

December 2015



**THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB**



TOP GEAR DECEMBER 2015

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...and



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The TSCC Committee wish our members a very happy Christmas and a healthy and prosperous New Year. May you partake in many of the events being planned for 2016.

Top Gear goes bi-monthly in 2016 with the first edition due in February. Please have all copy in as soon as possible, as always, but no later than 15th of that month.

About our Club



Calendar

The [Official Calendar](#) 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 and 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 appropriately for the next event.

Correspondence

All correspondence to The Secretary, TSCC
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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 Website.

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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

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

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

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[Administration](#)
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Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr

At our recent AGM there were a few changes in the composition of your Committee. After a decade in office bearing positions, as Editor of Top Gear 2006-11 and as Treasurer 2012-15, Ian Norman decided to 'retire' from officialdom. Club activities do not just happen. They depend on members who are prepared to contribute to the running of the Club and Ian has certainly done himself and the Club proud over an extended period, for which I express deep gratitude on behalf of all members. Our gratitude is also extended to Maree Dawes who kindly stepped in to the 'temporary' vacancy as Secretary some 21 months ago. Consequently, Mark Beckett is now Treasurer and Nigel Bryan, Secretary. The CAMS/CMC delegate role has been split with Lester Gough retaining CAMS and Derek Scott being appointed the Council of Motor Clubs (CMC) delegate. Les Johnson also assumes the Public Officer role whilst remaining Plate Registrar. Congratulations are extended to all new appointees and pre-existing position holders.

Congratulations are also extended to two Aussie racing drivers competing internationally. At last Mark Webber has a World Championship title. With co-drivers Timo Bernhard and Brendon Hartley, Webber has won the FIA World Endurance Championship (WEC) in a Porsche 919 Hybrid and Steve Wyatt has won the Ferrari Challenge Finali Mondiali (World Finals) in front of 50,000 spectators at the Mugello circuit in Italy.

With the Pride of Ownership Day still fresh in my mind (see separate report), Roger & Tess Morgan's hippy/flower power outfits prompted me to do a little research on the Psychedelic Porsche of the late & great Janis Joplin. The gravelly voiced blues singer of the '60s cruised the streets of San Francisco in an originally

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white 1965 356C Cabriolet with an eye catching psychedelic paint job. Her friend and roadie Dave Richards, entitled his work 'History of the Universe'. When Joplin died of a heroin overdose in October 1970 her Porsche was loaned to her former manager. When returned to family several years later in poor condition, the family decided to have the car restored to its flower power glory to coincide

with the opening of the play 'Love, Janis' at the Denver Centre Theatre Company. Artists at the centre took to the task enthusiastically and the result is as you see it now. For years the car has been on permanent loan to the Rock and Roll Hall of Fame in Cleveland Ohio but will now be offered for sale by the Joplin family at the upcoming December 10 R M Sotheby's Auction in New York City.



Now the expectation for next year's POO Day is that Roger and Tess will commission the psychedelic painting of one of their Lotuses to match their personal outfits. Come on Rog, it's said your car should be an extension of oneself.

Whilst VW lost one third of its value in 3 days as a result of the EA-189 diesel engine emissions debacle and is staring at up to USD18B in fines in the US alone, VW management must also be stewing over the success of Ferrari's IPO which at USD52 a share, values Ferrari just short of USD10B.

Apart from the Christmas/Presentation Dinner early December this wraps up the year and what a fantastic range of events and activities the Club has had. Your Committee will meet late January to discuss and finalise the calendar for next year, important dates to note in your diary being the 35th Anniversary at Bathurst on 17-18 June and the NZ South Island Tour over 14-26 November. In the meantime, it now looks as though there will be a couple of motoring events on Australia Day Tuesday 26 January - Parramatta Park (Carnivale) and Doltone House, Pyrmont (Best of the Best marques).

Lastly, Dott & I wish all members and their partners a merry Christmas and a happy and healthy new year full of exceptional motoring experiences.

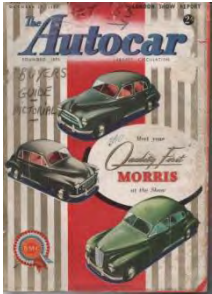


Two-finger Typing

Stephen Knox



Warning! This is (nearly) ALL about Ferraris!



Like most (all?) of our members, I have been fascinated by cars all my life. It began in 1953 when my uncle gave me a copy of the Autocar Earls Court Review of that year. Even now I don't have to go back to that journal, which I still have, to recall almost every page in detail. I loved the Austin Healey, the Harold Radford Rolls-Royce with the picnic table in the boot, the Jaguar C-Type and the radical Jensen 541 with the pivoting grille. I was almost as interested in the cars we now call grey

porridge – the Austin A40, Morris Oxford and Hillman Minx. Even today there are few cars that don't hold some interest for me, although the range of vehicles from Lada and the current utes from Great Wall struggle to get on my list.

I was also heavily influenced by writers – too influenced as it turned out as I failed the Leaving Certificate at my first attempt. Had Sports Car World been a subject choice and the writings of people like Mike Kable, Doug Blain and the European correspondent, Hans Tanner been required reading, I would have achieved first class honours. (I particularly remember a test by Tanner of the Maserati 5000GT which had a top speed of over 150mph. When driving on the autostrada he had to *slow down* to overtake



cars! Imagine that – *slow down to overtake!*) Other required reading in my youth was the book Kings of the Road by Ken Purdy. I can still almost recite the first paragraph of the chapter that deals with the Mercedes Benz 300SLR. No one has ever described acceleration better than that.

Back at Earls Court in 1953, things were very different to the motor industry of today where, while cars have improved out of sight, the purity of the top marques has been compromised. Who would have looked at the diminutive Porsche 356 then and foreseen the Cayenne; a visitor to the Jaguar stand would have been appalled if he knew that the maker would one day build a car on a Ford platform; or that Rolls-Royce would have a BMW engine and a German owner, or that Bentley would be part of Volkswagen.

No car that appeared at that exhibition has retained its 'purity', except one – Ferrari. Sure, it's owned by Fiat and Fiat is in bed with Chrysler, but those who pull the strings have had the good sense to leave Ferrari alone. No other car maker can make all of these claims:

- Ferrari is a long established manufacturer that has never built mass-market cars
- Ferrari has never built a car that wasn't a 2-door sports/GT car or a racing car.
- Ferrari has never built a car using any other engine than its own.*

- Ferrari is the only marque to have competed in every F1 World Championship race since they began in 1950.

I bought a Ferrari in 2013. When I was growing up, all Ferraris had a V12 engine in the front (except the 4-cylinder Monza) and that's what I wanted. That's what I got. It's a Maranello 575M, a model that shares its layout with those early cars, particularly the 365 GTB/4 'Daytona' which came out in 1968.



290MM

Jill and I have recently returned from a trip that took us from Malta, though Sicily and across to the toe and heel of Italy, working our way north until we reached Maranello. This small industrial town near Modena is Ferrari. There's the factory, the test track, the Museum, Ferrari shops, places where you can test drive the latest models and the iconic restaurant where every famous Ferrari driver/owner/designer has dined called Cavallino. If that's not enough – and of course it never is –

there's the new Enzo Ferrari Museum down the road at Modena. I did the lot.

The cars on display in the two museums are predictably fantastic. Most are very special examples of road going and competition cars. In no particular order, they included several F1 cars driven by Michael Schumacher; a magnificently scruffy black 250 GTO, possibly the most charismatic model and certainly the most valuable; a delicate 166 coupe, one of the earliest cars; the first Ferrari, a 1947 125S; and another favourite, a 250 SWB. I can also say I have now seen every Pininfarina designed iteration of the 575 range – the cooking version like mine, a

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250 SWB

Barchetta, a Superamerica and the fearsome GTC, the last V12-engined Ferrari to win a major race.

The highlight was a conducted three hour tour of the factory. The word 'factory' brings up Dickensian scenes of dark buildings, smoke and noise and rows of sweaty workers toiling over flailing, thumping, screaming machines. Of course no

modern factory is like that but this is more like a laboratory. Even the machine



shop where parts are taken from the on-site foundry and ground, planed and polished to perfection is clean, bright and quiet. Everything is done on site except for the body building which is done by Scagletti in Modena before arriving at Maranello for painting.

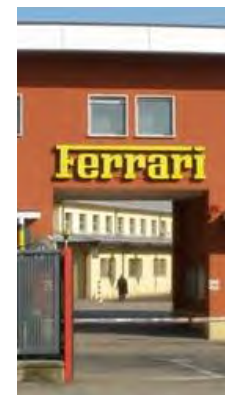


V8 and V12 engines are built here, as are engines for Maserati. I saw an engine for an Alfa Romeo 8C also. Our guide told us, with a modicum of pride, that each Ferrari engine is tested

for 20 minutes, Maserati engines for three minutes! V8s are built on something approaching a production line but V12s are built entirely by one man who signs off on each engine.

The assembly line was fascinating. Cars moved on overhead conveyers to plinths with height adjustments to suit the workers and their tasks. A chassis stays at one stage for 19 minutes before moving to the next and the line must produce 25 cars a day, five days a week. (The engine building section works three shifts a day).

The race team employs 600 people but the day we were there few of them were around. The only car was either the 2015 car used by the test driver or a 2014 model, used for trying new designs, the only way modifications can be trialled under FIA rules. (We couldn't tell as it had a cover over it. The reason for the missing cars was that they had been flown directly from Russia to Texas). If the factory looked like a laboratory, the race headquarters was like medical research facility.



We were shown two warehouses which held the client cars. These were various models, although examples of La Ferrari were almost common, that are held at the factory, prepared for their owners to race all over Europe and delivered to the circuit ready to



go. Afterwards, the clearly very wealthy owners change from racewear to Armani while their cars are taken back to be prepared for the next meeting. Not bad!

To misquote H.G. Nelson, too much Ferrari is never enough, but if you're still reading this, here is your reward. If you find yourself in that neck of the woods, seek out the Panini Museum in Modena. It is on the site of the Hombre cheese

factory and is one man's collection of cars, motorcycles and tractors. It's mainly Maserati and includes a Tipo 63 'Birdcage' and a fabulous A6GCS/53 Berlinetta as well as some gorgeous examples from the 1950s and '60s. And it's free!

