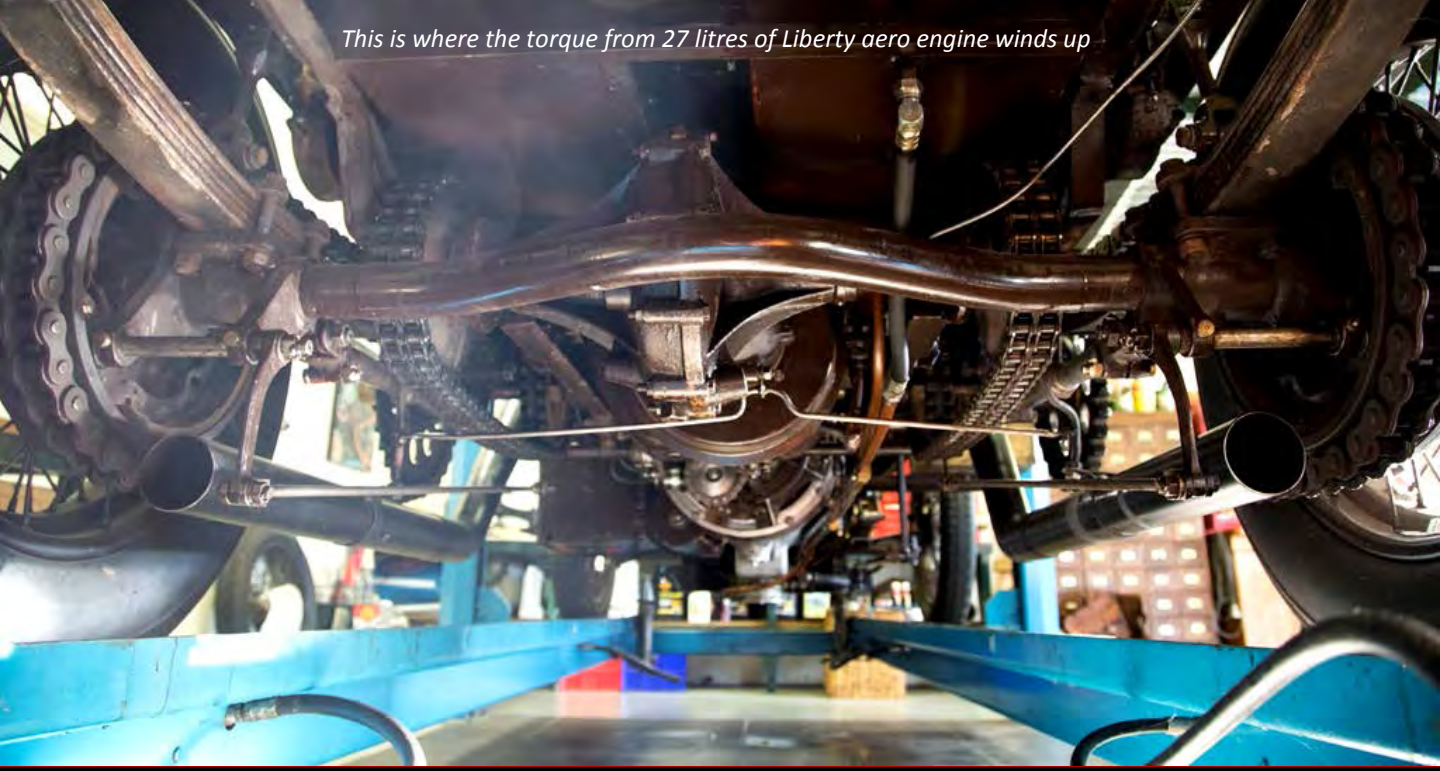


This road registered single seater is built on a Jensen chassis and uses a supercharged V12 Jaguar motor.

EVENT REPORT
WARBIRDS DAY 1/6
JELLY VAN DYK



Stuart Saunders & Max Lane share a love for Bugatti, Ferrari, etc



This is where the torque from 27 litres of Liberty aero engine winds up

EVENT REPORT

WARBIRDS DAY 2/1

LAURIE & FRAN BROMLEY



After a pleasant hour or of driving we arrived in Temora at 10.30. The traffic wasn't too bad; our gold pass enabled us to jump a part of the queue.

With our gold pass we were given a show bag with a hat a programme and a magazine. We also had seating in the grand stand, but this was a mixed blessing as the stand was in full sun and had limited seating. The bronze ticket people had seating in the shade and could move out into the sun for a closer look. Their food options were more difficult to realise due to the crowds. I think on a future occasion the best option would be to buy the bronze ticket and bring your own food and drink. The display was fantastic. We were seated about 10 metres from some of the most interesting warbirds, the Spitfires, Mustangs and eventually the F18.

Of particular interest to me was the flying display of the Super Constellation and the Catalina. The Constellation is a most graceful aeroplane and one I associate with visits to Mascot to see my father flying off around the world. He was navigator on Connies throughout the fifties. I well remember the sea of tail fins at Mascot Qantas base and the clouds of smoke and sparks as each of the 18 cylinder engines were started up. Each aeroplane had 144 spark plugs! During the war my father flew the Catalina. He was based in Darwin and Bowen, flying missions against Japanese held territory.

The morning display demonstrated the training aircraft, Tiger Moth, Chipmunks, Harvard's Airtourers, Wirraway and Winjeels.

I checked my log book and found I had flown the display Winjeel no 450 aircraft in 1966!

A formation aerobatic display by the private group Southern Nights, flying their T-6 Texans was just as impressive as the later professional displays.

Temora will always be associated with the Tiger Moth as during the war it was one of the principal basic training aerodromes with 90 Tiger Moths stationed here.

The roulettes put on a fine display as did the Russian Roolettes, a group of four Russian military trainers.

The Spitfires, Mustang and P40 made up a formation of WW2 fighters. The Vietnam War was represented by Caribou, Iroquois and the Cessna Dragonfly. The Dragonfly, a neat twin jet development of the T37 trainer, which was redesigned as a counter insurgency (ground attack) aircraft, put on a great and noisy aerobatic display.

Rarely seen aircraft in the display included the Gloster Meteor (the only flying single seater), the Vampire and the only flying Lockheed Hudson in the world.

During the afternoon it was the turn of the jets, with flights by such rare birds as the Vampire, Gloster Meteor and the Sabre, culminating with a display by the Hawk advanced fighter trainer, an aeroplane we rarely see in the eastern states as it is based in Perth. The F18 demonstrated that it is at the pinnacle of aviation advancement.

EVENT REPORT
WARBIRDS DAY 2/2
LAURIE & FRAN BROMLEY



EVENT REPORT

WARBIRDS DAY 2/3

LAURIE & FRAN BROMLEY



Although the airframes date from the mid eighties, these machines are up to date internally with latest generation electronics. The aircraft made amazing slow speed fly pasts literally hanging by its jet thrust before disappearing in a vertical climb.

We elected to delay our departure as the queues to exit the car park were very long. We eventually departed about 5.30 for the run home in the cool of the evening to Binalong, for the promised excellent steak dinner at the motel.

About some of the aircraft-

Constellation

The HARS Connie based in Albion Park is one of only two flying in the world. An ex navy machine it lay in storage 17 years before a dedicated team of Australians restored the aircraft. Qantas refused to allow the Qantas logo to be used on the aircraft, so it remains in authentic Qantas colour scheme less the logo. Even the registration is one used previously by a Qantas Constellation. The Constellation was one of the premium international aircraft of the fifties and was used on the Qantas around the world air service. Eventually it was replaced by the 707.

I used to regularly fly to Brisbane as a child for annual holidays with grandparents. We always flew the DC4 (which took about four hours) but in 1959, when the Constellations were largely retired from international routes, we flew the Connie, cutting the journey time in half!

When my father was stationed in London in the early sixties, he flew the Connie regularly to India to bring back cargos of monkeys which were used for manufacturing the Salk vaccine.

Catalina

The HARS Catalina was purchased in 2002 from Portugal, and following some restoration it was flown to Australia and rebuilt to represent one of the famous black cats in RAAF service. The Catalina was not a fast aeroplane but had incredible endurance. My father told me one of their duties was to fly to a Japanese held island and hold offshore. Every hour they would fly in and drop empty beer bottles, which sounded just like bombs. The normal duties consisted of mine laying, bombing and air sea rescue. Catalinas were also used as long range transport from Perth to Ceylon, the famous double sunrise flight!

Vampire

Delivered just too late for the Second World War, the Vampire was the second jet aeroplane used by the RAF. Australia ordered them in 1949, the aircraft being built in Bankstown. They were retired in 1954. The two seat trainer remained as the RAAFs advanced trainer till 1970.

Sabre

The North American F86 Sabre was one of the USAs best fighters of the fifties. The RAAF developed its own version powered by the Rolls Royce Avon engine, which was lighter and more powerful than the General Electric plant.

EVENT REPORT

WARBIRDS DAY 2/4

LAURIE & FRAN BROMLEY



Editor at work ...Vic Andrews Pic

The Australian Sabre equipped with two 30mm cannon and sidewinder missiles was probably the best variant of this iconic design. The RAAF equipped four squadrons with this aircraft. They were deployed in Butterworth and flew missions against communist insurgents in the Malayan emergency. They were the RAAF's front line fighter from 1954 till replaced by Mirages, starting in 1964. The last one was retired in 1971. Surplus aircraft were transferred to the Royal Malaysian Air force and the Indonesian Air force. One aircraft has been restored to flying condition and is owned and flown by the RAAF, with the Temora museum paying for the maintenance.

I have only mentioned some of the interesting aircraft displayed and flown at Temora. This is an amazing museum, dedicated to retain flying examples of many significant aircraft. The visiting aircraft came from the Historic Aircraft Restoration Society, Point Cook RAAF museum, private collections and RAAF serving aircraft, including the Roulettes aerobatic team.

I recommend a return visit to the next Warbirds Downunder day in about two years time.

One cannot imagine how it is possible to run your family investment company, be the founder and driving force behind Temora Aviation Museum, be an Australian aerobatic champion, and also be the co-founder of up and coming rock band, the Dead Daisies. Meet David Lowy.

He'd just returned from 2 months touring in the US where the Dead Daisies were on stage with ZZ Top. He brought three WW2 veterans up to Temora in his Gulfstream, so he hadn't much time for practice. He got a rousing ovation from the crowd after his solo performance in the Spitfire MkVIII. Impressive!



See all the Temora Warbirds Downunder pics at:

<http://jbraithwaite.smugmug.com/Aviation/Warbirds-Downunder-2013>

EVENT REPORT

WARBIRDS DAY 3/1

CHRIS AND DIANNE HAIGH



JAG-A-LONG from BIN-A-LONG

On the Sunday following the enormously spectacular and successful Temora Warbirds Aerial display day on the Saturday, the club was invited to view the car collection of long term Jaguar enthusiasts Keith and Sandra Berryman at their property at Stockinbinal.

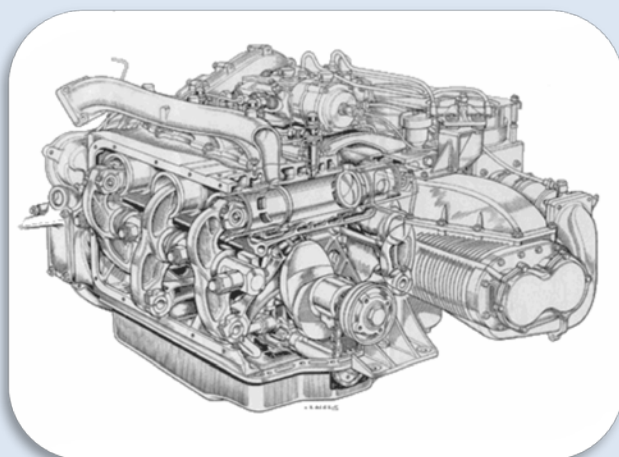
Stockinbinal is a small village near Cootamundra which has a now disused whistle-stop train station built in the 1890's, about an hour's drive from our overnight stop at Binalong. Keith's 3000 acre canola, wheat and sheep grazing property is just outside the township.

Soon after departing Binalong, we stopped at a monument and burial site for one of the more notorious bushrangers in the area who was shot and killed by police in 1865. His story is encapsulated in a sign board at the site erected personally by the late Edgar Penzig, a noted author of many books about bushrangers and convicts who coincidentally was a very good friend of fellow Jaguar enthusiast and bushranger era relic collector Ian Cummins. More of Ian later. While Edgar's story about Gilbert is interesting, there is an interestingly amusing sign erected by the local council seemingly offering their services to make for an easy transition for the local Catholics according to the signpost just as you leave town!

After arrival and parking our cars in Keith's driveway, he made a stunning arrival driving his fully restored and very collectible 1950's Commer "Double Knocker" Rootes Diesel truck which he uses to transport some of the tractors in his collection to nearby shows. He then proceeded to demonstrate starting and driving his c.1946 McCormick International tractor, which he still uses for heavy work on the farm. Interestingly, the diesel engine has an extra valve in the cylinder head which, when activated, reduces the compression required for diesel combustion to then allow for it to start and run on petrol until warmed up whence the driver pulls levers to switch it over to diesel. This particular tractor has never been refurbished and has over 20 000 hours of use which Keith reckons would have been unbearably uncomfortable given the solid steel driver's seat. A wonderful bit of old gear admired by all the men present, possibly not so much by the ladies.

On to the sheds. In shed one there are a recently acquired 1946 MkIV Jaguar 3.5 L saloon in superb condition, a beautiful 1961 flat floor Series 1 3.8L E type Open Two Seater and, his new toy, a superb 2007 Jaguar XKR 4.2L supercharged. He has the Jaguar bug!

Apart from his vehicle hoist and work vehicles, shed two contains his two newly acquired, fully restored and pristine 1946 McCormick Farmall tractors which he shows at farm machinery exhibitions. The sight of them travelling on the back of the Commer would be just fabulous..