*Only the Ferrari/Lancia D50 comes close to breaking this rule. Ferrari took over Lancia's formula 1 team in 1954 and rebadged them as Ferraris, but they were always considered to be Lancias.



...and from the Panini museum...



Coming Events (plus a special guest appearance)



The official calendar will be decided in late January but in the meantime, here are two dates that are fixed already:

35th Anniversary celebrations Bathurst
17th and 18th June

Tour of the south island of New Zealand 14th to 26th November



1. Jack Jones at the 2015 POO Day
2. Jack Jones at the 2015 POO Day
3. Jack Jones at the 2015 POO Day
4. Jack Jones at the 2015 POO Day
5. Jack Jones at the 2015 POO Day

Cirque de la Symphonie – Saturday 19th September

Report by Lisbeth Allen and Ian Norman



Although not an official TSCC event, about 30 club members enjoyed “Cirque De La Symphonie” in the Concert Hall of the Opera House.

Thanks to Colin Piper, a retired SSO percussionist, for securing discount tickets for us. Thanks also to Terry Daly for organising a great lunch at Phillip’s Foote Restaurant at The Rocks. Unfortunately Terry was unable to attend the concert due to family commitments.

On to the concert! The program, conducted by Guy Noble, consisted of well known classical pieces accompanied by gymnastic and aerial acrobatics. The

artistes kept stunning time with the music – even the style and mood matched. Lisbeth particularly liked Christine Van Loo who performed a ballet-like aerial act by climbing double ribbons hanging from the “rafters”. Another highlight was “Jarek and Darek” who performed balancing acts using great strength and agility. They are former Polish national hand-balancing champions.

Talking to Jeremy afterwards, he summed it up in one word “incroyable”

Thanks again to Terry and Colin for a great cultural experience in a world class venue.



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Bridge to Bridge – September 27th 2015

Words by David and Linda Slater, photos by Jeremy Braithwaite

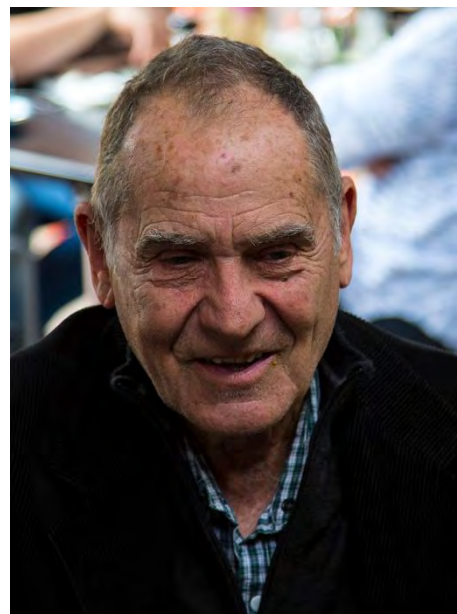


Well, we have mastered the Inn to Inn Run, and today we participated in the Bridge to Bridge Run!

Starting at Cafe at Lewers in Penrith, we gathered after brekky to head for Streetons Lookout. We followed some scenic roads with many homesteads and ranch style acreage. With the flowing river on one side and the rough rock faces on the other, we drove some fantastic roads that I'm sure a lot of us have never been on. Perfect spring weather was kind for all the roadsters on the run, and it

was especially nice to see the Van Dyk's newly acquired Mercedes Benz SL380. We followed the narrow, undulating roads which led us to the ferry terminal at Lower Portland. It took a few trips for our 20 cars to get across the Colo, but having done so, we progressed to Wiseman's Ferry. Here, we took over the outdoor verandah at Busby's Restaurant where we enjoyed a tasty lunch and great company.

Many thanks to Jeremy and Julie for organising such an interesting, relaxing run.







A Day of Polo & Show Jumping – October 18th 2015

Words by Terry Daly, photos by Jeremy Braithwaite



With a request by the organisers to have all Club cars in position by 0900am, the TSCC flyer asked members to be there as early as 0830am and for those that arrived at that time confusion was the order of the day. All the Polo Club's organisation was centred around a beautiful fine Sunday and no thought of possible rain and the problems of parking and possibility bogging the cars on the grass. Cars we sent in all directions until it became apparent that the threat of rain was easing. As such, cars were then repositioned into their originally assigned areas and proceedings got underway.

For the Daly family, our first call for the day was to watch our niece competing in the 95cm junior show jumping event and I'm pleased to report she finished second on her horse, Texas Ranger in a field of 14. The champagne followed as



did a walk through the many stalls that were selling all sorts of horsey things.

We finally arrived back at the polo field to find everyone enjoying the first event of the day. I'm not exactly sure what

the completion was but I take my hat off to those guys on those polo ponies. Not only do they have to be a skilful horseman or woman, but to hit that ball in the correct direction while riding at speed is quite an incredible feat. Each competitor has up to five ponies for each game and they are changed at regular intervals.

My attention soon turned to the beautiful array of cars, not only from the TSCC but also the Aston Martin Owners Club, the HSRCA, the Bentley Drivers Club and the Supercar Club.



I must say my favourite car of the day was a new red Rolls-Royce Wraith 2 door coupé. It looked absolutely great with its red and white interior. As the guy said, it has a 6.6L 12 cylinder Twin Turbo Intercooled motor producing 'adequate horsepower' (Probably more than all the polo ponies put together). It could be mine for approx. \$800,000. Seemed like a steal to me so why not order one for the wife as well! Just joking Robyn!

One of the TSCC members (I think it was Keith Reynolds) erected a great little tent and all present supplied cheese, biscuits and nibbles for anyone to enjoy. In the meantime, our resident photographer, Jeremy Braithwaite was busily trying to

secure some great shots for our Top Gear Magazine (*and he succeeded – Ed*) and for some of those he didn't have to go far. Many marques were also lining the



polo field and a Fashion in the Fields competition was underway with the first prize valued at \$10,000. If only I had known, I would have ironed my best stabbies. I must say people had really gone that extra mile in a dress sense and some of the outfits were simply stunning.

After lunch many of the TSCC crew went around to the Show Jumping arena to watch some world class competition as this was a round of the world cup as well as an Olympic qualifying event. The jump bars were as high as 1.4 metres and the

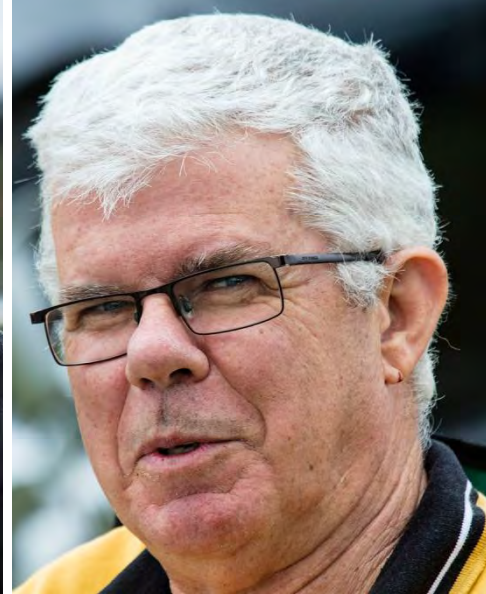
course was very difficult. I had the opportunity to walk the course prior to the event with my niece explaining the design layout etc. The jumping itself was first class and everyone seemed to enjoy it the proceedings. Once again I noticed Jeremy getting some great shots as horses jumped the many gates and fences.

Once again a great social day and one I will be looking forward to again in 2016.





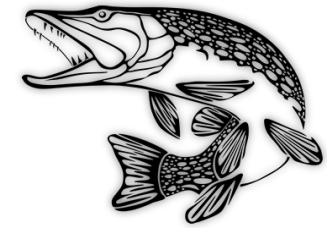






Pike's Paint 'n' Panel Tour – 21st October

Words by John Slater aka Cul de Sac



To everyone west of Manly it is the Northern Beaches, for those to the north, north of Mona Vale anyway, it is the Peninsula and it's, like, totally awesome, not insular at all.



And so it was that on Wednesday 16th September 2015 Darryl Pike had invited the Club to visit his Motor House and home of Pike's Paint and Panel (PP&P). Cul de Sac had not initially planned on attending, having had some trouble obtaining a visa and not having any designer Havaianas to hand, not to mention the need to work. However, as I readied for work it was announced that there had been an accident in the Harbour Tunnel, southbound, and a truck had rolled over on the Warringah Freeway approaches. This changed the strategy for the day.

After a brief discussion, Mrs Cul de Sac and I decided that the normally tortuous 7k trip to North Sydney would be too hard and that we should join the Club for the run to PP&P. And so it was that under lowering skies we arrived at Pattison's Patisserie for an infusion of caffeine and sugar, before starting the adventures to the Peninsula.

Darryl, who had arrived early in his Sparco Havaianas, was on hand to brief us and deal with the entry and security requirements.

A little background. The Pikes are a venerable Irish family hailing (it does that a lot too) from a small town called Pikelet in County Curmudge, Ireland. Curmudge is a small County near Donegal and the occupants are known as Curmudgeons. It is generally wet and almost always windswept, facing as it does the North Atlantic Ocean. Curmudgeons are a hardy and creative people, however they are known to be moody and somewhat unpredictable.

The Pikes were fishermen in ancient times and their name is forever associated with the fish they pursued in the tranquil Loughs of Curmudge. They were also noted engineers, sailors and inventors. In very ancient times Padraic Pike invented the horizontal chimney to both save money and assist with the OH&S issues associated with the then popular vertical variants. These had a habit of catching fire and falling down - It took some time for the Curmudgeons to work out that peat was an unsatisfactory material for chimney construction.

Unfortunately, it was found that there were some drawbacks with the horizontal design that overcame its very great advantages, including getting them to draw, fire and flooding. The Pike, as it was originally known, came into common usage as the Pipe, and was found to be suitable for the transportation of all manner of liquids and later, gases. Regrettably for the family, the law around intellectual property was unformed at this time and so the family failed to benefit from this breakthrough.