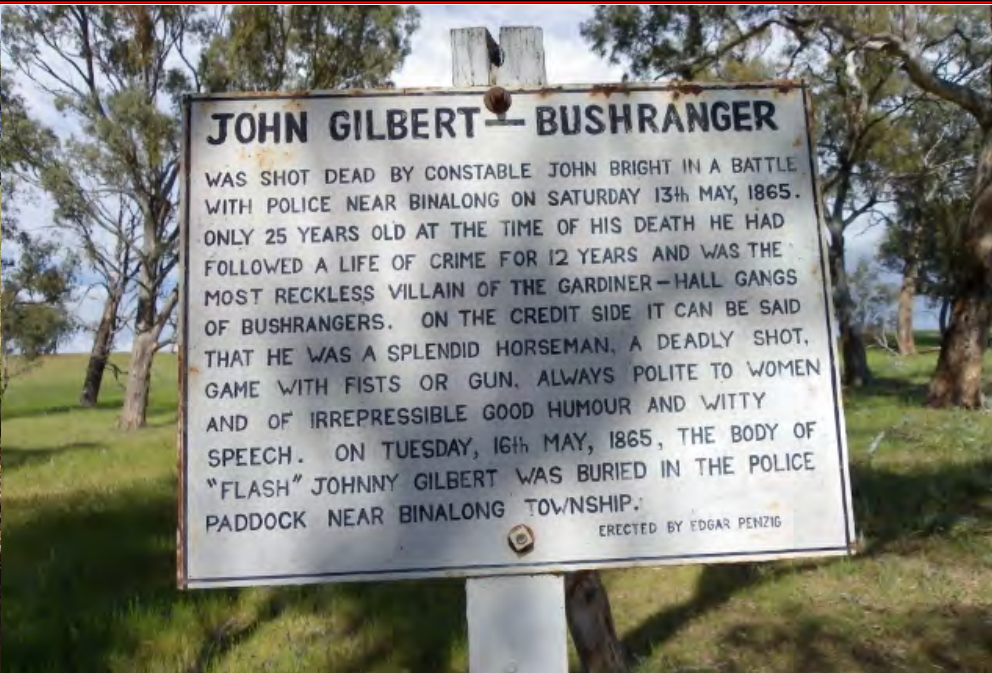
The Commer Double Knocker engine is shown in this cut away drawing. The engine has three cylinders situated above and across the plane of the crankshaft. Each cylinder contains two pistons with the crown facing inwards. On each side the pistons are linked to the crankshaft via a short connecting rod, a substantial rocker arm and a secondary connecting rod. Unlike a petrol engine, a two stroke diesel cannot use crankcase pressure to boost the air supply, because it would tend to combust any oil that was entrapped in the air. A Roots (not Rootes) blower (i.e. rotating lobe type) is situated on the front of the engine and supplies the combustion air. The total displacement is only 3.25 litres, but the engine develops 90 B.H.P. Contemporary four stroke engines, for example the Gardner 5LW produced this kind of power from 8 litres. The engine was introduced in 1954 and power outputs were progressively increased.

More at:

<http://www.sa.hillman.org.au/TS3.htm>



EVENT REPORT
WARBIRDS DAY 3/2
CHRIS AND DIANNE HAIGH



EVENT REPORT

WARBIRDS DAY 3/3

CHRIS AND DIANNE HAIGH



Now to the pride of his collection in shed three. Genuine 1955 Jaguar D-Type XKD-526 (5 meaning built in 1955 and 26 meaning the 26th production D Type built that year) which he has owned since 1967. This car has an especially proud and long Australian racing history. Supplied new in December 1955 to Andersons Agencies/ Westco Motors in Queensland and driven by owner Geordie Anderson in sprints in 1956, the car achieved 135 mph over the flying quarter, a then state record, showcasing its incredible performance for the time. Following that, Bill Pitt became the regular and very successful driver coming second to Stan Jones' 250F Maserati in the New South Wales Road Racing Championships at Bathurst in one of his first outings. He won the Australian Tourist Trophy at the 1956 Albert Park Olympic meeting in Melbourne but, the following weekend at the same circuit, rolled the car and, luckily, was thrown out and escaped relatively uninjured. The car was very badly damaged and trailered back to Brisbane where it was completely rebuilt and painted bronze. It competed very successfully in Bill's hands during 1957 and 1958 at Lowood, Bathurst, Orange, and Albert Park until sold late in 1959 to Leaton Motors who repainted it yellow with a black stripe to be driven initially by Frank Matich and later by Doug Chivas.

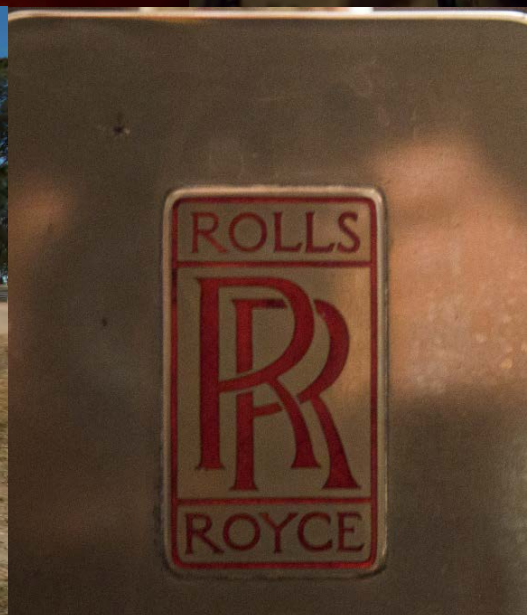
Becoming less competitive in sports car racing, in 1961 it was fitted with an ugly aluminium fastback hardtop to enable it to compete in GT category racing. In this guise it competed again very successfully with Frank Matich winning the Australian GT Championships at Warwick Farm, among many other victories. It was then sold to Barry Topen who crashed it at the Sandown Park inaugural meeting. The car remained in that state until sold in 1965 to Keith Russell in Sydney, who rebuilt and raced it occasionally during 1966.

Keith Berryman acquired the car in 1967 and removed the hardtop and raced it until it was loaned in 1976 to Ian Cummins to assist with rebuild of Ian's D-Type XKD 510. Hence the coincidental Edgar Penzig/Ian Cummins/D Type connection is complete. The full restoration of both D Types was completed in 1981 by Ian and Classic Autocraft, with difficult work including re-skinning the monocoques with correct aircraft riveting, fabricating many new parts to replace those worn out from years of hard racing and rebuilding them to better than original but totally authentic condition. Keith has maintained the car in its absolutely pristine condition since then and brings this increasingly very valuable vehicle out occasionally for demonstration and display. This car is now the only D Type left in Australia and a real pleasure to view.

A heartfelt thank you must go to Keith for showing us his wonderfully eclectic, valuable and beautiful collection.



EVENT REPORT
WARBIRDS DAY 3/4
CHRIS AND DIANNE HAIGH



EVENT REPORT

WARBIRDS DAY 3/5

CHRIS AND DIANNE HAIGH



Jeremy & Julie's guests for the weekend, Chris and Gail Moss gave this superb bottle of 1999 Eileen Hardy Shiraz to Keith & Sandra Berryman. Julie also donated a bottle of quite delicious Mumm champagne on behalf of the club.



EVENT REPORT

WARBIRDS DAY 3/6

CHRIS AND DIANNE HAIGH



Keith Berryman enjoying his D Type in the drivers parade at the Tasman Revival meeting in 2012



THE BIG TRIP



Day 1	Auckland to Paihai	Vicky Bell, Greg Ball & Wilson
Day 2	Paihai	Keith & Carolyn Reynolds
Day 3	Paihai	Barry Farr & Dott Forrester
Day 4	Coromandel	Les & Roselee Johnson
Day 5	Rotorua	Jack & Jenny Jones
Day 6	Rotorua	Peter & Robyn Wards
Day 7	Taupo	Darryl & Andra Pike
Day 8	Napier	Liz Kornhaber & Geoff Scott
Day 9	Wellington	John & Margaret Moody
Day 10	Wellington	Adrian & Lorraine Walker

DAY 1 – OCTOBER 14

SYDNEY-AUCKLAND-PAIHAI/1

VICKY BELL & GREG BALL & WILSON



Greg, Wilson & I arrived in Auckland looking forward to a great trip of New Zealand's North Island on an overcast Sunday afternoon on the same flight with Jelly & Peter and Liz & Geoff. After an uneventful flight and a quick exit through NZ Customs we found the Ace Rental phone in the airport and made the call to get the shuttle bus to collect us. Jelly and Peter followed us through Customs fairly quickly BUT not so Liz & Geoff, I waited patiently at the exit to guide them to the shuttle bus but no sign of them for quite some time. Liz had been picked out by NZ Customs staff to have a piece of meat hidden in her luggage to test the Customs sniffer Beagle.....the Beagle passed the test and Liz and Geoff finally joined our small group.

We all made our way into Auckland to prepare to join the main group the next day and begin the Big 2013 Trip. Greg and I took a ferry ride across to Devonport for a leisurely glass of NZ's best sav blanc and strolled around meeting up with a few of the locals!

After the return ferry trip we wandered the harbour looking for somewhere to have dinner, preferably out of the wind and with a bit of a view, and found that the Chinese Fleet were in Auckland harbour with crowds of people visiting the docks to look at the 3 ships. As we settled at the 'Y Not' Restaurant to watch the passing parade a very familiar couple walked in. We then enjoyed dinner for 4 with John & Margaret Moody.

Monday morning dawned overcast once again as we set off for the drive to the Bay of Islands. We started out early deciding to take our time and enjoy the day and soon found ourselves driving past many kilometres of pine forests along roads lined with poplars, much like driving through our Southern Highlands except that here the coast wasn't much more than a stone's throw away on either side of Highway 1.

We had our first sighting of sheep grazing lazily in the very lush green paddocks, and to our surprise quite a substantial number of cattle. We later learned that cattle are taking over here as there is more money to be made from them than the sheep New Zealand is traditionally known for.



DAY 1 – OCTOBER 14

SYDNEY-AUCKLAND-PAIHAI/2

VICKY BELL & GREG BALL & WILSON



As we made our way up and down the winding mountain roads Greg was heard to say he would love to be driving the Porsche around here. (A comment he made even more 10 days later on the South Island). As we drove along the smell of the sea caught us so we took a detour off the main road to Waipu Cove, a lovely long beach stretching for miles.

We reached Pahai late afternoon, had no sooner settled into our room when we heard the rumble and chatter of the rest of our fellow travellers arriving. We then found Les Johnson putting numbers on the back windscreen of each car, numbered 1 to 21 in alphabetical order of those travelling, except his car, as he was the Birthday Boy that day the Johnson's car became number 14, only slightly out of order!

Drinks were held at the front of our hotel next to the pool with all the tales of the day's travelling and sightseeing being told before heading off to a local restaurant on the Bay for dinner.

THE BIRTHDAY BOY!



DAY 1 – OCTOBER 14

SYDNEY-AUCKLAND-PAIHAI/3

VICKY BELL & GREG BALL & WILSON



Dinner at 35 Degrees went well, if a little slow at times, everyone seeming to enjoy the evening and Terry gave us a quick run down on the trip ahead.

Early in the trip I learnt some interesting facts about New Zealand:

- The country must have a lot of history as there is a Museum at least every 40 kilometres.
- There must be a lot of left-handed NZ plumbers because the hot water tap was often on the wrong side of the spout.
- The local drivers are way more courteous than Aussies.
- They make the best hot chocolates and egg sandwiches EVER!

Greg and I had a great time, our thanks to Terry and Robyn for the enormous effort they put in. Cheers,

Vic, Greg and Wilson

(Who appears to like a drop ...Ed)



DAY 1 – OCTOBER 14
SYDNEY-AUCKLAND-PAIHAI/4
VICKY BELL & GREG BALL & WILSON



The Paihai night life ..



DAY 2 – OCTOBER 15

PAIHAI DAY 2/1

KEITH & CAROLYN REYNOLDS



Paihia is the gateway to the Bay of Islands. A short ferry ride or car ferry will take you to Russell, a tranquil seaside town, full of history. You would not contemplate today that it was named "The Hell Of The Pacific" by the visiting Whalers of the time. When I woke, Day 2, the wind was very strong and was blowing the rain horizontal. Luck was on our side, by mid morning the wind and rain had abated, to leave the rest of the day perfect.

Across the road from the motel there were a large number of the group enjoying Eggs Benedict and Coffee for breakfast...Oh, some were noted eating Seafood Chowder.



The group fragmented after breakie, some going to Waitangi Treaty Grounds \$25 self tour -- Important historic site, where the treaty was signed between the British Crown and the indigenous Maori in February 1846. Maori Chiefs and the British granted land and fishing rights for the Maoris, preventing the French from owning land.

Some also visited the Harura Falls, a concave waterfall up the Waitangi River, just a short drive from town also Keri Keri that offered Art and Crafts, Culture (old and new). It has a mission station (NZ oldest building).



DAY 2 – OCTOBER 15

PAIHAI DAY 2/2

KEITH & CAROLYN REYNOLDS



Gary and Wendy told about the experience Wendy had when Liz and Geoff went with them to travel around the area. Wendy read on the Female/Male Disabled door.....<ENTER>.....Opening the door in haste, the room was filled with the Biggest Male Maori "THIS IS THE MENS", in the biggest Hakka type voice.. Wendy's knees carried her away from the scene faster than she had ever gone before.

I did hear Darryl would have liked to purchase an Ice Cream. Maybe next time Darryl!

Carolyn and myself had a mostly relaxing day some sightseeing. We were having Afternoon Tea (Garlic Prawns etc) in the Jetty Restaurant, not far from the Motel, when we sighted Vern / Wendy /Vicky and Greg returning on the ferry from Russell. Asked, "Did they enjoy their excursion""All good", was the reply.

Margaret and John left early with Terry and Robyn. Terry as the tour guide drove them around the Bay of Island beaches, coming across a Maori village of caravans and tin humpies, outhouses with no doors and mattresses on roof to stop any water leaks. They also came across a 4 wheel drive approaching them dragging a extra large tree (branches and all)Marg said, "John, quick, here is my Ipad, get a photo". Terry stopped, John started to climb out the back seat, both feet on the ground and started to stand up, but Terry had decided to move up for a better photo.. oops ..Johns ankle and foot became a speed hump.....hence no photo...but alas I found one on the internet!!!!



Around 6pm the cabana at the Motel was used for drinks and nibbles and stories of the day. Best rainbow I have ever seen, presented itself, just perfect, right in front of us on the bay.

Dinner was next, some went to Jack Ribs, 2or 1 deal, others went to the Motel Restaurant for homely baked dinner and another group went to an older style house that specialized in Seafood. The remainder went to Thai and Chinese...All good..

2ND Day.....Another Good One....



DAY 3 – OCTOBER 16

PAIHAI DAY 3/1

BARRY FARR & DOTT FORRESTER



Day 3 just had to be a good weather day as we had windy & wet conditions the previous two days & because a few of us were going sailing.

Gary & Wendy Maher, Geoff Scott & Peter van Dyke joined Dott & I on Paihia Wharf at 9.45am just as Glen glided his 25 yo Whiting 40 into the wharf. Surprisingly, we had a small party of fellow members there to farewell us, namely Vern & Wendy Kelly, Vicki Bell & Greg Ball & Peter & Robyn Wards though I suspect they were secretly wishing they had the courage to join us on such a lovely day.

The 6 of us sat on the bench seats at the rear of the yacht whilst 6 young Germans & 2 young Canadians sat atop under the sails. Glen, the owner/operator, was the sole crew member assisted on the winches from time to time by both Gary & Geoff.

Glen grew up sailing on Auckland Harbour & is a crew member on New Zealand's top racing yacht. He came to the Bay of Islands for 5 years 15 years ago.

After receiving our safety instructions both sails were hoisted & we were off for a leisurely cruise to Robertson Island, one of the 144 islands that constitute the Bay of Islands. Along the way, we passed a palatial resort at Eagles Nest which the rich & famous, 8 only at a time, lease for \$40000 per day. We also passed by Cooks Cove at Lagoon Bay, which is where Captain Cook landed in 1769.

Two hours of very pleasant cruising passed by quickly to reach our lunch destination. We jumped in the dinghy, 4 at a time, to be ferried ashore where all of us set off on a hike up a steep hill, to a lookout which provided a 360o view of the ocean & many of the islands within the Bay.

To say the view was spectacular would be an understatement. It was well worth the 200+ steps to see the different hues of blue water, the sandy beaches & the rugged outcrops. When we descended Glen had gourmet sandwiches, cookies, fruit & soft drink spread out on a rug on a grassed area for all of us to enjoy.

Gary & Wendy had the presence of mind to include a bottle of very nice, cold white wine which we all shared. Gary was so stimulated by the calorie intake, he took to one of the two kayaks & paddled into the wind & waves. He's now decided he wants to replace his canoe with a kayak.

After 2 hours on the island we were ferried back to the yacht for a true sailing experience as by this time the breeze had picked up & we had decent enough winds to get everybody excited as the yacht leaned quite heavily & sprayed us from time to time.

The young Germans took turns at the wheel & for the most part did a great job. In all, a most enjoyable & relaxing day with good company, good food & great sightseeing, contributed to largely by the very friendly & relaxed attitude of the skipper.

The best way to see the beautiful Bay of Islands.



DAY 3 – OCTOBER 16

PAIHAI DAY 3/2

BARRY FARR & DOTT FORRESTER



As to what others did that day, Vick & Greg together with Vern & Wendy headed for Keri Keri & visited the stone henge, an old church & churchyard, the Kauri woodwork shop & the chocolate factory where they sampled the chocolates & macadamia brittle. After lunching at Paihia overlooking the harbour they walked off lunch through the forest & mangroves near the golf course.

Jack & Jenny Jones went to the lighthouse at the top of the island, Les & Roselee took a 35 minute helicopter ride around the Bay & landed on top of the Hole in the Rock & on their return took photos of every yacht they passed over wondering which was ours. Jelly, who would not go sailing with Peter, overcame her fear of boating & took a ferry ride with Liz to Russell whilst Ian & Lisbeth drove around to Russell & beyond to picnic on a point where they were fortunate enough to see at least 10 dolphins at close range, some making almighty leaps out of the water. John & Wendy also drove to Russell after a spirited bush walk whilst Marg & John took the yellow ferry to the Hole in the Rock & to Russell. In all, the Bay of Islands lived up to its reputation by providing a wide array of activities in a beautiful setting.



Jeremy & Julie went to Cape Reinga – as far as you can go North by Tiida

DAY 3 – OCTOBER 16
PAIHAI DAY 3/3
BARRY FARR & DOTT FORRESTER



DAY 3 – OCTOBER 16
PAIHAI DAY 3/4
BARRY FARR & DOTT FORRESTER



DAY 4 – OCTOBER 17

PAIHAI TO COROMANDEL/1

LES & ROSELEE JOHNSON



We started our day fairly early at around 8 a.m. because it was to be a 400 km. drive to our night's accommodation.

We spotted Vern & Wendy heading off on their early morning walk as we departed.

Our journey in the mighty Tiida took us through some spectacular countryside and we spent many hours meandering through rolling plains and fields full of cows, although some of the time we were slowed down to 40 k.p.h. and even worse, to a dead stop, because of road works.

Finally we stopped at Thames for lunch at the bakery.

Thames is the gateway to all of The Coromandel's unique towns and has everything you need in a service centre without the crowds, cost or hassle of bigger cities.

It is a 'crafty' town proud of its heritage and connected to the natural environment with an expansive bush wilderness as its backdrop and many delightful shops, with local produce, art and friendly service.

A former gold mining boom town that once produced gold by the tonne, it has proudly maintained its heritage buildings and has an operational gold stamper battery and original tunnels that exist now only to preserve a fascinating insight to the past.

As we left Thames we spotted a mother duck with 24 little "dicklings" (N.Z. for ducklings) crossing the road. They were so cute!

Because our day was mainly a driving day we kept ourselves alert by creating a story using N.Z colloquialisms.

As we drove along we saw some cricketers wearing their "betting" (batting) gloves, but, they had to be careful that the ball didn't hit anyone on the "brist" (breast). One cricketer was overheard saying "his was 'bugger' (bigger) than the others. And another was overhead saying that he had "been butten" (been bitten) and put the injured part in the "chilly bun" (esky). Another team member even spoke "error buck" (Arabic) because he originally came from "E-Jupp" (Egypt).

After the game was over they were in a "leather" (lather) and removed their cricket shoes and replaced them with "sendles" (sandals) and then had a cup of tea with an "error route" (arrowroot) biscuit. Then, the cricket pitch was watered, but, they didn't use a "pissed aside" (pesticide) because it was dangerous for the "pugs" (pigs) that wallowed after heavy rain.

We are not sure what a lot of people did on the way to Coromandel although Jelly and Peter were spotted having fresh oysters, whilst others kept on going to get in for the night.

It was a long day and we finally arrived around 4 pm and Les quickly dumped me and the other bags and went off for a zigzag railway ride around Coromandel town which he had glowing reports about.

Our day finished by having a meal in the Peppertree Restaurant and bar and we walked very briskly back to our hotel room because it was freezing!

Roselee and Les Johnson

DAY 4 – OCTOBER 17
PAIHAI TO COROMANDEL/2
LES & ROSELEE JOHNSON



DAY 4 – OCTOBER 17
PAIHAI TO COROMANDEL/3
LES & ROSELEE JOHNSON



DAY 5 – OCTOBER 18

COROMANDEL TO ROTORUA/1

JACK & JENNY JONES



Day five started at 7.11am. when a certain person sharing our accommodation woke the whole unit in a panic looking for passports and money that had gone missing. After emptying suitcases etc. someone suggested looking under the said cases and there they were where someone had hidden them. As we were awake at this time we decided breakfast might calm things down a little. After eating we got talking to some of our group and decided to do the Driving Creek train trip. The previous days report may well of covered this trip. After finishing the train trip we were about to depart when Adrian discovered he had a flat battery; luckily an employee located a power pack and we were all on our way. We travelled over some very mountainous and possibly the longest windiest roads we have ever been on. We travelled through several towns such as Whitianga and Whangamata. By the way in NZ 'wh' is pronounced as 'F'. This can make for some very interesting pronunciations! Along the way we diverted into the HOT WATER BEACH where you could hire a shovel and in about 50 meters of sand you could dig a hole and very very hot water would surface. After some more scenic driving through farmland districts we arrived in Rotorua. After checking in we drove around the shores of Lake Rotorua and witnessed some interesting sights, backyards of homes with steam coming from holes in the ground and a church being heated by the hot water being piped under the floors. After a guided tour of the restaurants by the Daly's we decided on a Thai restaurant for a very enjoyable meal. Jack and Jenny.



DAY 5 – OCTOBER 18

COROMANDEL TO ROTORUA/2

JACK & JENNY JONES



DAY 5 – OCTOBER 18

COROMANDEL TO ROTORUA/3

JACK & JENNY JONES



DAY 6 – OCTOBER 19

ROTORUA/1

PETER & ROBYN WARDS



On the surface Rotorua is quite and even genteel, but Rotorua's tranquility is punctuated by intense hot and steamy thermal activity that has attracted tourists and health seekers since Victorian times.

It is a place of thermal wonders, lush forests, green pastures and crystal clear lakes abounding with fighting trout. Rotorua was in full spring bloom with tulips of varying colours on every roundabout, with every street corner and available garden bed a picture of colour.

The Rotorua region is situated on a volcanic rift, bordered by Kauri tree forests, bubbling hot mud pools, shimmering champagne ponds, festering sulphur lakes, where John and Wendy were seen taking an early morning walk after Thai the evening before, and thundering geysers.....even if these are helped along by a handful of soap suds on the hour!! Ask John and Margaret!

After a day where we all went our own way, visiting mineral pools, geysers, mud pools, and so many other sights in Rotorua, including a visit to see The Hobbits for the Irelands and Johnsons, where Roselee and Toni were seen dancing around the maypole! Was it a lazy day for the Van Dyks who left their "Do Not Disturb" on the door for the day, or was it all too much for Keith who was caught having 40 winks in the lobby!

Graeme and Carol walked and walked, and Graeme had to return to the hotel to get the car as Carol had run out of steam!

It was soon 4pm and time to meet ready to take the Gondola up Mount Ngongotaha to take in the view and dinner.

Not sure whether it was the effects of the sulphur during the day, but several grown men, dressed for dinner, decided it would be fun to take the luge back down the mountain. Helmets on, strategies discussed, Karts assigned, it was every man to himself!

Keith,... which way,...called Stephen...who promptly hit the wall as Keith was too busy grinning to reply! John and Darryl, busy waving at the thrill of it all, to a young Japanese boy below them, caused the young guy to come to a sudden and unexpected halt!

Jeff happily handed over his jacket, complete with wallet to Liz for his ride down the mountain.

5.30, and time for dinner! What a selection, a magnificent buffet of prawns, mussels, oysters, salmon, followed by pork, chicken, vegetables, salads etc etc and then a magnificent selection of deserts.....oh the waistline!

Who was the member who came up in the lift and was patiently waiting for the doors to open, not realising that they had opened behind him!

We all missed Gary's chatter today after he had eaten something that had silenced him all day!



DAY 6 – OCTOBER 19
ROTORUA/2
PETER & ROBYN WARDS



DAY 6 – OCTOBER 19
ROTORUA/3
PETER & ROBYN WARDS



DAY 6 – OCTOBER 19
ROTORUA/4
PETER & ROBYN WARDS



DAY 6 – OCTOBER 19
ROTORUA/5
PETER & ROBYN WARDS



DAY 7 – OCTOBER 20

ROTORUA TO TAUPO/1

DARRYL & ANDRA PIKE



Sunday morning the 20th of October was a significant morning. This was the first morning that when Andra and I awoke I wasn't blamed for the unusual odour in the bedroom. Yes, this was Rotorua in all it's glory, across the park, bubbling mud and Sulphur Geysers. A beautiful town Rotorua certainly is, but they can keep the smells.

A great sight along the highways were the other Geysers, these were the grey headed variety, driving 21 little Nissans. How good were our cars, all with well over 100,000 kms on them and yet the only mishap was a rear bumper dropping off one of them. The driver who will not be named, as I understand he had previously reversed into a railing at our photo stop.

Not far out of town heading for Lake Taupo was a wonderful display of geothermal activity and not that much further was certainly the stand out for the day at 'The Craters of the Moon.' All those who stopped here witnessed an amazing site.

The roads were great, the scenery amazing and the weather was perfect. Next stop was the Huka Falls, and adjacent to these, the beautiful Huka Lodge, rated one of the 10 best Lodges in the world.

Approaching Lake Taupo is the site of the stunning snow capped volcano as a back drop to the lake, which was formed millions of years ago by a volcanic eruption. When the plug blew out of this volcano it was the size of Singapore and landed where Auckland now stands.

On arriving at The Millenium we realised that we had been booked into the best that Taupo could offer, lake frontage with our own jetty which was soon filled with Tiida drivers and partners for a well earned drink.

Plenty to do in Taupo, the Marina, Ferry rides, sailing and a train ride through the gardens with the kids, at \$1 a ride we didn't expect much, and we weren't disappointed. The kids loved it.

This was typical of New Zealand. We stopped and asked a lady on the footpath in the town directions to a place, after she told us she said.

"If you get lost, I live in the white house on the corner, come back and have a cuppa and a biscuit with me." That to us was our trip to New Zealand, just a great friendly Island with scenery to match Europe.



DAY 7 – OCTOBER 20
ROTORUA TO TAUPO/2
DARRYL & ANDRA PIKE



DAY 8 – OCTOBER 21

TAUPO TO NAPIER/1

LIZ KORNHABER & GEOFF SCOTT



Geoff' starts the story:

What a great day for driving with an equally spectacular road with some long flat straights, sweeping bends and some interesting corners in between.

After consultation with Lizzie, we decided that the ongoing conversation of the touring group always seemed to involve the Nissan Tiida, so we thought the trip today was an ideal opportunity to road test the "company" car.

Nissan Tiida 4 door 1800cc saloon.

4 speed automatic gearbox with hold on 1st second and third gear.

All the company cars were grey imports from Japan to NZ and came complete with Japanese stickers.

The predominant colour was white, but we did note that the faster cars were generally grey (perhaps something to do with the loose nut behind the steering wheel) – there were exceptions!

First impressions were of a rather boring almost ugly little car with very little sex appeal, however interior space was particularly good and they complied with the Marr specification – a secure, large boot.

Seating for the driver was on the high side and the foot operated emergency brake was often applied when using the right foot to apply the foot brake. For you older aficionados, the Peter Wherret Advanced Driving School always insisted on using the left foot for braking when driving an auto car. It cuts down reaction time when applying the brake in an emergency stop. On the road the car accelerates quite briskly, but it tended to wander in strong cross winds, which are always present in windy Wellington and surrounds. One particular car managed to drop its rear bumper bar in a strong x wind and we suspect it was an attempt by the driver to reduce the weight and increase the speed of the little car. Maybe it acted as a spoiler and increased the down force on the rear wheels.

The car is front wheel drive which helped with considerable understeer when the corner unexpectedly tightened up

On the road

0 to 100k 10.65 sec

80 to 100k 6.5 sec

1st Gear 60 kph, rev limiter cuts in at 6500 rpm

2nd Gear 118kph, rev limiter cuts in at 6500 rpm

Top speed in top = D unknown but suspect slightly in excess of 140kmh Ref GM and JS

Fuel consumption 7.4 L per 100Km

All figures based on 95 octane premium petrol, tail wind of 8kmph.

Lizzie says no grab handle for front seat passenger – useful during spirited cornering



DAY 8 – OCTOBER 21

TAUPO TO NAPIER/2

LIZ KORNHABER & GEOFF SCOTT



Now Lizzie's little Bit:

What do you mean little Bit? That is my problem if they were little I wouldn't have a problem.

Terry organized some of us to go to a great Fish and Chip shop some way out of town. Eventually after zig zagging around the port of Napier we found our way, with me navigating of course. Most of us ordered the lunch time special which was ridiculously large...3 pieces of fish and 10000 chips, plus greedy us also had calamari (not very kosher)

Afterwards some of us decided to go to the old pub. Whilst most people behaved themselves, Robyn Roselee and I picked on poor Geoffrey embarrassing him terribly. We could not stop laughing, it did us the world of good, can't tell you why, it would be censored....you will have to ask us if you really want to know.....poor Geoff.

That's enough....



DAY 9 – OCTOBER 22

NAPIER TO WELLINGTON/1

JOHN & MARGARET MOODY



We all gathered at 8.30am on a windy morning, 18 silver and white Nissan Tiidas along the foreshore of Marine Parade Napier for a photo shoot. Unfortunately Jeremy & Julie Braithwaite and Graham & Carol Edds were unable to attend as they had to fly home early because of the bushfires, before we headed off to the Wellington some 311km.

Our first stop of the day was to the British Car Museum, it's a real Aladdin's Cave and has a collection of over 300 cars and trucks (Austin, Jaguar, Bedford, Morris Vauxhall, Sunbeam) and many more with over 30 Morris Minor alone. There is also an extensive array of car badges, number plates, petrol pumps, petrol tins, road signs. AA car badges, an amazing collection of magazines and workshop manuals. In fact anything you associate with the history of the automobile, even car and aeroplane models and the odd toy automobile. There is also a rare collection of pianola and the associated music drums.