That didn't stifle their inventiveness, although there was a major scandal in the 12th Century when a bell tower designed by Sir Joshua Pike for Pisa Cathedral was



found to have unstable foundations. Due to the strong winds in the area, Sir Joshua decided that deep foundations were only required on the leeward side, failing to adequately take into account the fact that the strong winds only prevailed for 30% of the year. The building then began to lean to windward. Sir Joshua's solution was to build the floors higher on the lee side than the windward side. The good burghers of the town were sufficiently pisaerd off that Sir Joshua had to leave Italy in a hurry and in secret, without payment. His rapid departure by road led to Turnpike coming into popular usage.

But I digress....

We travelled east along Mona Vale Road to McCarrs Creek Road where we turned left. The road, which had been dulating, then became undulating. We swooped and dived towards Church Point alongside McCarrs Creek, through the lush bushland of acacia, redgum and callistemon, round Church Point past the site of the Wesleyan Chapel built in 1872, then right into Cabbage Tree Road and on to PP&P at Mona Vale.

Darryl, a lifelong air cooled engine and yachting enthusiast, has lived on the Peninsula for some time. The Peninsula is a mysterious place for us Outlanders, difficult to access, particularly past the boom gate on the Bilgola Bends. Its occupants seldom leave it and do not wish the Spit Bridge to be replaced or improved and do not want better public transport. In fact, there has been a recent push for the Spit Bridge to be left permanently open.

Like Madagascar, the years of isolation and proximity to the ocean have left their mark on the locals. They move with a slow loping gate and seem to be permanently staring into the distance. Typical clothing is horizontally striped blue and white T-Shirts, shorts and a range of formal and informal Havaianas. Long

trousers/skirts are seldom worn. The preferred tippie is Pinot Grigio for lunch and Pinot Gris in the evening. Pinot Noir is reserved for funerals.

Barbers and hairdressers are brought in from outside bi-monthly, as there is little call for them on an ongoing basis.

The Pike Motor House, contains Darryl's wonderful and eclectic collection and there are some cars there as well. Adorning the walls is Pike in Pictures, a charming, autobiographical account of the past 50 years, rather like studying the frescoes in a Renaissance Church.

We then adjourned to the RPAYC for a wonderful lunch as the yachties left for the Wednesday afternoon sailing regatta, er, race.

Many thanks to Darryl and Andra for a wonderful day.



The Big Trip — 24th October to 5th November

Reports by various contributors



Day One – Sunday 25th October 2015

Sutton Forest to Albury

Words and pictures by Eve and Peter Stefan

It was a lovely warm spring morning as we headed off down the Hume Highway to meet up with our fellow travellers on the first day of the Thoroughbred Club's Tasmanian Trip. We expected excellent weather because Vern our weather "Guru" was with us. Everyone was punctual as we met at the starting point at Sutton Forest and we all had fun sticking our Tasmanian Tour signs on our cars and posing for our group photo.

We then drove south to Gundagai where the dog sits on his tucker box and where we enjoyed a wonderful tucker box called the Niagara Café.



It originally opened in 1919 and was owned and run by the Greek, Castrission family for 64 years, then sold 30 years ago to its present owner Nick Loukassis and his family. It has remained an authentic diner with snug booths, retro green laminate tabletops and stainless steel milk shake cups. Rumour has it that Prime

Minister, John Curtain, who was a frequent diner there, also held a war cabinet meeting in the cafe kitchen. The walls are adorned with photos of the Greek island of Kythera and a prolific race winning horse belonging to Nick.

Continuing on down the Hume Hwy after our very delicious lunch of plates piled high with sandwiches, we reached our first overnight stop at the Quality Resort Siesta at Albury.



Around 5pm we gathered and chatted over nibbles at the resorts games room provided by Peter and Eve. Later at 6.30pm we enjoyed a 3 course, 3 choice, meal

at the Bullring Restaurant onsite at the resort. The resort has a very Mexican atmosphere as you can see from the buildings especially with names like the Cactus Cantina and the Bullring Restaurant.

Even our steeds received a little luxury with under cover parking for all.

Day Two – Monday 26th October 2015

Albury to Melbourne

Words by Jane & Vic Clarke, pictures by Jeremy Braithwaite

After leaving our hotel in Albury, the first “fix” of the day was an early morning visit to Ray Jones’ Garage at his home in the scenic setting of West Wodonga. He has an eclectic collection of cars and memorabilia, all beautifully presented; it is with great pride that Ray drives all his cars on a regular basis.



Barry presented Ray with a framed photograph entitled ‘beauty and the beast’ with 4 photos of iconic cars with similarly iconic women standing beside them, to TOP GEAR DECEMBER 2015

Before retiring for the evening we all had to pack a small bag for our ferry journey to Tasmania the next evening.

A fabulous first day.

add to his collection. Ray and his wife were very generous in their hospitality so early in the morning, and the group reciprocated by not drinking 6 cases of Ray’s wine (as happened on a previous visit!)



Our journey continued south, travelling through Beechworth (morning tea), Euroa (lunch) and onto Melbourne via terrific roads through Ringwood and Healesville.

All the drivers successfully negotiated the traffic in Melbourne with help from their GPS, iPad or the instinctive judgement of their partners and arrived at the ferry terminal in plenty of time for the 7.30pm sailing.

The weather at this stage was extremely grey and miserable and the sea quite choppy. Needless to say the weather did not bode well for the crossing of the Bass Strait. This stretch of sea lived up to its reputation. Several people were not well but Julie Braithwaite had a terrible time and required the ship’s doctor. Fortunately she was well enough to continue when we reached Devonport.

Day Three – Tuesday 27th October 2015

Devonport to Smithton 'Great Nature Trail'

Words and pictures by Julie and Jeremy Braithwaite

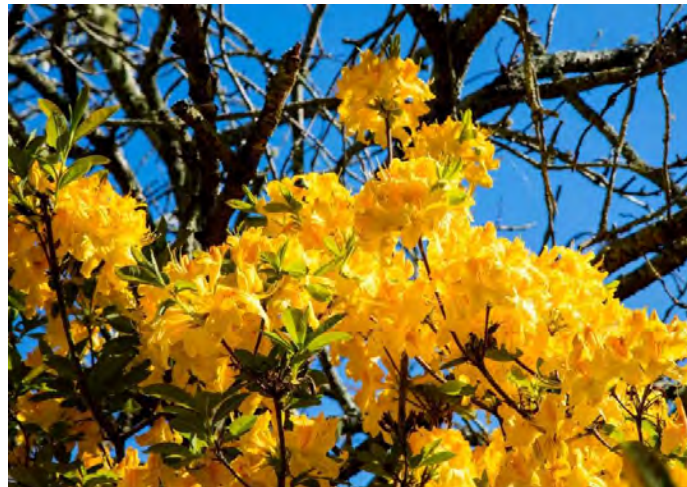
It seemed most people were pleased to drive off the [Spirit of Tasmania](#) after a crossing that proved a little(!) rough for some. Hardy sailors like the Pikes and Bristows said it was a smooth crossing, but the landlubbers among us begged to differ.

The boat docked at 6.30, 30 minutes later than scheduled, and we were met by Maggie and Derek Scott, who had had the good sense to fly to Devonport and borrow Maggie's son's Merc AMG for the trip.



First stop was breakfast at the Blue Wren Tea Gardens at Ulverstone. An excellent breakfast was served and everyone had revived enough to enjoy the meal. A wander around the garden and time to admire the view made a pleasant start to the trip.

Leaving Ulverstone we headed west through the pretty town of Penguin towards Burnie where we turned south to visit [Annsleigh Gardens](#). The gardens were a riot of colour with the



rhododendrons and cherries in bloom. Paths wound through the plantings with an Asian-style water feature the centrepiece.

Next stop was further west at Wynyard, with most people taking the suggested detour to visit Table Cape Lookout which gave a magnificent view of the coastline and the waters of Bass Strait. Along with Jane and Simon Mitrovich, we walked to the nearby lighthouse where Jeremy put his vertigo to one side and climbed to the top. From the [lighthouse](#) we were able to see the fields of tulips – the guide told Jeremy they are not grown for their flowers but for the bulbs. After flowering the tops are cut and the bulbs dug for sale.

Boat Harbour Beach was the next place to visit. Quite a windy, narrow road led to the white-sand beach where we came across Jack and Jenny Jones, standing next to the XJS and, as usual, smiling. It didn't take long to establish the XJS had failed to proceed (like a Rolls, Jaguars do not break down) and they were waiting for the RACT flat-top tow truck to come from Wynyard. This was to be the start of the Tasmanian chapter of the XJS saga that lasted the entire trip.

On to Stanley and lunch. Those who did not walk between the lookout and lighthouse at Table Cape enjoyed lunch at Stanley Hotel – by all accounts an excellent meal (we arrived much later and had a sandwich at a local cafe).

Many people visited [Highfield House](#), with its commanding view over Stanley, that was built in the 1830s as a residence for Edward Curr, chief agent of the Van Diemen's Land Company. It is a wonderful example of colonial architecture.

A few hardy souls conquered The Nut, either via the chair lift or walking the steep track.

Westward-ho again, this time to the overnight accommodation at Tall Timbers Hotel at Smithton. A well designed and appointed establishment that also provided an excellent dinner.

The Jones' finally arrived in time for dinner, after a very expensive taxi ride from Wynyard. The XJS had to stay at the workshop overnight and apparently the NRMA had muddled their hire car booking. A big round of applause greeted Jack and Jenny.....the first of many accolades to the couple who clocked up the most miles on our tour of Tassie.



Day Four – Wednesday 28th October 2015 Smithton to Strahan 'West Coast Wilderness Way'

Words by Terry Daly, pictures by Jeremy Braithwaite & Terry Daly

Unusually, for the West Coast the sun was shining and the day looked great. Breakfast was in the Kauri Bistro shared with people from an ATP bus tour. It wasn't the breakfast that caught the imagination of these somewhat elderly tourists but Peter Stefan's magnificent E-Type Jaguar. With Peter still recovering from the effects of an overnight cigar, it was left to Terry Daly to answer the many questions on the car. It amazes me that so many of these tourists hadn't seen an E-type around for decades.

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Everyone I talked to still think it's the most beautiful car ever produced (and who couldn't argue with all that grey matter).