Some of the cars had slogans on them such as, If you are not naked don't touch the cars.

Don't lean on this unless you are nude, buckles buttons zippers scratch. Thanks the boss. Have a good happy day.

The majority of the ladies waited outside while the men went into the Museum. There was a mixed reaction as to the comments from those who went inside. The first man came out in 18 minutes and said he would have come out sooner but he couldn't find his way out. It doesn't matter how many cars you have it only matters what you have. It's more like a junk yard than a car collection. Others said riveting, a waste of \$9-00 or I've been looking for half an hour to get out.

Yet others enjoyed the Museum saying it took them back in time to when they were young, reminiscing as to the cars they had at a much younger age, or what their parents had and really enjoyed the Museum.

DAY 9 – OCTOBER 22

NAPIER TO WELLINGTON/2

JOHN & MARGARET MOODY



On the way to Wellington the scenery was beautiful with rich green rolling hills dotted with sheep and cows. We even saw our first wind farm near Woodville. We had lunch at McDonald's with Vicki & Greg, Peter & Robyn, Vern & Wendy. Keith & Carol saw us there and came in to say hello, and spotted our first train rattling along the lines near Otaki.

The Southwood Car Museum is located 60 minutes from downtown Wellington. It was purpose built by Sir Len Southwood 1906 - 2004. During a trip to Britain in 1956 he and his wife Vera, watched the finish of a veteran car run in Birmingham. On their return to New Zealand, he bought the car which started their famous collection a Model T Ford for which he paid 40 pounds. By the nineteen seventies the car collection had outgrown the spare room at the Southwood factory and consequently, land was rented at Otaihangā in Paraparaumu. There the Museum was erected and opened to the public in December 1979. The Model T Ford still in the condition in which it was bought and has pride of place in one of the largest privately owned collections of classic and vintage cars in the world. It is set within 6 hectares of park like grounds and has a 6000 square metre exhibition hall where you will find the museum, gift shop, 474 seat theatre, cafe and function facilities and a selection of picnic areas.

The Museum has 450 cars, 100 motor bikes and other exhibits. Some of the exhibits are Marlene Dietrich's Rolls Royce, a 1915 Stutz Racer, Gull-Winged Mercedes Benz, Gangsters' armour plated Limo, 3 Air Crafts, wheel of Donald Campbell's Blue Bird. There is also a collection of sewing machines and a Vintage Fire Engine, and many more cars and bikes far too many to mention. The cars and bikes are all in very good condition and in working order. Every one who went to the Museum took lots of photos and was very impressed by it. Some of the girls still managed to do some shopping in the gift shop. We arrived at our accommodation in Wellington late afternoon and dinner that night with Vicki & Greg, Vern & Wendy, Peter & Robyn. Thanks to Terry & Robyn for organizing such a memorable trip again.



DAY 10 – OCTOBER 23

WELLINGTON/1

ADRIAN & LORRAINE WALKER



On Wednesday we awoke to bright sunshine and the sound of a bustling CBD area of a big city. Our last day in NZ .. Our hotel-apartment was a very tall, thin, not terribly well appointed building in Willis Street , right in the middle of CBD Wellington which we had arrived into the evening before.

We tucked into a nice Breakfast of Eggs and Toast at the down stairs Bistro.

The Willis street area is a lot like Bathurst Street or Liverpool St in Sydney. Narrow streets, cars parked both sides, and night-mare traffic in peak hour. As you travel further across town, eg. Cuba St Mall to CBD central area, streets became a lot wider, very much like George St or Pitt St in Sydney, lots of businesses, places to stay, hotels, upmarket ladies fashionista shops, mini markets, shops, restaurants etc.

To fill the day, TSCC members had all the sights and highlights of Wellington. Our maps and tourist guides gave an impressive list of things to choose from. Eg: A ride in the cable, car ferry rides to the islands, the Opera House, Botanic gardens, Westpac Stadium, Karori wildlife sanctuary (to not see more Kiwis in the dark), the Wellington museum, Mt Victoria lookout, the film archives, Wellington town hall, Hobbit town.

DAY 10 – OCTOBER 23

WELLINGTON/2

ADRIAN & LORRAINE WALKER



After breakfast TSCC Members headed off to see Wellington sites, some by car, some of the hardier ones on foot. Lorraine and I went to the Tourist Information centre and found a Guided Tour of the whole of Wellington by sight-seeing Bus, which took up most of the day, covering Mt Victoria Lookout, historic sites, points of interest, and visited the historic and new and wealthy suburbs in the hills above Wellington, several other lookouts and nature parks. We visited Victoria University, Parliament house, and the Bee-hive building. We travelled right around the rim of the coastline and stopped off at a lovely place called Habana Cafe for a light lunch right on the foreshore seaside area.

After lunch we continued to explore Wellington, and while touring more coastal areas we saw the damage caused by the large storm when 16 metre waves came crashing in, and the spot where several whales were washed up on the edge of the harbour. Our final dinner alla TERRY DALY plan was at the General Practitioner Restaurant at the end of our street, a historic corner building, once used as a Doctor's surgery.. The food was lovely and it was not a bad place, frequented by smartly dressed young Well fed folks from surrounding offices, who unfortunately became MUCH rowdier as the evening progressed.

After dessert, Terry suggested each person outline what to them, was the HIGHLIGHT of the TRIP. Having a few ales, my Writing got a tad wobbly so I am unable to decipher some .. Some of the Humorous one follow..

Les and Rosalie Johnson, Les seen sporting several Gourmet Serviettes pinned to his person by one of the our waiter young ladies, who he smiled at sweetly, delivered a masterful and very funny story describing my own agony, said he heard a sound like an Australian Crow calling repeatedly, when my fingers got caught in the shuttle bus door upon leaving the airport. You can see why he made a such a wonderful President during his years in TSCC.

DAY 10 – OCTOBER 23

WELLINGTON/3

ADRIAN & LORRAINE WALKER



Jack and Jenny Jones loved the look on Keith Reynolds face as he (Keith Reynolds) came into view barrelling down the Luege. John and Margaret Moody. John who's foot was run over a la Nissan Tilde by our President while trying to get photos of a truck pulling a whole tree along the road, really enjoyed the geyser at Rotorua, and John, we understand, being normally such a quiet person, being involved in a road-rage Session with a cab-driver (our spies were not sure who did the raging).

Ian Norman and Lisbeth Allen .. really liked the trip over in the Ferry to Russell, where they saw a whole clutch of dolphins frolicking in the water. Lisbeth liked the beautiful sunsets, and the two of them found a secluded HIDDEN GROTTTO to frolic in with a heated pool at the Taupo Hotel !!

Malcolm and Tony Ireland .. loved the beauty of the Bay of Islands, and the visit to Hobbit Town with its little green hill and the large tree with painted leaves.

Gary and Wendy Maher particularly loved the sailing on the bay of islands, Terry Daly himself, who liked the low light British car museum, and could have wandered around in there for hours he said. Barry and Dott Farr - loved the skylift and Skyline Restaurant at Rotorua, and then sailing experience in the Bay of Islands. Dott was quite taken with a Pink Cadillac complete with a veiled bride in the back.

DAY 10 – OCTOBER 23

WELLINGTON/4

ADRIAN & LORRAINE WALKER



Peter and Jelly Van Dyk - found the graves of Peter's grandfather and great grandfather, and was able to visit the sites of the houses in the hills of Auckland where they actually lived; and Jelly told us about Peter, who when trying to passing someone in their tiny Nissan Tilda, Peter would make trolley rowing/car/go faster Gestures with his arms and body.

Lorraine Walker .. Loved the LAKE TAUPO apartments .. What an absolutely beautiful setting ! With French doors opening onto the grassed lake foreshore. And the informal TSCC gathering of TSCC clan for pre-dinner drinks, had the small ancient wooden boat jetty groaning and in very real danger of collapse; And our beautiful 2 pet ducks who spent most their time outside the doorway to our room on the lakeshore grass verge. Lorraine also thanked TSCC members for their great kindness during the tragic illness and death of "Pepe" out beloved Poodle a few days previously.

Stephen and Jill Knox – Jill felt it was a fabulous trip, with lovely people who made her feel she had known them for a long time. Terry gave a lovely speech, and both he and Robyn were thanked by Barry Farr and presented with a gift of a dark green Glass sculpture representing a Kiwi Fern, which Barry and Dott purchased with funds collected from TSCC tour people some days prior.

On a personal note Lorraine and I would like to say what a wonderful idea this Trip was ! Terry and Robyn have done excellled themselves with excellent and detailed planning, the result of careful reconnaissance. We would have been just a bunch of hapless tourists wandering around, and not seen anywhere near as much or had as much fun on our TSCC North Island Adventure tour.

WHAT A TRIP!

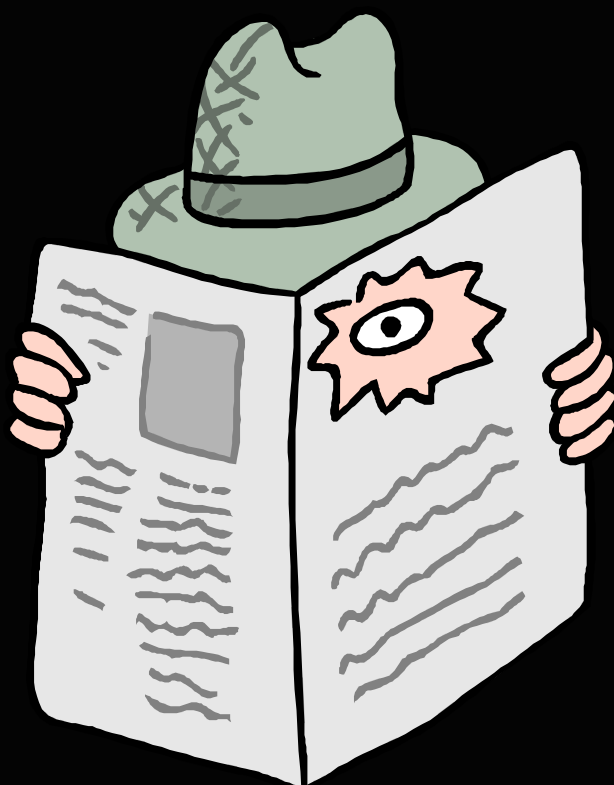


NZ North Island - What A Great Place



very Many Thanks - Terry & Robyn

TOP GEAR ARTICLES



TOP GEAR ARTICLE

FORMULA FORD/1

JEREMY BRAITHWAITE



The first ever Formula Ford Race

Pic published in the Anatomy & Development of the Formula Ford Race Car by Steve Nickless

CAMS announced earlier this year that the Formula Ford Championship would cease at the end of this year. We look back on the best racing category the world has ever seen... Formula Ford was born in the UK in the late 1960's and has provided since then a consistent nursery category for professional motor racing. You could make your name in Formula Ford and then go on to win a F1 World Championship or two. Many like Ayrton Senna did just that. Part of the impetus for the new category was the fact that the racing schools in the 1960's were finding it hard to afford the running costs of old F3's with 1000cc screamer motors and racing tyres. A more cost effective solution was needed. While John Webb of Brands Hatch was often given the credit for the creation of the category it was Motor Racing Stables owner Geoffrey Clarke who was the true originator. He'd first put a Cortina motor into a Lotus 22 chassis in 1963 when the school moved from Finmere to Brands Hatch. By 1966 it had all started to come together. He placed an order with Colin Chapman for 50 FF chassis and it was John Webb who took the engine deal to Henry Taylor and Walter Hayes at Ford and got an immediate positive response. The new category was announced at the Olympia Racing Car Show that year and Geoffrey's major competitor, Jim Russell also got in on the act, effectively guaranteeing the new category's success.

The first race was held at Brands Hatch (naturally) on July 2nd 1967. It was won by Ray Allen in a Lotus 51. He also got the fastest lap at 59.0 seconds, or 75.66 mph. They're into the 49's now!

There were 10 MRS Lotus 51's on the grid, 5 Jim Russell Lotus 31's with Renault gearboxes, two refettled Brabhams and a Piper from the Lydden school plus a front-engined Mallock U2. The 1500cc engines had given way to the 1600 cc version by 1968 and blueprinting was allowed.

The first FF star was our own Timothy Theodore Schenken who won 33 of the 37 FF races held in 1968 in his Merlyn MkII and today is the Race Director for the V8 Series.

In between he did a spell in F1, drove for Ferrari in sports car races and built his own racing cars called the Tiga.

Jim Russell helped get talented pupil, Emerson Fittipaldi, into F1 and he had won his first GP by 1970 and the World Championship by 1972. That's a rising star!

Its hard to imagine today a new racing series getting off the ground with three separate championships, but in 1968 there were the Guards and the Kings Cup Scottish Championship along with the third Lotus Championship.

Tim Shenken won the Guards, and Dave Walker and Bob Ellice the other two.

TOP GEAR ARTICLE

FORMULA FORD/2

JEREMY BRAITHWAITE



The following year there were 5 Championships and the number continued to grow until 1982 when there were 18 Championships in the UK alone.

The Formula Ford Festival started in 1972 at Snetterton and moved in 1976 to the home of FF, Brands Hatch. It has run there continuously since that time. A host of Festival winners have made it into F1 including Geoff Lees, Derek Daly, Chico Serra, Roberto Moreno, Tommy Byrne, Julian Bailey, Johnny Herbert, Roland Ratzenberger, Eddie Irvine, Vincenzo Sospiri, Jan Magnussen, Mark Webber, Jenson Button and Anthony Davidson. Russell Ingall won the Festival in 1993 but never made it into F1. He did win the V8 Supercar crown in 2005. Tom Walkinshaw won the Kings Cup Scottish FF Series in 1969. Andy Rouse won the Townsend Thorensen series the following year, as did TV Presenter Tiff Neddell in 1975. Derek Daly won the Irish series in 1976.

The number of chassis builders also grew at a phenomenal rate, and while the Lotus 51 was the car to have on Day 1, others like the Merlyn Mk11, Palliser WDF2, Dulon LD9, Hawke DL9, Alexis Mk15, quickly showed a clean pair of heels to the 51 and its successor, the wedge shaped 61 and later 61M. Marcos Ambrose's Dad, Ross Ambrose, went into a partnership with Ralph Firman and suggested that the new marque be called Van Dieman after his native Tasmania.

See more in the breakout panel on the next page

In the United States FF started in a big way in 1969 with each of the SCCA regional divisions running their own series to qualify for the runoffs which in the first year was won by Skip Barber in a home grown Caldwell D9.

Merlyn's, Hawke's and Lola's were popular imported chassis. The Zink 10 appeared in 1973 and was the chassis to have throughout the 70's.

Another interesting chassis is the Palliser that was imported to North America by Bob Winkelmann and called the Palliser Winkelmann.

The story of the creation of the Palliser company by Len Wimhurst and High Dibley – the famous BOAC long haul pilot – and the partnership with Bob Winkelmann is very well documented on this site:

<http://www.palliscars.com/index.html>



Two old foxes, Winkelmann being one. At the ATR house at Monterey a few years ago.