The morning drive took in the best the West Coast has to offer including some of the famous Targa Tasmania stages. (I believe both the Powell's and the Burton's had problems with a truck that thought it was participating in the Targa such was the speed at which it was travelling)

and finished with lunch at the Pitstop café in Zeehan. The café was adjacent to a workshop and one could see an old Triumph bike under restoration but it wasn't long before the toilets became the centre of attention, not because of last night's food, but due to the way they had been decorated, e.g. Motor Bike handlebars as a door opener and a complete exhaust system as handrails. Another attraction was the neighbour's shed that contained three old Porches and two old Mercs in various stages of restoration. The café had also produced some lovely decorated cup cars especially for the TSCC members. However, the lady



forgot to put them out until the last few arrived so the Stefan's brought up "big time".

Others, such as the Braithwaites went to see Cradle Mountain and if you look at the TSCC website you will see some great photos of their visit.

After lunch the route took us through some more great scenery and finished in the lovely seaside town of Strahan. The group's accommodation was at the Strahan Village, a series of very different styles of accommodation ranging from an old renovated two story wooden house to the very traditional one bedroom units. Much of the afternoon was spent "you show me yours and I will show you mine" as members wandered from building to building.

Strahan itself is a photographer's delight and I believe everyone from the Club was out taking as many photos as they could and once again some of these are on the TSCC website.

Pre-dinner drinks and nibbles were held in one of the terrace houses which just seemed to be right in the path of a cold westerly wind, so it wasn't long before all adjourned to the nearby Hamer's pub for dinner. It was an excellent setting and the group had its own room with a view over Strahan Harbour. After dinner and much, much, much wine, jokes started to flow with Julie Braithwaite, Jelly Van Dyke and Gae Bristow all telling jokes the writer wouldn't dare tell in mixed company. Gary Maher took centre stage to tell his 15 (or was it 20?) minute long surveyor joke with the punch line "I left it in the toolbox". Bev di Francesco rated this evening as one of the highlights of the trip. And so to bed after a wonderful day.





Day Five – Thursday 29th October 2015

Strahan to Hobart

Words and pictures by Jelly& Peter van Dyk

After breakfast at the Banjo's Bakery, a short distance from our accommodation in the Strahan Village, we left beautiful Strahan, on

another sunshine day heading towards Hobart. On the way we drove through beautiful Queenstown and stopped for morning tea at Derwent Bridge 'The Wombat Cafe' enjoying a coffee and muffin.

Some 2 kms onwards we reached 'The Wall'. Not having any expectations....we were gob smacked (if that term is still in use?) It is hard to describe the talent of this sculptor of woodcarvings.

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The Artist Sculptor, Greg Duncan, spent his childhood in the Dandenong Ranges, Victoria. Greg at the age of 15 moved to South Australia and tried different jobs. Having a love for drawings, he thought, ' If I can draw, I can Sculpt.'



Greg moved to Tasmania early 1990s to search for materials, particularly, Huon pine. And to cut a long story short Greg's career began. Greg is carving a series of 100 panels. Each panel is one metre wide and three metres high. The panels will be placed back- to -back. The initial stage of the Wall, the first 35 metres, is lifted into place using a chain block. Greg is a story teller and an accurate observer. Telling the history of Tasmania. Seeing the Wall was the highlight of our trip!

We then continued on to 'Glen Clyde house' for lunch.



The considerable history was detailed on the plaque picture on the left.

We arrived early and the Proprietor noticed the club logo. He then shortly after removed the notice to advise they were fully booked for lunch. The notice was changed but he still

did not get it quite correct, the 'TS' on white paper was glued on the original notice, we did not have the heart to correct him.

We bought a few gifts while waiting for others to arrive for lunch.

We then proceeded on towards Hobart, stopping at the Cadbury's factory in Claremont. Say no more!!.



Arrived in Hobart checking in at Lenna of Hobart. Beautiful outlook towards the Harbour. Seeing the Holland America cruiser docked.

Dinner was held in the Runnymere Room., as with every dinner, great company and great food.

Every day was a great day!

Day Six – Friday 30th October 2015

Hobart to Port Arthur

Words and pictures by Sue and John Burton

On Friday 30th October 2015 we weaved our way through narrow streets of Hobart before joining traffic on the Tasman Bridge heading in the direction of Port Arthur.

We cruised through the country side with a variety of small farms and vineyards to Richmond's oldest freestone bridge, built in 1823. Then it was on to the wonderful delights of the Richmond Bakery for morning tea.



Continuing towards Port Arthur we stopped to take in the sites of Eaglehawk Lookout, Tasman Arch, Devil's Kitchen and The Blowhole.

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Passing through the little township of Doo, we started seeing house names such as; "Doo Stay", "Make Doo", "Dr Doolittle" and others. This was started by 2 guys who built a cabin there in 1932 calling it "Doo Us".



On arrival at Port Arthur we preceded to the Asylum for lunch. This building has served many purposes over the years, from an asylum to Town Hall where

Anglican Church Services were held to a school and a Museum. We then boarded a ferry to cruise past the "Isle of the Dead", where both military and civil officers, wives and children and convicts were laid to rest. The ferry then passed the Island of the Point Puer Boys' Prison. This was the first purpose-built juvenile reformatory in the British Empire, which was started in 1834 and continued until 1849. The boys, aged between 14 and 17 received an education and some trade training. This place was renowned for harsh punishment and stern discipline.

A guide gave us an overall view of how life was lived in the various buildings scattered around the site which we walked through and tried to visualize later in the afternoon.

While wandering through the Separate Prison, which was designed to reform prisoners through isolation and contemplation a bell rang. There was no one near it, and it wasn't connected to a device, so I will leave it up to your imagination.



Day Seven – Saturday 31st October 2015

Hobart

Words and pictures by Lisbeth Allen & Ian Norman

It was a beautiful, sunny day for our second day in Hobart. From our bedroom window Mt Wellington was clear of cloud at last.

This was a carless day which was a welcome break from the driving. We walked up the hill to Arthur Circuit to enjoy a closer look at the Georgian houses- so cute!



Excellent planning by Barry and Dott enabled us to participate in the Salamanca Markets which we had heard about for years. A short walk from our hotel and we

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were in the throng of people circulating amongst the good quality Tasmanian crafts- Huon Pine products, silver jewellery, buskers, food stalls. We didn't need any more food!!!

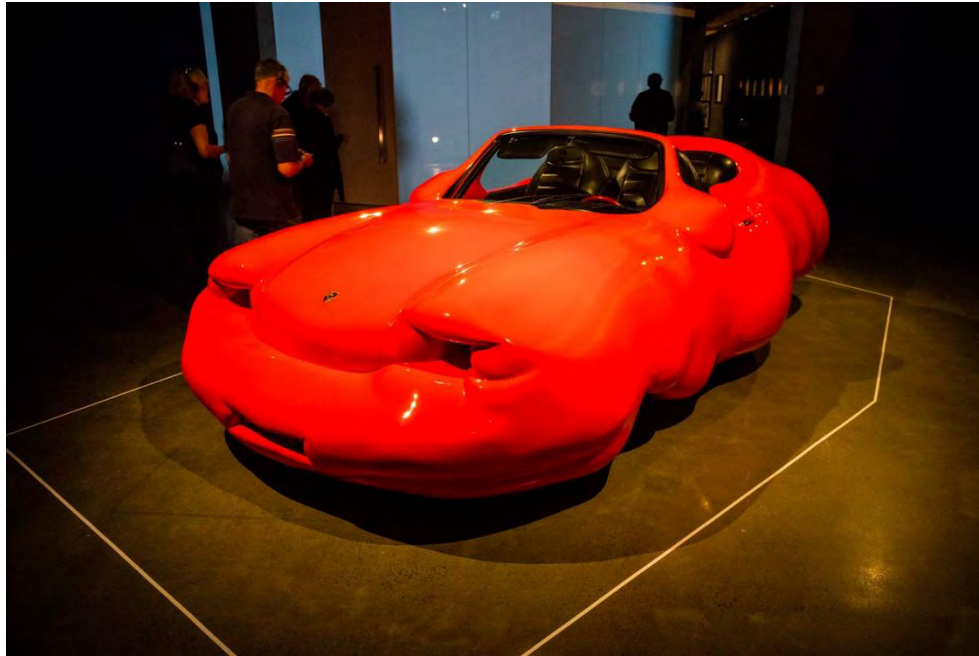
The Daly's joined us for coffee in the sunshine and then a quick sandwich in our room as it was time to catch the 1.15pm ferry to MONA (Museum of Old and New Art) as per our schedule.



The half hour Mona Rona ferry trip kept us entertained with Sheep Seats and a large cow sculpture as well as views of Hobart, the Tasman Bridge and a rather ugly Zinc Smelter!

There were 99 steps to the Museum entrance so some members with dodgy knees got a lift in a golf buggy. We received a hand held device which gave us

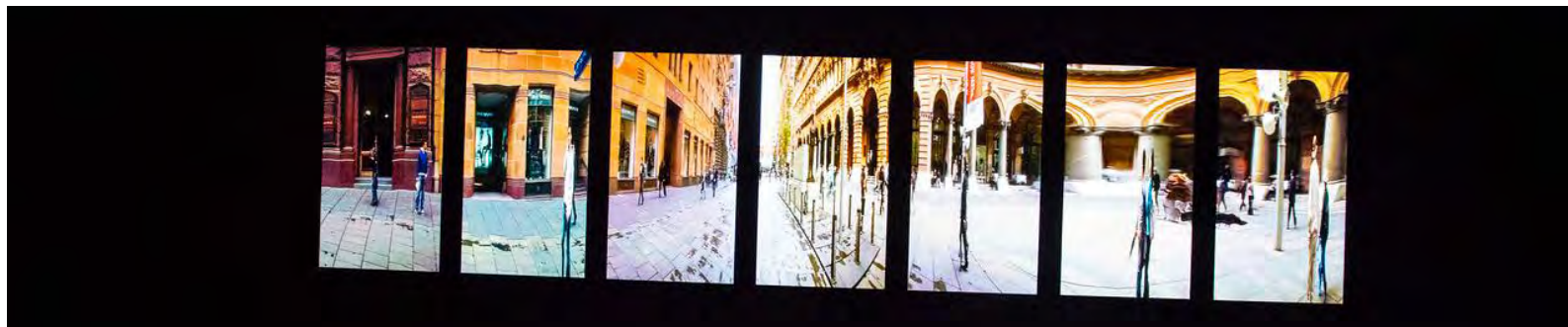
extra information on the artworks. As the name of the Museum implies most of the art consisted of very old pieces such as the ancient Egyptian mummy cases or very modern “shocking” art such as the 77 vulvas and the plaster cast of a dead suicide bomber. Lisbeth’s favourites were the Egyptian Basalt Falcon and the Falling Water of Words, the latter appreciated by many TSSC members. Many



found the modern works confronting- The Poo Machine created a lot of “discussion”!