Nick Brittan established the Formula Ford Register in 1967 with backing from Ford and Firestone. He put on the first FF show outside Britain at Zolder in April 1968 and then established a series of races which became the European FF Championship. The FF Register eventually became Formula Ford International and managed the Johnson Wax sponsored Euro Championship in 1970.

Prior to that he had won the inaugural British Formula Vee championship. He also raced in Europe, taking wins in Belgium and at the 'Ring. Here he tries an unusual overtaking move at Monaco.



In 1968 he drove with his wife, Jenny, in a works Ford Cortina on the first London-Sydney Marathon. He later founded Trans World Events, conceiving and running the 1993 London to Sydney Marathon in which both Terry Daly and Les & Roselee Johnson participated. A succession of pioneering events followed this, with the loyal support of rallying and adventure competitors.

He became involved in F1 and WRC driver management in the 1970s, looking after many drivers including Patrick Depailler, John Watson, Jody Scheckter and Stig Blomquist. Television Production was also a successful outlet for him, through the popular Rallysprint and KickStart series of the late 1970's and early 80's.

TOP GEAR ARTICLE

FORMULA FORD/3

JEREMY BRAITHWAITE



In 1983 the David Bruns designed Swift DB-1 appeared and revolutionised the sport. It had a chrome moly frame, midships radiators, inboard suspension, and as aerodynamic a body as was possible under FF rules. It started winning straight away and within a couple of years completely cleaned up each regional. The company was later purchased by Hiro Matsushita and manufactured Indycar chassis.



The all conquering Swift DB-1

THE AUSTRALIAN STORY

In Australia the category started in 1969 at Sandown Park in Victoria with the first race being won by Richard Knight. See pic bottom right on this page.

In the early years of the category there was a requirement to use Australian built chassis. For Richard Knight that was an Elfin 600 in 1970. The series finished as follows:

Pos	Name	State	Vehicle	Total
1	Richard Knight	VIC	Elfin 600	74
2	Bob Beasley	NSW	Bowin P4A	41
3	Gary Rush	NSW	Bowin P4A	30
4	Phillip Webber		Elfin 600	26
5	Larry Perkins	VIC	Elfin 600	22
6	David Green	VIC	Wren	18
7	Murray Coombs	VIC	Wren	11
8	John Edmunds	VIC	Aztec AR8	8
9	Geoff Hood		Wren	5
10	Peter Stege		Elfin 600	4

Larry Perkins won the series the following year, went on to F1 fame and then returned to become a Bathurst winner. Gary Rush became more famous in Speedway 'circles'. Larry when asked "How to you do a quick lap in Formula Ford" reputedly replied: "Put your foot flat on the throttle and hang on".

He was of course quite right. A Formula Ford is flat at Mt Panorama from the Cutting to Skyline. McPhillamy represents a challenge with a big bump on corner entry ...



Ross Ambrose ran a car sales business in Tasmania with John Davenport. It must have been quite profitable as it supported both of their racing programs. By 1970 Ross was competing in the Australian Gold Star series in an Elfin 600B F2 car. He decided to try his hand overseas running F3 in Britain and set up his operations with ex-Lotus mechanic Ralph Firman. Firman at the time was running a race car preparation business in F3 and was looking for a change in direction.

They decided to form a new company with a capital contribution of 350 pounds each. It was called Van Dieman International Racing Services.

Firman did the mechanical work and Ambrose was the business man.

They secured the rights to the just discontinued Lotus 59 F3 car and this formed the basis of the new car, to be called the FA73 with F standing for Firman and A for Ambrose.

Don MacLeod won the MCD/BOC Championship with this chassis. The 1,000 car milestone was reached by 1985 and 2,000 by 1992.

The partnership was dissolved in 1974 with Ambrose returning to his native Tasmania where he became a successful businessman and father to a young Marcos Ambrose who has had a stellar career in Australia and is now running at the highest level in the US Nascar series.



TOP GEAR ARTICLE

FORMULA FORD/4

JEREMY BRAITHWAITE



Australian Chassis

The main chassis builders for the Australian Series included Bowin, Elfin, Birrana, Mawer & Elwyn. The Mawer was built by Dave Mawer, father to Barton who tried valiantly to build a F3 career overseas and is now back working with his Dad at Mawer Engineering at Orangeville. Young Bart raced the Mawer in Historic FF; the car was light and he was lighter with the two weighing in at a combined 460kgs, well under the traditional class weight limit of 495kg, but legal in Historics. Very hard to beat!

The Elwyn was the product of Elwyn Bickley who still runs his engineering business in Goulburn. The Bowin's were made by John Joyce in Brookvale in the same factory that made the Bowin gas heaters that were supplied to most schools in this state. John had worked at Lotus and stayed close to Chapman's design principles. So when the Lotus 72 came out with a wedge shaped body and rising rate suspension, John applied the principles to Formula Ford. The result was the P6F.

Few people fully mastered the suspension set up. When we bought ours we inherited a load of drawings.... which didn't make much sense either! The Bowin chassis register makes interesting reading including the supply of the P6F to the ARDC with a VW gearbox using Hewland side plates. The P8 was used for both F5000 and F2 applications, and the later P6F was also used for Formula Atlantic. This was one versatile and very successful chassis. The car we had was lovely to drive and reasonably quick; we eventually got it into high 1.42's at Eastern Creek.

Look closely at a Bowin gas heater and you will see the P6F on the logo:



CHASSIS REGISTER						
DATE DELIVERY-	CUSTOMER	CHASSIS	G/BOX	TYPE	CHASSIS NO	
7-7-68	G.A. SCOTT	P3-MONO	FT.200	F.V.A-COS	P3-101-68	
30-7-69	I. FERGUSSON	P3A-MONO	MX 4	LIFES, TUNING	P3A-103-69	
9-11-69	WRIGHT FORD	P4A-S/FRAME	MX 8	FORD 1600	P4A-104-69	
19-1-70	RURDL MOTORS	P4A-S/FRAME	MX 8	FORD 1600	P4A-105-70	
11-2-70	G. RUSH	P4A-S/FRAME	MX 8	FORD 1600	P4A-106-70	
11-2-70	I. HAYNES	P4A-S/FRAME	MX 8	FORD 1600	P4A-107-70	
4-3-70	FORD MOTOR COMPANY	P4A-S/FRAME	MX 8	FORD 1600	P4A-108-70	
14-4-70	A. VINCENT	P4A-S/FRAME	MX 8	FORD 1600	P4A-109-70	
27-6-70	B. BARNER	P3H-MONO	HD 5	HOLDEN 1700	P3H-110-70	
6-7-70	PAT BURGIE RACING	MCB-MONO	FT200		MBC-111-70	
1-4-71	TEAMCAR - B. BENSLEY	P4A-S/FRAME	MX 8	FORD 1600	P4A-112-71	
21-12-71	HEARSEMAN	P4A-S/FRAME	MX 8	FORD 1600	P4A-113-71	
1-1-72	SEARLE	P4A-S/FRAME	MX 8	FORD 1600	P4A-114-72	
15-2-72	SKELTON	P4A-S/FRAME	MX 8	FORD 1600	P4A-115-72	
25-5-72	LEFFLER	P4A-S/FRAME	MX 8		P4A-116-72	
27-7-72	LEIGHT	P4A-S/FRAME	MX 8	FORD 1600	P4A-117-72	
23-8-72	JANE	P8-MONO	DE 300	REPLICAR	P8-118-72	
28-9-72	SKELTON	P6F-S/FRAME	MX 9	FORD	P6F-119-72	
11-1-73	LEFFLER	P6F-S/FRAME	MX 9	FORD	P6F-120-72	
19-10-72	ARDC	P6F-S/FRAME	MX 9	FORD	P6F-121-72	
8-11-72	MINCAY	P6F-S/FRAME	MX 9	FORD	P6F-122-72	
23-12-72	CURRO	P6F-S/FRAME	MX 9	FORD	P6F-123-72	
30-12-72	SPENCE	P6F-S/FRAME	MX 9	FORD	P6F-124-72	
11-1-73	D. CAMPBELL	P4A-S/FRAME	MX 8	FORD	P4A-125-72	
1-2-73	Z. SEARLE	P6F-S/FRAME	MX 9	FORD	P6F-126-73	
1-2-73	B. HANLEY	P6F	MX 9	FORD	P6F-127-73	
1-2-73	K. LOY	P6F-S/FRAME	MX 9	FORD	P6F-128-73	
1-2-73	ALISON	P6F-S/FRAME	MX 9	FORD	P6F-129-73	
1-2-73	C. MELNIKOFF	P6F-S/FRAME	MX 9	FORD	P6F-130-73	
1-2-73	C. MELNIKOFF	P6F-S/FRAME	MX 9	FORD	P6F-131-73	
OCT-73	P. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-132-73	
1-2-73	V. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-133-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-134-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-135-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-136-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-137-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-138-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-139-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-140-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-141-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-142-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-143-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-144-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-145-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-146-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-147-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-148-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-149-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-150-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-151-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-152-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-153-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-154-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-155-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-156-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-157-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-158-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-159-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-160-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-161-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-162-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-163-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-164-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-165-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-166-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-167-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-168-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-169-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-170-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-171-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-172-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-173-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-174-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-175-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-176-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-177-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-178-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-179-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-180-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-181-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-182-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-183-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-184-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-185-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-186-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-187-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-188-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-189-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-190-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-191-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-192-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-193-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-194-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-195-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-196-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-197-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-198-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-199-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-200-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-201-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-202-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-203-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-204-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-205-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-206-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-207-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-208-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-209-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-210-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-211-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-212-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-213-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-214-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-215-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-216-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-217-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-218-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-219-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-220-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-221-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-222-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-223-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-224-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-225-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-226-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-227-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-228-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-229-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-230-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-231-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-232-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-233-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-234-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-235-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-236-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-237-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-238-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-239-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-240-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-241-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-242-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-243-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-244-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-245-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-246-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-247-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-248-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-249-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-250-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-251-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-252-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-253-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-254-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-255-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-256-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-257-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-258-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-259-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-260-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-261-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-262-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-263-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-264-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-265-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-266-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-267-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-268-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-269-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-270-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-271-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-272-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-273-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-274-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-275-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-276-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-277-73	
1-2-73	M. ROGERS	P6F-S/FRAME	MX 9	FORD	P6F-278-73	
1-2-73	M. ROGERS	P6				

TOP GEAR ARTICLE

FORMULA FORD/5

JEREMY BRAITHWAITE



Driver to Europe Series

The Driver to Europe Series ran from 1970 to 1992 inclusive, and was replaced by the Australian Formula Ford Championship which ran from 1993 to 2013 inclusive. This is the list of winners:

Australian Formula Ford Championship

Year	Driver	Chassis
2012	Jack LeBrocq	Mygale SJ12a
2011	Cameron Waters	Mygale SJ11a
2010	Chaz Mostert	Spectrum 012
2009	Nick Percat	Mygale SJ07A
2008	Paul Laskazeski	Spectrum 011b
2007	Tim Blanchard	Mygale SJ07A
2006	John Martin	Spectrum 011
2005	Daniel Elliott	Van Diemen RF05
2004	David Reynolds	Van Diemen RF04
2003	Neil McFadyen	Van Diemen RF94
2002	Jamie Whincup	Van Diemen RF01
2001	Will Davison	Van Diemen RF01
2000	Luke Youlden	Mygale SJ2000
1999	Greg Ritter	Mygale SJ98
1998	Adam Macrow	Spectrum 06
1997	Garth Tander	Van Diemen RF95
1996	David Besnard	Van Diemen RF96
1995	Jason Bright	Van Diemen RF95
1994	Steven Richards	Van Diemen RF94
1993	Craig Lowndes	Van Diemen RF93

Australian 'Driver to Europe' Series

1992	Cameron McConville	Van Diemen RF92
1991	Troy Dunstan	Van Diemen RF91
1990	Russell Ingall	Van Diemen RF90
1989	Mark Larkham	Van Diemen RF89
1988	David Roberts	Van Diemen RF87
1987	Peter Verheyen	Van Diemen RF86
1986	Warwick Rooklyn	Elwyn
1985	Tomas Mezera	Reynard
1984	Ron Barnacle	Royale RP31
1983	Bruce Connolly	Galloway
1982	Jeff Summers	Elfin 620B
1981	Phillip Revell	Lola T440
1980	Stephen Brook	Lola
1979	Russell Norden	Mawer
1978	John Wright	Bowin P4A
1977	John Smith	Bowin P4A
1976	Richard Carter	Birrana F73
1975	Paul Bernasconi	Mawer
1974	Terry Perkins	Elfin 620B
1973	John Leffler	Bowin P6F
1972	Bob Skelton	Bowin P4A
1971	Larry Perkins	Elfin 600
1970	Richard Knight	Elfin 600



Stephen Brook winning in Bob Holden's Lola



A young Russell Ingall



Richard Carter is still very competitive in Historics



Bob Skelton



Jason Bright

TOP GEAR ARTICLE

FORMULA FORD/6

JEREMY BRAITHWAITE



Margaret Hardy

Margaret Hardy has been the driving force behind Formula Ford in Australia for as long as most people can remember. Not only has she attended every National Series race, organising her brood of young hopefuls, but she has also had to manage the often difficult political environment within Ford Australia as well as the Formula Ford Association. Anyone who has tried to get the often disparate views of different state based organisations to come together in a united way will understand how hard this must have been over the years.

Changes to the Formula

I stood on the National Committee at the end of 90's at a time when Howard Marsden was trying to introduce his own Formula to the category, one that would require a completely new investment in chassis as well as engine. The Poms had initially gone to the Ford Zetec engine and then they replaced this in 2006 with the Duratec. In Australia we had carried on with the old Ford Kent engine which was fitted to chassis designed for Zetec/Duratec in Europe.

The economics worked very well. The well funded young hopefuls in the National Championship shelled out for a new chassis which was always a second a lap faster than last years! The chassis was generally run by a professional team, so for example the legendary Harry Galloway ran Mark Webber and later Marcos Ambrose.

At the end of the year the young hopefuls if they were good moved to Europe or a professional category, which in Australia is generally V8 Supercars, and the chassis was sold at the end of the year to someone without the budget to run a brand new one. After a couple of years at the National Level the chassis would then go to a State Level competitor. The National Championship would contain a nucleus that contested the entire series, and this was bolstered by competitors from the State Series in each state.

This hand-me-down approach continued to work very well while the National and State level competitions were using the same equipment. It all came to an end with the adoption of the Fiesta engine in 2006.

The size of the fields fell. For example in 1999 we had 35 entries at Eastern Creek and ran as part of the Shell Championship round. In 2006 the entries had fallen to 18 and they don't appear to have ever recovered to their previous levels.

That race at Eastern Creek 1999 race was as close as ever. Stewart McColl won the last race with a lap time slower than Steve Owen, Greg Ritter and Alex Davison who all followed him over the line. I finished mid field with Will Power three cars up the road and with to-be F3 runner up Leanne Ferrier and Christian Murchison well behind.

It was a major attraction of the class that you could race with people who would become professional racing drivers, without mortgaging the house.

MELBOURNE MELBOURNE MELBOURNE



Margaret Hardy here with Ann Neal who used to do our PR before moving to Europe with Mark Webber. Ann and Mark are still together and all remain close friends with Margaret.



The category has an impressive safety record, notwithstanding the severity of some of the crashes. Who can forget the dreadful accident Justin Cotter suffered at Calder in 1999 when the car got airborne and landed in the earthworks for the new Thunderdome. See it here:

<http://www.youtube.com/watch?v=WGVCEbR73kc>

At the same meeting Craig Lowndes suffered a similar fate:

http://www.youtube.com/watch?v=yUZX_iCneQ



TOP GEAR ARTICLE

FORMULA FORD/7

JEREMY BRAITHWAITE



The Tyres

The category has had a number of changes to its rubber over the years.

In the mid 70's FF ran on radial tyres which seemed to work best at pressures as astonishingly low as 5lbs. I ran at the Calder Touring Car meeting in 1976 in the Escort and remember following our friend John Davis round in practice in his Bowin P4. The tyres looked like they were going to roll off the rims!

Oran Park had raffled a car with the entry forms being published in the papers. John at the time was a newsagent in Campbelltown and an active member of the MG Car Club. I think they ended up with 30,000 entries and most of these were from John. He won the car!

They then went through slicks to Dunlop treaded tyres that looked like a treaded racing tyre from the 50's, and by the mid 1990's the Formula Ford Association decide it was time to properly evaluate all the options.

I participated in the test and completed a report for the Historics. The recommendation was for the Avon ACB10 which gives excellent grip in both wet and dry. If we had recommended a slick we would have also needed a wet tyre and the investment in tyre stock for each cometitor would have increased. They were \$1,200 a set back then and you needed a new set for each meeting.



Mark Webber has always been very generous with his time. We ran at the AGP in 2000 and Mark organised a pit walk early in the morning for all the young F1 hopefuls (including this then 50+ year old). He seemed to know everybody in all of the teams and remains as popular in pit lane today (unlike his team mate!)



Tyre test at Amaroo. David Hyde's Van Dieman on slicks on the right and Steve Austin's car on a Goodyear slick on the left



*Our Lotus 61 on slicks. It flew!
It was an interesting day evaluating a large range of different types of tyre and compound & documenting reports on each.*



TOP GEAR ARTICLE

FORMULA FORD/7

JEREMY BRAITHWAITE



Historic Formula Ford

Formula Ford was admitted to the Historic ranks in Australia with the advent of Group Q.

The first log book was granted to our Lotus 61. We bought the car from Jeremy Kenyon and it had been a Team Holland car in 1970. We painted it in the striking red/white/blue colours it had originally run in – and then painted all our other three later Formula Fords in the same paint scheme.

The first race was at the January Amaroo meeting and there were 6 cars in the grid, five Formula Pacifics and our little Lotus firmly located at the back of the grid.

I hadn't raced since 1976 and was quite happy to have the pack in front of me rather than the other way round. The starter clambered up to his box, raised the Australian flag and then half lowered it before gently letting it fall.

Nobody moved but me and I managed to get over the top of Bitupave in the lead. The marshals in the loop all had their mouths open in amazement ... What was happening here? Richard Carter caught me on the exit of the loop and I was safely back in last again before the start/finish line. Oh well...

The new category grew quickly. I was the category registrar for the HSRCA and our friend John Sexton was editor of the Oily Rag, so everybody knew about the new affordable way to go Historic racing.

In the early days we ended up being mixed with a lot of different categories and in many instances this produced some fascinating racing. I have lovely memories of Historic Lakeside and running against John Dawson-Damer in his Lotus 49. Our rubber was pretty grippy. His wasn't and I remember seeing the 49 completely sideways in the Carousel right in front of the nose of the 61. We finished five races 3-2 in his favour.

At Oran Park I remember catching Aaron Lewis' Dad, Jack, in the ex-Guy Beddington V12 E Type coming out of Suttons. He politely waved me through and then motored away from me. I got alongside under brakes on to the straight and again at the end of the straight. Lap times are achieved in lots of different ways.

We were one of three Historics to run at Sandown in 1994 for the Silver Anniversary of the category and won the Motorcraft Cup after the young chargers all fell off.

Monterey Historics

In 1994 we heard that Lotus was going to be the featured marque at the 1995 Monterey Historics. At the time we had a Lotus Esprit and a 7 as well as the 61 and were pretty active in the Lotus scene. We had to be there!

Well quite a few others also wanted to go, but in the end it was just Paul Samuels with his gorgeous Lotus 15 'Alice' and the 61.

Paul was building Wakefield Park at the time and the deal was that I had to organise everything. It seemed for a while that every conversation started "Paul, this is going to cost a little more..." "That's OK, just get on with it" was the invariable reply.



The Mayor of Bendigo tries a sneaky inside pass on the 61 at Sandown. I held my nerve!



Tony Harper presented a lovely silver platter and we ran the Historic Formula Ford Championship for a number of years. Here Tony presents his award to Barton Mawer. The FF is the Lola that Stephen Brook won the National Championship in in 1980. Bob Holden owned the car; Julie and I took delivery of it from the Lola factory. That's another story ...

TOP GEAR ARTICLE

FORMULA FORD/7

JEREMY BRAITHWAITE



Fortunately at the time I worked for Fujitsu and we ran the CompuServe service in Australia so I managed to get an Internet account. This was one of the very early ISP services, and it boasted this incredible Motorsport Forum which everyone (who was anyone) was on. Through this forum I met a group of people from Kansas, Missouri who masqueraded under the name of Age & Treachery Racing. Their motto was "Age & Treachery will overcome youth and enthusiasm." It seemed that Paul and I fitted the bill OK, and Dick Carlson and his gang made an annual pilgrimage to Monterey and knew all the ropes.

Knowing people really helped to get an entry, work out how to get the cars to America (they were a prohibited import!) and find a great place to stay right on the sea front. We were there for the best part of 2 weeks and the friendship that developed with Paul lasted for the rest of his life.

We ended up having an all Lotus FF race. This may well have been the only time there was a complete grid of Lotus FF ever assembled.

We were the only 61. The rest of the field was Lotus 51's all immaculately presented.

Being a little different no doubt helped to win the Chopard award for our event (a Mille Miglia watch) and Paul was honoured with the Denny Hulme Award for Driver of the Meeting. Spencer Martin had won it the year before when Ferrari was the featured marque.

Great fun!

Age & Treachery Racing Australia

Egged on by Carlson and his mates we started an ATR branch in Australia, which mainly comprised a bunch of friends getting together at Jean-Pierre's Restaurant in Lane Cove once a month. J-P used to allow us to keep a cellar there and really looked after us.

I registered Age & Treachery Racing and we added a Bowin and a Reynard. The Reynard was the sister car to the one that David Hayden owned and Tomas Mezera won the National Series in. We ran it in Modern FF, including Bathurst in 1998, in wide tracked form before converting it back to its original spec for the new Group R.

A modern Van Dieman RF92 followed and I raced this until 2001 including two Bathurst's and the AGP meeting where Jeff Senior and I shared the ArmorAll Hard Charger Award for the number of cars overtaken (most were into the wall on the last lap!).

Lots of Happy Memories

Formula Ford was a wonderful category. I have lots of happy memories of seriously close hard racing with friends. In 9 years I think I only banged wheels once and the only half serious off was my fault.

The lack of wings produced really good slip streaming and helped keep packs together- to the benefit of better racing. If you've never driven one, it should definitely be on your bucket list.



Brian Redman interviews yours truly for American television. We stayed in touch on CompuServe for quite a while afterwards



Jim Peters and his Panalpina operation (TSCC President) helped us to get to America. We flew the Aussie flag when we were in residence and the Boxing Kangaroo above the ladies loo was still flying at the time of the Indy car race later in the year – I saw it on TV



The ATR Team at Wakefield. From L-R our driver Alan 'Ace' Smart, Tony Harper, Stephen Brook and me. The cars are Tony's Lola, now owned by Stephen, our Reynard and the Bowin.

TOP GEAR ARTICLE

FORMULA FORD/8

JEREMY BRAITHWAITE



Historic Formula Ford at The Tasman Revival

Vic Andrews Van Diemen looks great in Ayrton Senna colours. The factory chassis records were destroyed and there does not appear to be any consensus on which car Senna drove. The Andrews car is within the correct build date.



Some people can't stop racing FF. Below is Geoff Walters in his old car. He still makes Rebel Wheels too.



FF grid at the 2012 Tasman Revival
45 years of Formula Ford



TOP GEAR ARTICLE

MY RS REPLICA/1

MIFF JAMES



Friday July 15th 2011 was a significant day. John and George Zaghloul from Zag Automotive at St Marys had advised that my replica 1973 911 Carrera RS was ready to collect. It had been almost 12 months in the building phase and 3 months prior to that in the planning and discussion phase.

The decision to do this totally bespoke, hand built RS replica was a relatively straight forward one for me. Truth is, being a child of the 60's, I live in the past. Afflicted with the "Collector's Gene", I had, over 25 years, amassed a sizeable and historically significant vintage surfboard collection focussing mainly on boards from the 50's and 60's and I have now moved on to vintage guitars, mainly Fender and Gibson, also from the '50's and '60's. The real value in collectables in both these categories centres on originality so I surprised myself when I considered the concept of replica vehicle ownership. I know that most classic car owners are polarised on the replica issue – you either love them or you don't, and in discussing the concept of building this car I had the benefit of opinions from both sides of the argument.

First, why the 1973 Carrera RS? Simple - for me it is the iconic Porsche. To my eye, it says everything that's best about the 911 and we all know the story. This car was developed to homologate a competitive 911 for the 1973 season of Group 4 GT category racing where their perpetual nemeses, Ferrari, held the upper hand. The car debuted at the 1972 Paris Auto Show and Porsche executives were so worried about selling the original 500 cars produced that many senior staff members were given an RS as a company car.

The initial production run sold out almost immediately despite the price tag and lack of traditional motoring comforts. I can't tell you how many times I have read the story but for me it has always remained a magical automotive tale. I know there have been many extraordinary racing Porsches developed but the 1973 Carrera RS was a road car.

Zag Automotive could have offered me other replica solutions. The more aggressive stance of the RS's 1974 racing brother, the 2.8 RSR, was to me an RS with wider guards that visually didn't appeal as much and the 911 ST missed out on that unique RS ducktail. For me, neither had the visual appeal or iconic flavour of the 73 RS. Also, I have always loved the slightly understated appeal of the early 70's 911s but as we all know, ownership of even great cars from this era can be expensive and frustrating. Lastly, if you have seen the current price of a good original 1973 Carrera RS you'll know that this option was out of the question, for me at least. A fortuitous introduction to John and George at Zag Automotive in the early 2000's lit a slow burning fuse – here were the people that could build my RS replica.

I was originally a Porsche Club member through the 1980's when I bought my first 911 from John Newell Porsche – a 1981 Grand Prix White SC. The car quickly had a rear spoiler added, a spare set of Simmons wheels fitted with an appropriate soft compound Pirelli were purchased and I was running regularly at club track days at Oran Park and Amaroo.

TOP GEAR ARTICLE

MY RS REPLICA/2

MIFF JAMES



The SC was wrenched away from me to make way for a more sensible vehicle that could carry children and then in 2004 I purchased an '86 3.2 Carrera – again in Grand Prix White – and rejoined the Porsche Club. My 86 Carrera was a great car that had not been well looked after. Over the next 2 years Zag Automotive and Autohaus Hamilton bought this car up to a high standard and as I wrote the deposit cheque to the Zag brothers for my RS rep late in 2010, the 3.2 went onto Carsales and in less than 4 days later it passed in the hands of its new owner – another Porsche Club member. These day, minus its rear spoiler, the car continues to service its new owner well. Early in 2010, as John and George completed some paint on my 86 3.2 Carrera, a Signal Orange RS rep based on a 964 C4 donor car was completed for a Melbourne client (you can see this car on their web site) and this triggered serious discussions with the Zag brothers over 3 or 4 months about building a great road car for me.

Part of the appeal of the RS rep concept at Zag is the price which is determined largely by relatively inexpensive donor cars. John and George, through a couple of their long time contacts in Japan, source and buy mid to late '80's Carreras – the ideal donor car whether you are updating or backdating. Why the 80's Carreras – they have the galvanised bodies, better brake and suspension systems, bigger/better engines and come with creature comforts – electric windows and air conditioning.

The secret to their low purchase price is finding left hand drive cars in Japan with low kms and ideally cars out of registration – the cost of re registering cars of this vintage in Japan is prohibitive.

One recent car I saw at Zag Automotive had been garaged in Japan and not driven for 10 years or more. The cars they buy must also be accident free and sound body structure is a must. If the interior is shoddy, it doesn't matter – that will all be replaced and as the cars go back to bare metal, quality of paint finish on donor cars isn't a factor either. When John and George have sufficient numbers of cars purchased and assembled in Japan, they are packed into a 40' container and sent to Sydney. I've never been out to John and George's "barn" in Sydney's north west but rumours are that it is wall to wall Porsches – sections and whole cars.

The single event that tipped me into the RS project was the availability of the right donor car. The Zag brothers had recently imported from Japan a black LHD 1988 3.2 Carrera with maroon upholstery; it had been regularly serviced; had very low kms; was left hand drive and importantly, was a factory ordered non sunroof car – important as the 73 RS did not have a sunroof amongst many other creature comforts. I had already experienced the 915 gear box in my 86 Carrera and this car had the shorter throw G50 gear box as standard. There was a potential Melbourne buyer wanting this car but he couldn't make the commitment to proceed. I paid the deposit and the car was mine.

TOP GEAR ARTICLE

MY RS REPLICA/3

MIFF JAMES



Within a couple of days of the donor car leaving the “barn” and arriving at Zags in St Marys, the 3.2 engine had been sold and removed. With my principal objective being to create a great road car, I had decided to fit a 993 3.6 engine to the car. It was one of the many bespoke options offered by Zag and my rationale was that the best time to fit the larger engine to the car was during the build project and I didn’t want to regret not doing it.

The next 9 months was not unlike waiting for the birth of your first child. I made trips to Zag Automotive every couple of weeks or as some significant project milestone was reached and countless photos were taken for the still yet to be produced album.

The first major task of the project was the right hand drive conversion – arguably the most critical part of the build assignment. This conversion in 70’s or 80’s 911 is not as complex as I’d expected. As well as bringing in LHD donor cars from Japan, John and George import right hand drive bulkhead sections from the UK which are complete with pedals, dashboard and wiring. This will over simplify an exercise that takes the best part of 4 weeks, but the left hand drive bulkhead and dash are cut out of the donor car and the right hand drive bulkhead is welded into place. In the 911, the bulk of the steering column runs up the centre of the car so the RHD conversion whilst complex, would be more difficult in a traditional car. Early in the project, every square inch of the interior from the headlining to the carpets was stripped from the car.

Right from the outset, the idea was never to fool people into thinking this was an original 73 RS. The 3.6 badge on the ducktail grill would make that quite clear. The decision was made to retain the electric windows and air conditioning – in fact we fitted a second condenser to the car to ensure that the air conditioning system performance was boosted – and we fitted a remote key locking system and engine immobiliser. We could have fitted a GPS tracker but didn’t.