We returned by 4.30pm for a rest, then out to dinner to Fish Frenzy, a seafood restaurant on the pier, one recommended by Barry. Ian enjoyed his Tasmanian scallops. It was Halloween and the wait staff were dressed as ghouls- fun!

As it was a lovely evening Ian and I enjoyed a walk around the waterfront. As it was Halloween the hotels and bars were well patronised with theme dressed revellers.



Day Eight - Sunday 1st November 2015

Hobart to Huon Valley “Huon Trail & Channel Highway”

Words and pictures by Robyn & Kevin Leggott

Another beautiful morning in Hobart with expected max 26° and sunny. After early breakfast group 1 went off to Mt Wellington, up the winding road it was 19° at 8.30 when we left Hobart. At the top of Mt Wellington/Kunanyi it was 12° and very, very windy. There were quite a few brave couples at the mountain whilst we were there, namely:

Robyn & Terry/Simon & Jane/John & Sue/Lisbeth & Ian/Vern & Wendy

Mt Wellington is 1,270 metres high and was formed during the Permian, Triassic and Jurassic ages.. The Muwinina people were the mountain’s first visitors. The first white man to record its existence was Lieutenant William Bligh in 1788. Much later Europeans came to Kunanyi/Mt Wellington.



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Some great photos were taken by many but it was difficult to keep ourselves and the camera steady as the wind was very strong and buffeting.

Then off to Home Hill winery to meet up with group 2the countryside looking lush and temperature now 23° and sunny.

The vineyard was planted out in 1992 with Pinot Noir, Chardonnay and Sylvaner grapes. The grey loam, high-clay soil and reliable rainfall provide excellent growing conditions for these varieties.

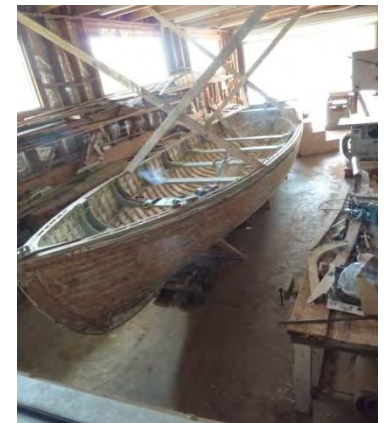
The Huon Valley sits on the same degree of latitude as Bordeaux in France (albeit forty-three degrees south of the equator rather than north). These regions share a similar climate, with winters featuring fog, frost and snow, and an abundance of spring rain. This allows for the slow ripening of fruit during warm months and the perfect conditions for cool climate wine to be produced.

At the winery there were some great displays of wine, condiments and clothing, etc. We had Devonshire tea, the scones were delicious and enjoyed by most of us. After finishing our morning tea there were many people looking to purchase some of the quality merchandise as well as wine.

THE WOODEN BOAT CENTRE – Kevin reporting here

The group visited what for me was one of the highlights of the whole tour (and there were many)

This community driven Boat Centre is a credit to the management and an absolute inspiration to all who have the pleasure of being escorted through the establishment by the manager Ross and his wife.



Anyone who is even remotely interested in traditional boat building should have a renewed appreciation of the skills involved and the fact that this organisation is fostering this classic craftsmanship through training of apprentices and also hands on courses for the more mature aged with interest in boat restoration and limited production.

There were several ongoing projects we inspected and one had to be very impressed by the quality of the workmanship, detail and finish of the jobs in hand.

There is a very comprehensive website (The Wooden Boat Centre Tasmania) for anyone interested in the history and the site and a complete overview of its current operation.

Return to Huonville and driving to our lunch spot Pepperberries cafe although several cars (including us) missed a turn and had a very long, scenic route to the cafe.....we passed lots of views to the water and lush vegetation and finally found Pepperberries which was on the left and not right as instructed so we then realised our mistake!!! And it had taken much longer than the 10 minutes stated.



It was a beautiful venue for lunch with a choice of 3 delicious meals. The setting for this café was just amazing and we would have loved to explore it but owing to our late arrival it wasn't possible

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After our lunch we drove on to Margate and the Margate train. The carriages all occupied by shops.....book shop, lolly shop, 1950's pancake parlour and toy shop. On such a beautiful day there were lots of people looking at these attractions and enjoying the sunshine. Then on to Kingston beach Tassies best beach. ..white sand but flat surf today.

We then drove on past the Shot Tower which is on the classified list of the National Trust of Australia (Tasmania). It was the first to be built in Australia and is the only round shot tower made of sandstone blocks in the southern hemisphere, built in 1870 and is 58 metres tall. It was used for the production of lead shot for the muskets & rifles of the day.

We drove on to our hotel for a night time meal of our choice. A great day helped by perfect weather but more importantly great organisation from Barry and Dott. Our grateful thanks to you both.

Day Nine - Monday 2nd November 2015

Hobart to Swansea

Words by Darryl Pike and pictures by Jeremy Braithwaite

It dawned a beautiful Hobart morning as the sun streamed across our '*room with a view*,' at Lenna of Hobart, 5 star of course.

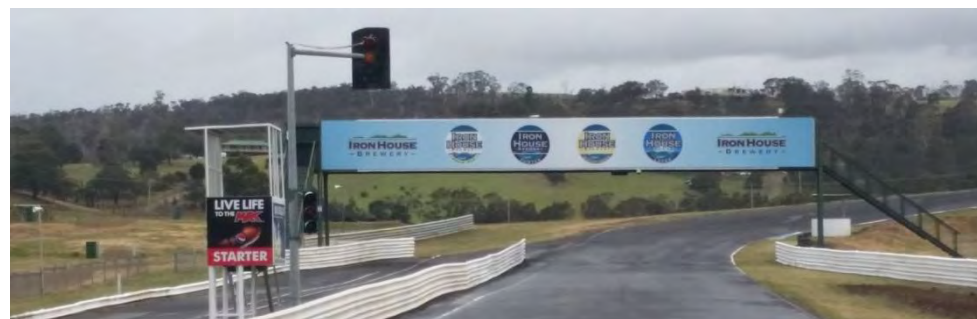
Breakfast at the Lenna was such a pleasant change from the bacon, eggs, mushrooms, tomatoes and baked beans. Why is it that at home I never have a breakfast like this. Holidays come around though and it becomes irresistible, so after three or four days the kilos go on, and the novelty wears off, then it's back to fruit, muesli and orange juice. The Lenna breakfast intrigued me, I love pears, but these pears were sliced in half with every half having a full stork, what ever happens to the other half which doesn't have any stork? Maybe gone to a two star!

Leaving the Lenna, a TL then a TR, a TL and a TR and we were on the Tasman Bridge heading north. Barry had us on the B32 and all was looking good, but Siri had different ideas, a very minor discussion took place between the navigator, Siri and myself and we were heading back to Hobart over the causeway. We thought we had seen the last of the MONA Museum, but no, it was looming up again in the distance, could we spend another hour intrigued by the wall with the seventy seven plaster cast exhibits, each being slightly different? I even overheard one of our group saying that he thought he recognised one!!!

An illegal U turn and we were heading towards Baskerville Raceway and to a surprise. The notes read TR Baskerville Road to view the raceway but on arrival it became more than a view. We were waived onto the circuit to do some hot laps, well some laps, no helmets, no instructions, how long will this privilege last we asked, just until OH and S has a spare day.

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I have followed events at Baskerville since it's opening in 1958 as it is the oldest continuously operating circuit in Australia. A real privilege.



We headed north on Hwy 1, through Oatlands a town of amazing sand stone buildings until we reached the Ross Village Bakery renowned for producing the world's best vanilla slice. I didn't see the slice but it had to have been good to beat the scallop pie that Joe ordered, leaving most of it down his fingers.

Ross is almost midway between Hobart and Launceston, a beautiful historic town of sandstone houses and a bridge which was built by two convicts. It still stands strong today and is admired and photographed by many. Both convicts were pardoned for their efforts.



Next door to the bakers of the world's best scallop pie stands a house now owned by Ian Cummins, we had the privilege of being his guests, and were able to wander through his collection of wonderful classics which were housed in two purpose built sheds behind the house. One contained the muscle cars; I'm not much into the American V8 scene, I just don't understand them although like with any collectable, a car/boat/train set/stamps or watches, crazies like me just love them.



My time therefore was spent in the real shed filled with the unreliable oil dripping rattling Pommy stuff, and they were there in spades, mint condition E-Types, Healeys, Jaguar MkIIs and MkIIs, MGs and Minis. The only way to describe this collection is to suggest you see it by going on to Jeremy's pages and view his shots.

As the morning drew to a close and people were heading off to the Salt Shaker Restaurant in Swansea for lunch, I purposely hung around until I could spend some time with Ian alone; we talked about him restoring my Speedster nearly 40 years ago at Classic Autocraft. That's when he offered me a 1960 Porsche 356 Quad Cam 550 Spyder engine he was selling on behalf of Jumbo Goddard's estate for \$5000 and I politely told him that it wasn't worth half that.

I asked him what ever happened to that engine, and he just as politely told me that he bought it himself and immediately sold it to the UK, albeit at an

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undisclosed price. Coincidentally, my very good Porsche mate Nick Naggy rang me from Orange yesterday and very excitedly told me that he has found an identical Porsche 356 Quad Cam engine for sale and was I interested.

Wow of course I am "How much" US \$200,000 was the reply. Ah hindsight!!

Memories have taken over the agenda so back on the road.

Today was the coldest day of the trip and how our host at the Swansea Motor Inn could have sold his Motel in Darwin and moved to Swansea. Well the rooms were great, views were great but that Southerly straight off the Antarctic was certainly challenging.

Pizzas at the Bark Mill Tavern for dinner were almost spoiled by our two accountants in the group, after counting the \$22 per head, then accused someone of short changing the till. Who would do this in the group?? We were all on trial, until our CEO demanded a 5th count where surprise, surprise they found it, all counted correct. Two bottles of empty Sav Blanc next to the abacus was finally blamed.

The Pizzas were great, topping off another fantastic day on the Apple Isle.



Day Ten - Tuesday 3rd November 2015

Swansea to St Helens

Words by John Slater and, pictures by Jeremy Braithwaite

Melbourne Cup Day 2015 dawned cold and overcast in Swansea, Tasmania, where we had spent the previous night. I'm told there are many attractions in Swansea.



We left at 9.30 for Bicheno, via the Blowhole, which as the name implies, is a hole in a rock through which water blows. We then proceeded to Coles Bay and Freychinet National Park. Some energetic souls walked up to the Wineglass Bay lookout in drizzling rain, which, having done it before, we know to be spectacular. Jeremy's fantastic photos can tell the story better than I.

All of this part of Tasmania, in fact most of Tasmania, seems to have built in 1840, judging by the dates of the buildings. Nor

had I realised what a multicultural place it is. Where else in the world could you

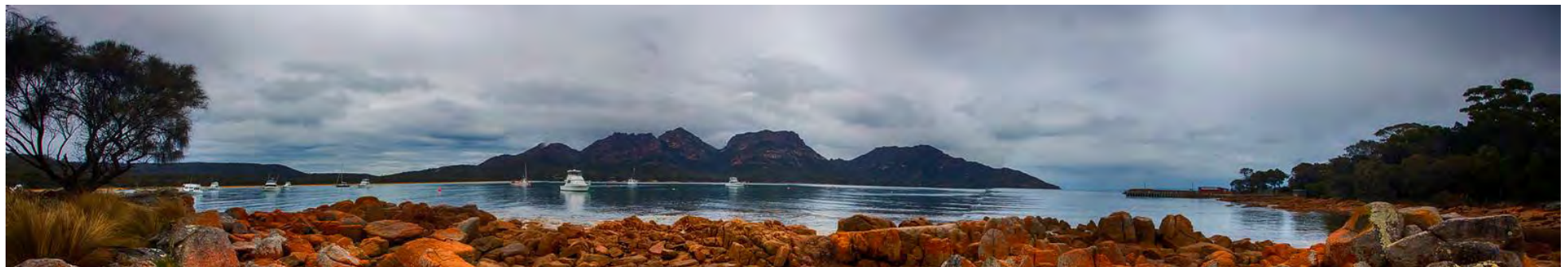


drive from Bagdad to Melton Mowbray, through Jericho, past Interlaken and Andover to Conara in the space of a couple of hours? The highlight was undoubtedly the road up to Mt Elephant, a Targa Tasmania classic, on the way to the improbable Mt Elephant Pancake Barn, at the top. This sign was a highlight.

From there down the mountain and on to St Helens, which somewhat appropriately, is located on Georges Bay, which has the attractions of Stieglitz and the Humbug Point Nature Reserve on offer. We drove through Steiglitz, which bears little relationship to the other one, through Akaroa, so in few miles we went from Germany to New Zealand.

We stopped at St Helens Rocks, where we saw many rocks. About this time, somewhat predictably, a horse again won the Melbourne Cup.

The sun came out as we arrived back at East Coast Escape Resort at St Helens. Escape



Day Eleven - Wednesday 4th November 2015

St Helens to Launceston

Words and pictures by Ron Powell and Sue Harris, extra pics by
Jeremy Braithwaite

Utegate Day

Breakfast gave us splendid views over Georges Bay from Pelican Restaurant.

The east coast's spectacular scenery continued to our first stop, the Holy Cow Café and Cheese Factory.



Not a lot further on, the very weird Pub in the Paddock. A little early for a beer, but certainly worth a look.

Winding inland through fabulous forests and sparsely settled neat farms through to Scottsdale then on to (yet another morning coffee stop!) at the very pretty coastal town of Bridport.

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At Bridport we saw a worried Barry whose impeccable tour arrangements threatened to become unstuck when Launceston's Hotel Charles changed ownership with the new owners getting our arrival date wrong.

From Bridport we drove to the head of the Tamar River and George Town from whence we tracked some 60Km down the eastern shore of the Tamar into Tassie's second city, Launceston (pop c100,000) where the hotel had been able to find rooms for us all by upgrading.

After a couple of welcome relaxing hours, most of the women hit the shops whilst the chaps drove in convoy to the National Automobile Museum of Tasmania.





A great display. Amongst many splendid exhibits we saw another 4 of Ian Cummins' amazing collection; a Shelby Mustang and 3 Jags, an SS100 and "C and D" types (replicas).

During our visit the organisers came looking for Vic Clarke. Some very clumsy ute driver decided to modify the front of Vic's and Jane's S2000 Honda, hence the day's title. Kevin Rudd will have to share the **UTEGATE** tag with Vic!

The final dinner produced great entertainment in the form of each and every one of the 38 travellers, now knowing each other very well, sharing their tour highlights. These included, but by no means limited to:

- The wooden wall carvings at Derwent Bridge and Mona's white wall.
- The spirited driving, scenery and camaraderie.
- The oldest cars' performance (Barry's and Dot's Alfa and Gary's and Wendy's Volvo.
- The food stops (groan!!!).
- The most miles travelled (by Jack and Jenny Jones not in the XJS).
- Peter's cigars.
- Salamander markets.
- Port Arthur tour.
- Barry the Blob Fish at Freycinet's National Park Visitor Centre.
- But mostly Barry's and Dot's wonderful organisation and NO complaints!



The Last Supper - Launceston





Day Twelve – Thursday 5th November 2015

St Helens to Launceston

Words and pictures by Gary and Wendy Maher

Only about nine hours until we board the boat! Yes, our last day on the island and still so much more to see and do. The weather was a bit 'iffy' – good at Launceston, our last night stand, but falling away throughout the day to be raining by the time we reached Devonport.

The 'team' was a bit spread out during the day with some having their own agendas – Jack & Jenny had to go back to Wynyard for the umpteenth time to pick up the, hopefully, fully repaired XJS; Jeremy had to drop Julie at Launceston Airport for the 1.30pm plane to Melbourne (she had a bad trip over so opted not to travel back by boat) and Derek & Maggie had to return that lovely Benz to their family near Devonport – however they all managed to fit in as much as possible.



Our first challenge was to find Relbia Road as the sign had been turned around and even Tour Director Barry missed it. It was worth finding because it led us to the beautifully manicured gardens and 1880s homestead

at Josef Chromy Winery. The roads today were easier on both car and driver and while Gary enjoyed the previous days' challenges, he appreciated the opportunity to take in the endless, rolling scenery. We checked out the lovely old houses and shops in Evandale, bought some beautiful, leatherwood honey in Perth – at a shop that Derek knew – then travelled on to Longford.

Here we travelled as much of the historic circuit that is left and tried to get 'air time' over the 'hump' – only to be surprised by a boat ramp just over the crest. We also visited the Country Club Hotel with its Lex Davidson bar and walls covered with memorabilia from the circuits chequered past. Derek found some great fact sheets on Longford which we might précis at a later date.

The famous historic homestead at the Woolmer Estate was our next stop. The group took off in various directions as there was much to see here. Some took guided tours of the buildings, others took self-guided walks through the beautifully laid out rose gardens while some of us took in the overall scene then the servants quarters and kitchen where we sampled the home made Devonshire Teas and other goodies.

Next we moved on to the Symonds Plains Raceway, where owing to track maintenance, we were unable to do a 'hot lap'. The whole place looked decidedly run down – indeed it looks a lot better on TV – but then, so do a lot of people! I now understand why the V8s dropped this venue.





We then drove along more gentle, flowing roads on which to unwind – the high hedges on either side reminiscent of English country lanes – and which led to Deloraine and lunch at the ‘Lost in the 50s Diner’. Unfortunately we weren’t allowed to take photos in what was a great museum of things from the 1950s, mostly associated with motoring but also with the music industry, fashion and the diner itself. There was also a body-building work shop at the back specialising in 50s style hot rods – I bet most of you didn’t find that!



A few kilometres took us to Railton – the town of Topiary (that’s ‘shaping of hedges’, Peter). Sadly the rain had now set in so we did a quick drive by and ‘snapped’ some of the peculiar art forms. If Railton’s art form was peculiar, then the next town, Sheffield was more traditional and spectacular with huge murals, mainly

depicting early town life, painted on the walls of the larger buildings. Again the rain, now bucketing down, spoilt our chance to view the buildings that were decorated. Gary decided to run the gauntlet and got fairly wet photographing as

many as he could find, including the wonderful memorial tribute on the RSL building and the ‘special’ modern treatment on the wall behind the skateboard bowl.

From Sheffield, it was a short dash in the rain to Devonport and the ‘Spirit of Tasmania’ terminal. Unlike the Melbourne terminal,

there was plenty of parking – which was good as we were all fairly early. We were pleased to see the smiling Joneses, now reunited with their XJS, waiting for us. The seemingly slow, but very smooth boarding operation found most of us garaged together on Deck 5 and in no time we found our cabins and had crowded into our ‘private’ lounge area. 7.00pm found us at the dinner table and this coincided with our departure. Gary will never cease to be amazed at how they turn that vessel around in its own length in the River Mersey.

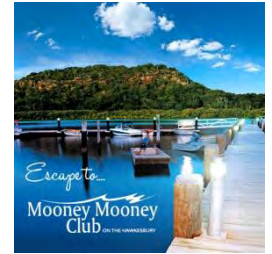
As our report didn’t end until midnight we were able to say that, at that time we were sailing very smoothly – and this continued all the way to Melbourne.

Our thanks to Barry & Dot for their excellent organisation of a great Tour of Tasmania.



Mooney Mooney – Wednesday 18th November

Words by Liz Kornhaber & Geoff Scott, pics by Jeremy Braithwaite



ESCAPE TO MOONEY MOONEY FOR A COOL REFRESHING DRINK AND LUNCH IN THE FAMOUS COOL OUTDOOR VERANDAH WITH ITS FABULOUS VIEWS

I never start at the beginning!!!!!!!!!! As some people who know me well will agree with this statement.