Stage 2 of the project was taking the now right hand drive stripped shell back to bare metal and applying an epoxy primer which takes a couple of weeks to cure properly. At this stage, the agonising decision about selecting an RS, period correct exterior colour had to be finalised. On the far Northern Beaches where I live there was already a Dolphin Blue RS rep with orange script and a Tangerine RSR rep – both Zag cars – so these colours were out. A long time mate has his beautifully restored ‘74 911 painted in Mexico Blue and I’d owned two white cars so these colours were out. By process of elimination, Signal Orange was the choice. The engine bay received the first coat of Signal Orange 2 pack at about the time that the 1995 donor 993 arrived from the “barn” to give up its 3.6 very low km engine to the RS. The remainder of 993 was quickly sold – nothing is wasted! The 993 engine was then fully detailed and the engine fan painted Signal Orange. Fitting the 3.6 engine into an 88 Carrera is reasonably straight forward.

TOP GEAR ARTICLE

MY RS REPLICA/4

MIFF JAMES

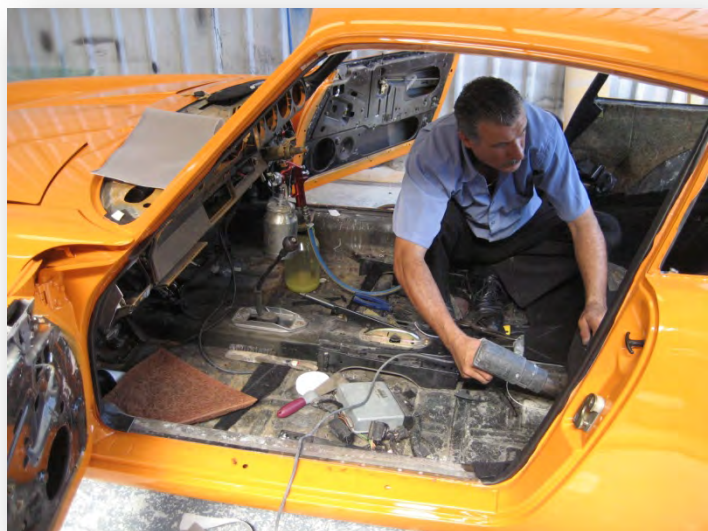


The fit is tight, there's a new air filter required (the original is too big) and the wiring harness which was a warranty recall on the 993 in the late 90's was happily replaced free of charge from Porsche Germany as their records showed that our 993 had never had the harness replaced.

A big part of the conversion to an RS is the 70's styling. A 70's steel long nose bonnet is fitted, the nose of the car is modified to accommodate the bonnet locking mechanism and the Zag boys have the moulds to create the front box spoiler, rear bumper and ducktail lid. The front guards were modified to accommodate the 70's style lights and the car was then sent to a local supplier to have the custom stainless muffler crafted and fitted. Important decisions here revolve around the choice of single or double outlet pipes and exactly the tone and volume you want from your engine. I wanted the exhaust note to make a statement but not wake the neighbourhood if I left early Sunday morning on a car club drive.

Two months from delivery of the finished project, the RHD conversion was complete, the car had been epoxy primed, the new engine was in place, all the wiring and electrics was installed and the muffler was fitted. The engine was now about to fired up for the first time – reason enough for another trip to St Marys. I recall thinking of Gene Wilder in Young Frankenstein who charged up his monster for the first time and called out "He lives!!" The heart of my RS rep beat for the first time!

The car and its various moulded body components now head into the painting booth and get their thick coat of Signal Orange 2 pack paint and as the assembly of the moulded components takes place, the black 88 Carrera from Japan suddenly has an orange ducktail. The metamorphosis has happened! The once black window surrounds are now polished silver and fitted to the car, all new window, door, bonnet and boot lid rubber surrounds are fitted along with all the glass and a new the front windscreen. The Zag boys use a local automotive trimmer who knows Porsches well. A new headliner is fitted along with all new carpets and rear seats and Italian replica RS seats are selected for the driver and passenger. The 88 Carrera centre floor console has gone, the G50 gear stick now rises straight out of the floor, the air-conditioning controls are discretely relocated centrally under the dash, lightweight door panels and a Prototipo steering wheel are fitted and a new Porsche moulded dash facia finalises the interior project. In line with creating an RS Carrera in its most recognisable lightweight racing guise, the Carrera side scripting is applied along with the detail lines on the front and back bumpers and we opted not to fit the chrome side sills and rubber bumper trims of the RS Touring model. Replica Fuchs RS wheels from Japan were selected along with a good set of semi soft hi spec road tyres. Registration approval by an RTA engineer then took 3 weeks. Actually it took 20 minutes once he arrived but it took him 3 weeks to show up. Let's be generous to him and say he was busy!



TOP GEAR ARTICLE

MY RS REPLICA/5

MIFF JAMES



The car would be ready mid morning on Friday 15 July 2011. The deposit had been paid on Wednesday 13 October 2010 – almost 9 months to the day. That first drive around the block in St Marys and then back to my office in Belrose was exhilarating. We had created a car that was a wonderful visual balance of classic 911 styling from the 70's and yet had the attitude of a very purposeful road car. Its performance was better than I could have ever anticipated thanks in part to a car which started life at 1400 kgs and now weighed just over 1000 kgs.

For the final stage of the project I thank Tim and Stu at Autohaus Hamilton. We put the car on the hoist and replaced all those under car components that were showing their age after 22 years – bushes, tie rod ends et al – added some handling capacity with heavier sway bars and new Bilsteins, set the ride height, balanced the car and did all those little things that make a difference. This was their brief and if you know Tim and Stu, you'll know how valuable their contribution was to this project. The RS rep is now in their trusted hands for all future maintenance.

If you spot the car on the road, and it's not hard to miss, please honk or wave. You'll know it's me by the smile on my face.



DO RED SPORTS CARS GO FASTER?

COLIN ALLERDICE



Red is regarded as a passionate colour and therefore sits well with low, sleek sports cars that exhibit the “wow” factor.

Indeed, red has been the single most popular colour choice for sports cars since the 1950's.

The Haynes International Motor Museum at Sparkford near Yeovil, Somerset in the UK has put together a truly unique display of cars. It is called “The Red Room”.

Yes .. a room full of red performance cars!!

The display of such cars in that way simply takes one's breath away as you step into the room. It concentrates one's senses on the colour which then becomes the overriding factor in the appeal of each car on display.

The accompanying photographs certainly confirm this. See for yourself and try to identify the multitude of manufacturers and models featured in the room.

Not included in these photographs are cars such as a 1981 Ferrari 512 Berlinetta Boxer, a 1981 Lamborghini Contach 400S, a 1960 Facel Vega HK500, and a 1969 Marcos 3 litre.

If you are ever in Somerset, possibly visiting nearby Stonehenge, give yourself some extra time and visit the museum. It won't decide for you if, in fact, red sports cars do go faster but you will be impressed by the sea of red bodywork on show.



The Haynes Museum was founded by the same people that produced all those wonderful Haynes workshop Manuals that adorn our workshops and sheds.

For more information see their web site:

<http://www.haynesmotormuseum.com/home.php>

My photographs from a couple of years ago:

<http://jbraithwaite.smugmug.com/MotorMuseums/Haynes>

Ed.

TOP GEAR ARTICLE

75 YEARS OF MT PANORAMA/1

JEREMY BRAITHWAITE



Motor sport has been part of Bathurst life for many years. The Vale circuit was used between 1931 and 1937 and prior to that two known road courses existed, both starting from Kelso, one through Palmers Oakey and the other through Sunny Corner and Limekilns.

The Vale circuit was 7.2 miles in length with the only bitumen being for a hundred yards off the start line. Notwithstanding the dirt surface speeds of 90 mph were reached, and no doubt Suicide Bend earned its name the hard way.

A dispute with the Abercrombie Shire Council is reputed to be responsible for racing continuing on the circuit while parts of it remained open to the public. An imaginary line was drawn down the middle of the road with the racers on one side and the public on the other!

The dust was so thick on the course that often the only way the riders could navigate was via the telegraph poles on the side of the road. There was a steep climb to Mount Tamar with the road falling away on the other side, so much that many of the bikes became airborne. Mount Tamar attracted large crowds who measured the length of flight of the bikes from the top. The unofficial record was 130 feet and not everybody made a perfect landing.

Unfortunately the circuit became badly rutted and it was time to think again. The Vale events had brought good crowds to the town, and the economic value was appreciated then as it is today.

Martin Griffin was Mayor of Bathurst at the time and he must have been an extremely good politician as he succeeded in getting the NSW government of the day to pay for a motor racing circuit on the basis that it would make a good 'tourist drive'.

The reality was that it employed people in the middle of the worst recession the world, and Australia, had ever seen. The Nurburgring was built for a similar reason, and both survive today; they provide the ultimate in driving challenge.



*Mayor Martin Griffin at Reid Park
He's in the dark suit in the centre*

MOUNT PANORAMA SCENIC DRIVE
2,850 FEET ABOVE SEA LEVEL

OPENED BY

RIGHT HON. E. B. SPOONER,
MINISTER FOR WORKS AND LOCAL GOVERNMENT

ON 17TH MARCH, 1938

W. G. ADAMS & E. G. REID
ENGINEERS

M. J. GRIFFIN, MAYOR
H. A. FURNESS, TOWN CLERK



Forest Elbow in 1938

TOP GEAR ARTICLE

75 YEARS OF MT PANORAMA/2

JEREMY BRAITHWAITE



The track was finished just on time for the AGP in 1938, the first of four to be held on the Mountain. It wasn't until the next year that the track was surfaced at a cost of 1,200 pounds.

The AGP was run on 18th April a month after the track had been officially opened by the Minister responsible for funding it. The headline entry was that of Peter Whitehead in his ERA, and he was the convincing winner of the handicap event in which the slowest entry was given a 34 minute start for the 150 mile race.

There was quite a lot of controversy over the finishing order, with the results being revised two days after the event. I'm not sure what part the Mayor had to play with the results, but the Mayor had just concluded an address at Walshaw Hall in Bathurst and was in the process of handing the winners trophy to Whitehead when he was hit on the head with a well aimed cabbage. A shower of other vegetables followed and the Mayor wisely beat a hasty retreat.

Later that evening the crowd damaged a police vehicle and attacked the police station with crackers. A certain Ronald McKay was arrested.

So the tradition of a good brawl with the coppers has its roots from the inauguration of the circuit.



TOP GEAR ARTICLE

ULTIMATE ESPRESSO MACHINE

THANKS TO CHRIS HAIGH



At last an Espresso Machine that is far too good to put in your kitchen!

The only place for it is, in the modern vernacular, in 'your man cave', or as a close second, on a chrome plinth in your lounge room. The latter of course will be subject to Cave Girl's approval.

These works of art can probably be justified on the basis of looks alone, but in the event that financial justification is required (to whatever higher authority you report to) then the fact that you can charm her with a fresh espresso may be all to the good.

[EspressoVeloce](#) is available in three configurations: V8, V10 & V12 and in two styles: [Serie Titanio](#) and [Serie Nero Carbonio](#).

The latter is designed exclusively for the sort of person (?) who would buy a matt black Lamborghini, and yes Doris they are out there.

The Serie Titanio is for the sort of person who would prefer the traditional product and one has to feel that anything short of a V12 could be confused with Fiat rather than Ferrari. Yes, I know that Fiat owns Ferrari, in the same way that Ford used to own Jaguar before the Indians did. This falls under the heading of inconvenient truths.

So when you have completed your barista training – click on the pic below for more details – you will be able to send an invitation to the rest of the club to join you on the next "shed tour".

Many thanks to Chris Haigh for bringing back the brochure from Goodwood.



WELCOME TO THE AUSTRALIAN BARISTA SCHOOL

Fun. Intense. Professional.



TOP GEAR ARTICLE

RINGWOOD RACEWAY/1

JEREMY BRAITHWAITE



TSCC Past President, Grant Liddell, is the designer of the new racing circuit called Ringwood Raceway. They have just succeeded in getting council approval for the circuit, which is located 12km North of Raymond Terrace.

You can start to get a feel for what a lap is going to be like by clicking on the 'Go' button at the bottom of this page:

<http://www.ringwoodraceway.com.au/index.php?module=circuit>

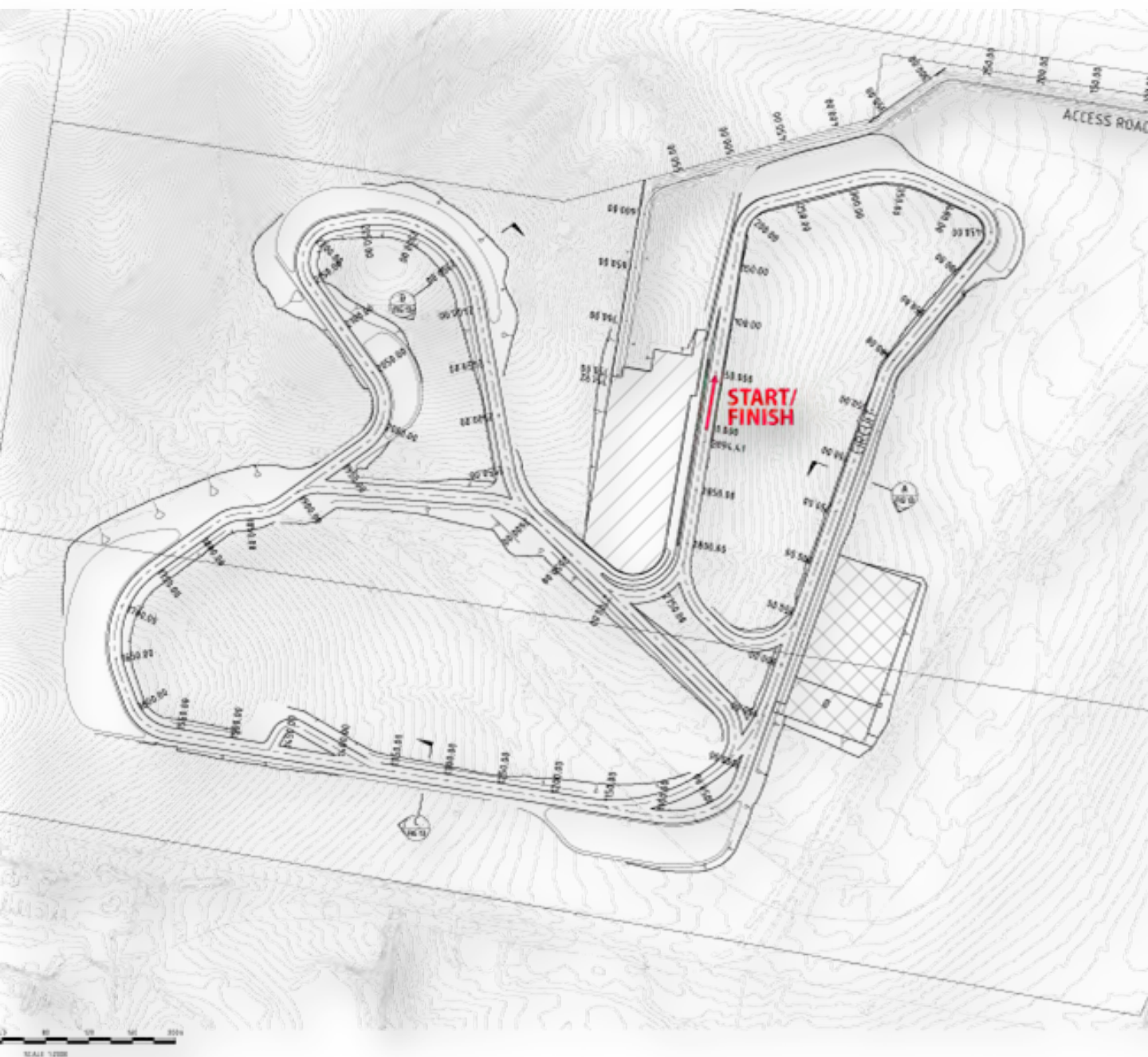
Based on the last email I had from Grant, they have commenced site clearing and survey work, and are looking to get all the Construction Documentation ready for a late January start to construction.