We arrived home at 5.30pm and quickly put on our swimming costumes and walked into the pool area, were suddenly I was heard to let out a piercing scream, that was heard two streets away, why do you ask,? A BLOODY WASP DECIDDED I WAS IN HIS WAY AND STUNG ME ON MY MIDDLE FINGER. After 4 DAYS it is still swollen and stinging... and did my partner and lover rush over and kill the beast and comfort me?.....NO he just said 'You must be tasty' and I replied.....I'll leave that up to your imagination.

Now the beginning..... We left home at 7.45am from Killarney Heights and struggled through tremendous traffic (not like people we know who live near Dural) and arrived at 9.10am after Geoff telling me he knew the best way to go, when everyone knows I am a terrific navigator, but as we women all now, MEN DO NOT LISTEN.



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After coffee we took off to the Nota Engineering Sheds..... I'll leave Geoff to write about what he and the other guys feasted their eyes on whilst beads of perspiration rolled down their backs.

Now please do not get embarrassed, but after 5 minutes in the shed, THE GIRLS escaped outside and stood under some shady trees. We the girls were having a great time telling each other about our experiences overseas going to the loo's (toilets) in various countries around the world and how some of them refused to squat, stand, some just refused to go at all, no wonder years later we girls have some issues.... It was hilarious, which turned out to be a great topic as on the radio driving home, a member of parliament (a lady) said the loos in parliament house were not up standard for women and that they should swop with the gentlemen (ha) politicians...



We set off to drive to meet up at the Wiseman's Ferry jetty, great drive, (for Geoff) lots of lovely corners to drive around without braking and zooming down the straight road trying to avoid all the pot holes, whilst I was hanging on to the windscreen (hood down of course) cursing.

Once across the Hawksbury River, we set off down the windiest narrow pot holed road along the river through Spencer (or should I say) "DELIVERANCE

“Country!!!!!!! then on to Mangrove Mountain, Calga and down to Mooney Mooney, (where incidentally I was once eaten alive by one million mosquitoes).

We all arrived except poor Jim Catts, as we later found out, his Porsche 911 failed to make the top of Mangrove Mountain due to problems with??, luckily for Jim, two rescuers were on the scene, Laurie Sellers and Rick Marks – 3 men and a car – you can picture the scene, all three heads under the bonnet, or shall I say the boot and I presume with three different opinions – could be the battery, could be the alternator, could be???? Well, finally one of the “MECHANICS” proved to be correct as they made it to the club. Laurie tells me later he picked it straight away. Flat battery.

Being a rather hot day around 35deg C we were all looking forward to a refreshing drink on the verandah,now how do I put this into words without using colourful language..... think of a Swedish Sauna situated on the on the Equator...we all complained and suddenly from above our heads came mists of fine water (without the Channel No 5), but to be honest I found it still too hot to sit and eat a meal, so together with Terry, Robyn and a few other (wimps) we went inside and left the rest to swelter.

Now over to Geoff.

It is amazing to think that Chris’s Dad, Guy Buckingham, started making cars over 50 years ago and that the name Nota came out of a toddlers mouth, as Chris was unable to say motor all those years ago as he “helped”, his dad, make the original NOTA cars.

Chris enthusiastically showed us around his workshop and his existing crop of creations with comments on the origins of the various designs, including work in progress on making an Australian car to compete at the next Bathurst 12 hour race in February 2016.

The boys among Chris’s toys could have spent all day in the Man Cave, but our betters, who must be obeyed, were keen to push on to the refuelling stop (food) so reluctantly we departed.

PS have a look at the Nota car website for heaps more info on all Chris’s lovely toys! www.notasportscars.com





Pride of Ownership Day – Sunday 22nd November

Words by Barry Farr, pictures by Jeremy Braithwaite



Following the preceding Friday's 41° scorchers, the weekend weather forecast was for much cooler, cloudy conditions with temperatures in the early 20s and the possibility of light coastal showers Sunday morning. All was set for a great day with more than 100 booked in. Cars were expected to be in place around 9.30am though many arrived much earlier, some having driven through showers. Since when is Middle Dural regarded as coastal?



When Dott & I arrived just after 10am (the reasons for the delay will be evident later), three things were immediately in view. Members' cars all shiny and pristine were duly aligned in their pre-86 and post-85 categories. Secondly, judging had already commenced as the majority of the 60 cars on display were to be assessed, a somewhat daunting task for our resident judge Tony Pallas and guest judge Sam Movisio, who had just 4 hours to undertake

the task. Thirdly, very noticeable were a few ladies and gents in retro gear and what appeared to be a long-haired scruffy interloper who I thought if Terry doesn't evict, I may have to. Within half an hour the opportunity to affect this unpleasant task was right before me when the interloper approached me and made some indiscernible remarks in a heavy cockney accent. Just as I was about to open my mouth another member asked 'don't you know who this is? It's Roger Morgan'. My response was clearly 'no' as I did not recognise him, so good was his 60s outfit.

The cars to be judged included, from the '50s a Jowett Jupiter and VW Karmann Cabrio; the '60s Jensen 541R, Jaguar MK2 3.4 and 3.8, Aston Martin DB4, Maserati Mistral, Ford Mustang Coupe, MGB and Triumph TR5; the '70s Plymouth Barracuda 383, Boss 302 Mustang, Mini Cooper S and MGB MKII; the '80s Aston Martin Volante, Triumph TR7 V8, Mercedes Benz 380SL, Porsche 911 Carrera RS and 944 and Jaguar XJS V12 Convertible; the '90s Nissan Skyline GT, BMW E36 M3, Jaguar XK8, Mercedes Benz SLK 97R, Subaru Impreza STi 22B and Aston Martin DB7 Vantage Volante; the 2000s Aston Martin DB7 V12, DB7 Vantage Coupe and Vanquish, BMW Z3 3.0i and 330Ci, Mercedes Benz SL500, Mazda MX5 x 2, Mitsubishi EVOVIII MR, Jaguar XKR-S, Porsche Boxster 987, HSV Coupe 4 and Ferrari F430 Spyder; the 2010s Ford Mustang 302 Laguna Seca and Porsche Boxster GTS. Other members' cars included Triumph Stag, BMW 328i and 840, Maserati Merak and Merak SS, Mitsubishi Starion T, Jensen Healey, Triumph TR8, Jaguar Vanden Plas 4.2, Volvo 1800E, Jaguar S type V8 and E-type V12 Roadster, Aston Martin Vanquish, Ferrari 360 Challenge Stradale, Honda NSX, Ford Mustang GT and Aston Martin Oscar India V8 Convertible.

After much friendly chatter everyone formed a queue for a tasty roast and salad lunch followed by cake and champagne, wine and beer flowed all day. Terry and Robyn Daly always make everyone feel welcome through opening their beautiful home, grounds and shed and the day





moves along seamlessly also assisted by Jack and Jenny Jones who provide and set up the tables and chairs.

Traditionally, the presentations commence around 2pm and this year was no exception. For the new initiative of dressing up in the era of your car, Robyn Daly and Dott Forrester were the judges and awarded 'hippies' Roger and Tess Morgan first prize of a bottle of champagne and a tin of chocolates. Runners-up were Darryl and Andra Pike who were treated to a bottle of pink champagne and a bottle of red and 'school girl' Eve Stefan, a bottle of red. Next year, we expect to see more participate.

Our ladies had a difficult choice to make as to which car they liked the best as this year, there seemed to be more 'gorgeous' ones than in previous years. They, of course, were not to know the gorgeous Jaguar XK120 Drophead, which attracted the most votes, belonged to Tony & Deb Pallas, who not being members, were not eligible. Nevertheless, two other cars attracted a lot of and the same number of votes, so Ladies Choice was a tie between Ron Powell's 2000 Aston Martin DB7 V12 and Stephen Knox's 1960 Jensen 541R.



To recognise the considerable effort members go to in prepping their cars for this event, the club awards Gold Certificates to those who scored in excess of 80%. This is a long way short of say, the 95% required in some other clubs but is designed to encourage members to put in a little more effort next time to reach

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the mid-90s where a trophy is almost guaranteed. In each of the two categories, the following are congratulated, with the top three in each category taking out the trophies.

Pre-1986

Mark Lamb 1970 Plymouth Barracuda 383
John & Sue Burton 1970 Boss 302 Mustang
Peter Wards 1968 Triumph TR5
Miff James 1985 Porsche 911 Carrera RS
Neil Hood 1951 Jowett Jupiter
Neil Mason 1961 Jaguar MK2 3.4
Stephen Knox 1960 Jensen 541 R

Post 1985

Terry Daly 2011 Ford Mustang 302
Peter Dowrick 2003 Mercedes Benz SL500
Rick Marks 2005 Porsche Boxster 987
Theo Demopoulos 2006 HSV Coupe 4
John Slater 1991 Nissan Skyline GTR
Chris Hallam 2015 Porsche Boxster GTS
David Slater 1994 BMW E36 M3
Ross & Sandra Brackenbury 2005 Jaguar XKR-S



Another great POO Day. All who attended are to be congratulated for making the effort, especially those who brought more than one car and a big thank you to Terry & Robyn Daly, Jack & Jenny Jones, Tony Pallas and Sam Movisio and congratulations to all those who won an award.

As to my tale of woe, I had spent every spare moment since returning from Tasmania bringing my Alfa up to concours condition only for it not to start on the POO Day morning. It is now back in my garage with an overhauled starter motor. Best that it happened at home and not on the 4000kms Tasmania trip but I would've preferred it to have happened one day later than it did.



2015 TSCC Christmas Party

Words by Vicki Bell, pics by Jeremy Braithwaite & Vicki



ANOTHER GREAT YEAR WITH THE TSCC COMES TO A MERRY JINGLE BELL END

The Presentation Dinner/Christmas Party brought a great year of friendship and motoring to a very merry end on Saturday December 5, 2015.

There was a very cheeky Santa with his willing elf-like helper handing out gifts to all those who had been naughty or nice.



There was Les Johnson, who not satisfied with one dancing partner, had 2!

Roselee Johnson had a 'gate crasher' as a very enthusiastic dance partner!