All being well the circuit should be open for business before the end of 2014.

The local paper used a blurred picture of a F1 Red Bull to illustrate their story. Well that's getting a bit ahead of themselves, but we'd like to think that Ringwood complemented Wakefield Park to the South of Sydney in providing outstanding facilities for the club level and historic competitor.

The Newcastle Herald story is here:

<http://www.theherald.com.au/story/1823868/ringwood-raceway-on-track-for-revamp/>



TOP GEAR ARTICLE

SWALLOW DORETTI/1

NICK JACQUES

A SWALLOW PRODUCT • THE AIRPORT • WALSALL • ENGLAND

When is a Swallow not part of the Jaguar Heritage?

After the Top Gear article by Frank Rainbow about the Swallow Doretti, I mentioned to Jeremy that our good friends Chris and Merran Olson have owned a Doretti for many years, so Jeremy suggested I write a note or two about these wonderful cars. In so doing, I make no apology if I repeat some of the information in Frank Rainbow's article.

Chris purchased his car in NZ and brought it with him when he settled in Bathurst. He has since restored it with help from members of the TR register and an engine rebuild by Michael Palmer (well known in the JDCA). Since then, Chris and Merran have travelled all over Australia in their Doretti covering many thousands of kilometres each year. Recently Chris added disc brakes and a heater to enhance their driving pleasure. Chris and Merran's car is also unique in that it has the only known work's hardtop in the world. It is one of only 7 currently on the road in Australia and one of only 16 known to be extant in Oz.

So what is the title of this article all about, I hear you say! When is a Swallow not part of the Jaguar Heritage? The Swallow Doretti has an interesting history¹, being the only car manufactured by Swallow Coachbuilding Ltd, the branch of Sir William Lyons' original Swallow Sidecar and Coachbuilding Company that was formed in 1935 following a restructure that gave rise to SS Cars Ltd that manufactured Sir William's creations ('SS' meaning [arguably] Standard Swallow [or should that be Swallow Sports?], the forerunner to Jaguar Cars Ltd after the war). The Swallow Doretti was manufactured at Aldridge Airport, Walsall, Staffordshire, which just happens to be my old home town. My older brother remembers visiting the factory with my father when he was 10 years old. When I asked Dad at 96 what he remembered about the car factory, he unfortunately had no recollection of the visit, let alone why he went there, though it was probably to discuss steel not cars.

The Swallow Doretti was a venture between the Standard Motor Company and the Swallow Coach Building Company who had never built a car in their own name. The idea for a new sports car arose in California in 1952 when discussions by a group of businessmen involved in steel and tube manufacturing, including representatives from the Swallow Coach Building Company, turned to their love of sports cars and car manufacturing. One of these businessmen, Arthur Anderson, indicated his willingness to establish an importation business to service and sell an imported sports car, and so the seeds of building their own unique car took root.



Chris Olson and yours truly with our respective vehicles on Conrod Straight going as slow as you possibly can.

TOP GEAR ARTICLE

SWALLOW DORETTI/2

NICK JACQUES

A SWALLOW PRODUCT • THE AIRPORT • WALSALL • ENGLAND



Three Dorettis at The Kings School All British Display Day in 2010. The red Doretti is the one being offered for sale by Paul McEwen.

The key to the project was gaining the support of the Chairman of Tube Investments. The sales pitch was that there was money to be made using their steel tubing (50 tonne chrome molybdenum type) and aluminium sheet to produce a sports car. Furthermore one of the other businessmen, Eric Sanders, a close friend of Sir John Black, the chief of Standard Motor Company, suggested that they might use Triumph mechanicals for such a project. Triumph was well liked in the USA and had an existing parts and dealer network.

The project finally came to fruition in January 1953 and design was commenced. In world record time the car was completed, shipped to the USA and road tested in September that same year. Not only that, but this was achieved by one chief designer, Frank Rainbow, two senior and one junior draftsmen and a secretary, of which apparently only one had worked in a car factory (Rover). The car was unveiled in Los Angeles on 13 December 1953 and was given the "Italianized" name, Doretti, after Arthur Anderson's daughter, Dorothy.

The Doretti's chassis is a very simple design which relies on the strength that the 50 tonne steel tubing provides. To this was attached an inner body frame consisting of steel pressings and fabrications which added to the structural strength of the tubular chassis and allowed the outer aluminium cladding to be basically a decorative skin. This combination gave the car excellent nimble handling characteristics. The chassis/body combination has also proven to be one of the cars major assets, showing few faults in the ensuing decades. The mechanicals were pure Triumph TR2 coming directly from the Triumph production line without change.

TOP GEAR ARTICLE

SWALLOW DORETTI/3

NICK JACQUES

A SWALLOW PRODUCT • THE AIRPORT • WALSALL • ENGLAND



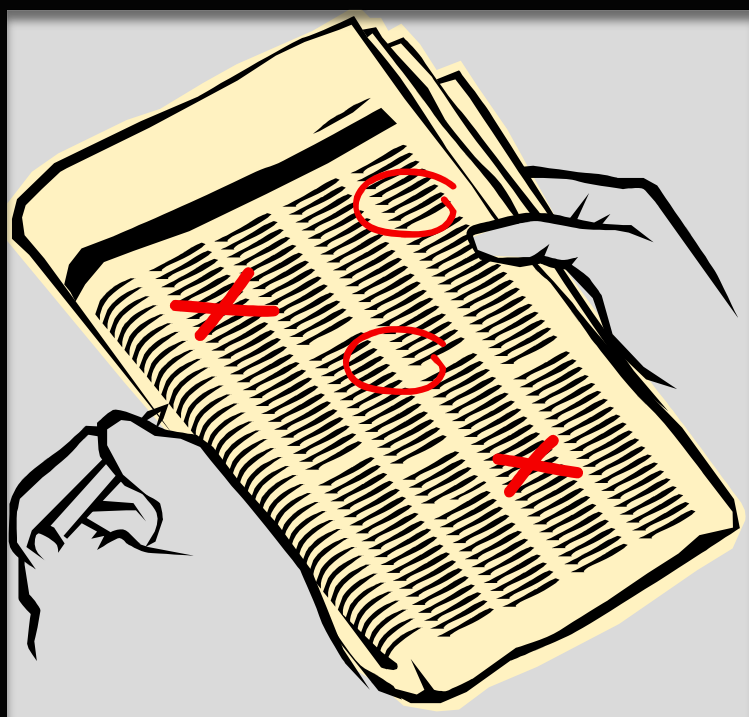
The beautiful leather interior of the Doretti.

So why the demise of such a unique quality vehicle which slotted in in price and quality between the Triumph TR2 and XK sports cars? The real reason is unknown, but one possibility was that Tube Investments supplied Jaguar and this contract was extremely valuable and Tube Investments would not have wanted to prejudice their connection. Whatever the reason, the end was simply announced one evening in a press statement with no reason given and production ceased with only 275 cars having being built between 1954 and 1955. Surprisingly, about 140, or 50%, have survived, which is remarkable for any make. Interestingly, Chris told me that the week after the factory closed a customer arrived to buy a part. He was asked how much he was willing to pay for the part in question. He replied £10, to which he was told he could have all the parts in the warehouse for that price! He accepted the offer and shipped out the contents of the warehouse. Included in this were sufficient parts to build a number of extra cars. In the 1960s, that is exactly what happened, though these Dorettis were built with Triumph TR4 mechanicals and disc brakes.

So there we have it; a car produced by the original Coach building firm owned by Sir William, using Standard mechanicals just as early "Jaguar" cars had done, but giving rise to the only car to carry the Swallow name. The only question that remains is whether such a car should be recognized by the Jaguar fraternity?

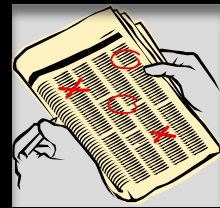
¹ Details on the history of the Swallow Doretti courtesy of Robert Penn Bradley, *Restored Cars Australia*, 131, pp 32-35, 44-45, November/December 1998.

TOP GEAR CLASSIFIEDS



TOP GEAR CLASSIFIEDS

2011 WESTFIELD ARROW



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

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

It was built by myself between May 2007 and December 2009

(Due to health reasons it took so long)

The car was engineered all the way.

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

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

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

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

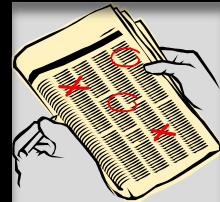
The car can be inspected at Kellyville most days by appointment.

Contact Ross on 0466 345 049.



TOP GEAR CLASSIFIEDS

1987 FERRARI 328 GTS



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

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

The drivers seat is showing some age patina.

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

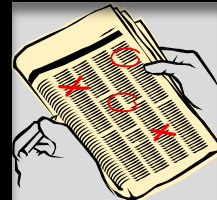
It can be viewed at my home in Kellyville, at any time by appointment.

Contact phone Ross on 0466 345 049



TOP GEAR CLASSIFIEDS

1999 PORSCHE BOXSTER



FOR SALE - 1999 PORSCHE BOXSTER

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

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

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

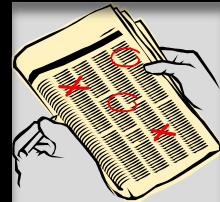
\$29,990

Contact Rob on robfin@tpg.com.au



TOP GEAR CLASSIFIEDS

1954 SWALLOW DORETTI



FOR SALE – 1954 SWALLOW DORETTI

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

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

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

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

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

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

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

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

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

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

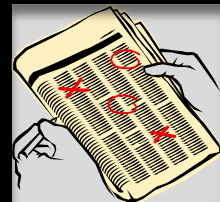
Also the rarity is there with 275 manufactured against 100,000 big Healey's, TR's and 356's.

Paul McEwen. Ph. 02-62383374 or 0408 616332



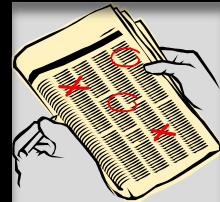
TOP GEAR CLASSIFIEDS

1954 SWALLOW DORETTI



TOP GEAR CLASSIFIEDS

MINI COOPER



FOR SALE – MINI COOPER

Mini cooper, All mechanical rebuilt.

Electric windows, (tinted).

Custom interior, dashboard.

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

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

Custom dash- Smiths 4 ½ instruments.

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

Twin petrol tanks, solenoid controlled.

8.4" disc brakes. Hi-Lo adjustable suspension.

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

Tinted windows. Luisi steering wheel.

Only about 3000 miles since rebuild.

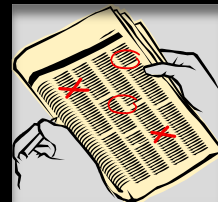
\$13500.

Paul Mcewen: Phone 02-62363374 or 0408 616332



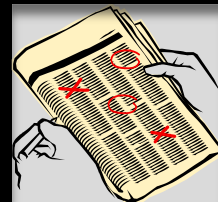
TOP GEAR CLASSIFIEDS

MINI COOPER



TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/1



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

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

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

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

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

Exceptional investment with exhilarating performance and handling

Reluctant sale due to relocating overseas

AUD\$39,950 ono

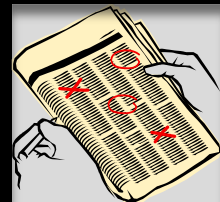
Viewing essential

call Geoff on 0403788706 or

email: geoff_58@yahoo.com.au

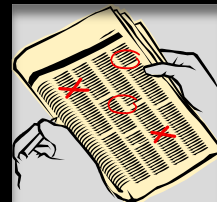
TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/2



TOP GEAR CLASSIFIEDS

LOTUS ELAN DHC S4/3



HA HA HA HA HA HA HA

TERRY DALY'S JOKES PAGE



Two Irish nuns were sitting at traffic light in their car when a bunch of rowdy drunks pulls up alongside of them. "Hey, show us your tits, ye bloody penguins!" shouts one of the drunks.

The Mother Superior turns to Sister Immaculata, "I don't think they know who we are - show them your cross."

So Sister Immaculata rolls down her window and shouts, "Screw off ye little fookin wankers, before I come over there and rip yer balls off!"

Sister Immaculata looks back at the Mother Superior and asks, "Was that cross enough?"

-//-

A Biker walked into a chemist shop in Adelaide, and asked to talk to a male pharmacist.

The woman he was talking to said that she was the only pharmacist and that as she and her sister owned the store, there were no males employed there. She then asked if she could help him.

The biker said that it was something that he would be much more comfortable discussing with a male pharmacist.

The female pharmacist assured him that she was completely professional, and what ever it was that he needed to discuss, he could be confident that she would treat him with the highest level of professionalism.

The biker then agreed and began by saying, "This is tough for me to discuss, but I have a.....permanent erection. It causes me a lot of problems, and severe embarrassment, and I was wondering what you could give me for it."

The pharmacist said, "Just a minute, I'll talk to my sister." When she returned, she said, "We discussed it at length, and the absolute best We can do is:

1/3 ownership in the shop....

A company car...

Five home cooked dinners a week..

And \$3,000 a month in living expenses."

A group of retirees are on a bus trip when an old lady comes up to the driver and complains about being molested. The driver wonders who would want to molest her, and so tells her to go back and sit down.

Later, another old woman approaches and complains about molestation, and the driver tells her to go back and sit.

A third old lady screams and so this time the driver goes to investigate. He finds an old man on his hands and knees, and so he asks him what he's doing.

The old man says, "I'm trying to grab my toupee. Each time I grab it, it jumps and runs away screaming."

-//-

Dan was a single guy living at home with his father and working in the family business.

When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune.

One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen.

Her natural beauty took his breath away.

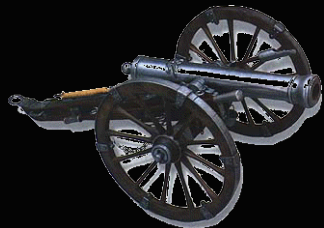
"I may look like just an ordinary guy," he said to her, "But in just a few years my father will die and I will inherit £200 million".

"Impressed, the woman asked for his business card and three days later, she became his stepmother.

Women are so much better at financial planning than men.



PARTING SHOT



Thanks to Chris Haigh for a great pic