Judith Thew won the Lucky Door Prize!

There were the winners of the Club's annual awards and an extra 'Special' award this year presented on the night, and our congratulations go to the well deserving recipients who were:

The Sporting Trophy went to Gary Maher

The Citizen Kane Award went to Stephen Knox for his great article "Two Finger Typing".



There were so many good articles this year it was a close race for this Trophy.

The Clubman's Trophy went to Terry Daly

The Borrani Wheels Award went to Robyn & Terry Daly

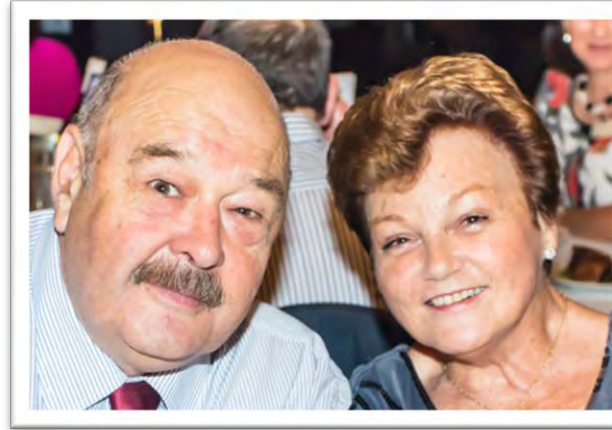
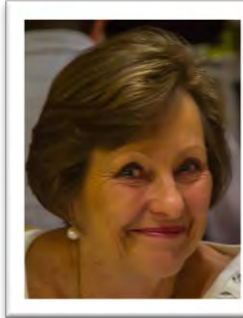
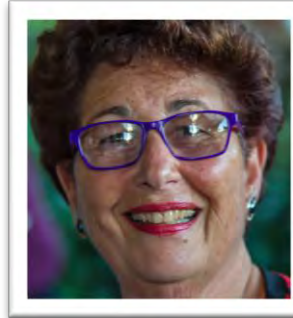
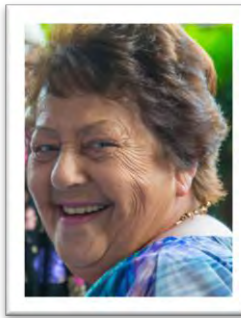
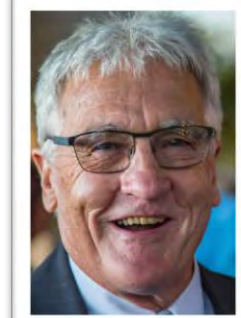
The Car of the Year 2015 went to Terry Daly for his 2011 Ford Mustang

Donald Macdonald Memorial Trophy went to Barry Farr & Dott Forrester

And a special award from the Tour of Tasmania, aptly named the "Spirit of Motoring" went to Jack & Jenny Jones.

The awards for the Pride of Ownership Day are detailed in Barry's report elsewhere in Top Gear.

Our thanks have to go to Julie & Jeremy Braithwaite and Robyn & Terry Daly for organising another amazing night for us all to enjoy to cap of the year. May I take this opportunity, from Greg and myself, to wish you all a very Merry Christmas and a Happy & Healthy 2016 with lots of continuing TSCC camaraderie and safe motoring.







Club Member Profile – Part 2

Adrian Walker



This is the second part of the automotive history of Adrian Walker, perhaps a typical life of a dyed-in-the-wool car nut – well, one who has been responsible for increased sales of British Racing Green paint.

Ferrari 308 GT4 manual purchased from a Sydney property developer, Italian racing red, had this car for over 30 years and is advertised for sale as we speak. Had this car bare metal repainted, engine rebuilt, rings, bearings, heads, valve guides, fitted CDI Ignition, a very pretty car, a lovely firm ride. Handles amazingly well, a driver's car indeed. Has been seen at many club events.

Ferrari 308 GT4 Coupe Manual



(Below) the freshly rebuilt Ferrari engine



MGB Convertible - My daughter Danielle was studying overseas at Tilburg University and in a phone conversation suggested that an MGB would be a great car. She suggested I buy a cheap MGB and she would help me restore it when she returned, which is exactly what happened.

I bought a low priced MGB and over the Xmas months together we stripped it, got it repainted in two pack red, mechanically it was excellent, as it had been off the road for some time awaiting restoration, and overall it turned out a great car. When she wanted to sell it to get a company car, my wife Lorraine put her hand up. So once more we had an MGB .



Gleaming MGB Convertible freshly restored

69 GT Mach1 351 Mustang Having vivid memories of Pete Geoghegan in his '64 Mustang wiping the field on the track, I decided that I should get a Mustang. I ended up with a '69 GT Mach1 351, a very lively vehicle if you like high performance cars. I was not keen on the light blue colour, so I painted it BRG with black bonnet and it used to light up the rear tyres the moment you went near the throttle. I fitted a one piece tower brace, a Monte Carlo bar, rebuilt the engine, rings and bearings, port and polish, hand ground the valves and Minilite mag wheels. I loved to drive that car and used it as a work car also. A client of mine said he had bought a new top-of-the-line Mercedes, when I went to visit him, he

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asked me why all his technical guys came out to look at my "old" Mustang but had shown no interest in his new car!



69 GT Mach1 351 Mustang

While getting Mustang bits one day from Bob Williamson in Seven Hills, he told me he had bought a new Shelby from the States, and needed to sell one of his cars to make room. He said he would sell the one in the corner under a cover. As he rolled back the cover a '68 GT Fastback 302 Manual was revealed - the Bullit Car "How much do you want for it?" So we did a deal. It was red, a few bits missing, out of rego. So I changed diff and gearbox oil, did full engine rebuild, rings, bearings, port & polish, hand ground valves, lumpy camshaft, electric fan, Motolita steering wheel, finished the car in British Racing Green paint with Gold Shelby stripes. Also added a one piece tower brace, Monte Carlo bar and Minilite mag wheels .. What a very exiting car!! Having been off the road for a very long time, the overall mileage was low and the car drove amazingly well.



Mustang 68GT Fastback alla Shelby



Engine Bay Mustang '68GT Fastback alla Shelby

Ford XR8 Police Pursuit. This car was purchased new by the NSW Police Dept and was low mileage and was purchased as a "company car" as I had my own business at the time. It was a delight to drive. As all police cars are automatics, I would have liked to try the manual , but it was amazingly quick and sure footed. It was a dark green colour and chalked up a lot of family mileage taking the pressure away from some of my more delicate machines. It never missed a beat. A GREAT car. Such a shame Ford have been driven out by the throwaway Asian car onslaught into our country.



Ford XR8 Police Pursuit

Jaguar XJR Supercharged. I had long wished to sample the delights of this legendary Tom Walkinshaw developed Jaguar and one day I saw one for sale in Melbourne. IT was low mileage, BRG (the only colour for a jaguar), biscuit interior, in concourse condition, whopping 255 Pirelli Zero tyres, unbelievable Performance and handling. Silken smooth, this car was a veritable wolf in sheep clothing. A car loved by Jeremy Clarkson from Top Gear, once seen in clouds of billowing smoke doing “doughnuts” in this car shouting “ I love this car “. I would love to have it around a circuit but was reticent to do this as the cost of a blown engine was a complete unknown. So was used sparingly for Club runs and car shows, sold to make room for my new Jaguar XF Sports..



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My lovely E-TYPE 1963 convertible 3.8 series 1. BRG with light Tan trim. I bought this car in the first week of the now historic Global Financial Crisis. Had always wanted one and being jaguar trained already, took to it like a duck into water. What a car!!! Not only beautiful but fast and elegant at the same time. As Jaguar founder Sir William Lyons used to say, the concept of Jaguar is “Pace with Grace” . This car was in magnificent condition when I bought it. I then fitted MSD CDI ignition, HD aluminium radiator which solved all the traditional Jaguar cooling problems, converted it to Synthetic oil. Drove for last 7 years to Club outings and Car Shows. Very recently had a new engine fitted, new rings, new valve guides, valves etc and had some paintwork refurbished, plus a new set of wire wheels and new tyres. Has the most beautiful exhaust crackle from the split system, which makes driving an absolute pleasure . Conjures up Memories of D-TYPES at Le Mans.

Will be seen at many club events I am sure.





E-TYPE restoration Photo – Classic AutoCraft Mortlake sister car to Paul Samuels/Rick Marks car



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My lovely XF Jaguar_3-litre V6 Luxury Sports. BRG of course with biscuit leather upholstery. It's the first contemporary vehicle I have acquired since I departed the complimentary Company Car" brigade. I bought this car after I sold my MK2 and XJR. A beautiful car, elegant and fast at the same time. This car is in magnificent condition. It handles like a sports car, has a beautiful, but firm ride, which makes driving an absolute pleasure. My first experience of steering wheel paddle shift gear change. Wow! Has such bite!! On the freeway it is unbelievably smooth and compatible. Is such a good car I am wondering what the supercharged V8 is like!!

Will be seen at many longer distance Club events I am sure.



Jaguar XF V6 Luxury Sport

You can't be serious!



Yesterday, I was walking down the street holding hands with my wife. I suddenly dropped her hand, and grabbed my cell phone to take this picture. She hit me in my chest and wouldn't talk to me the rest of the day. Last night she asked me "How could you?" I said "How could I not? It's not every day you see a dog driving a car."

Squeeze your brain:

1 3 5
2 4 ?

but the answer is not 6!

Think about it... ..

Answer on Page 62

If someone preaches healthy living at you, just reply with these simple words: "Keith Richards is 70."

SNARKECARDS



A humorous take on a sad event – the passing of the great Jonah Lomu at the very young age of 40.

He was probably the only All Black to have many fans in Australia.

RIP Jonah

Old and News



If you find yourself at a loose end on a wet Saturday afternoon and you're sick of watching the re-runs of the Vicar of Dibley, you might like to look at some of the old car films in the following link.

Click on the video camera next to each item to view.

<http://www.tvraaca.org/oldmovies.htm#movie>

Thanks Malcolm Stephen for the information

Have you noticed how on British cop shows on TV, the rozzers drive some pretty nice cars? A detective on *In the Line of Duty* drove a Jaguar XF like the one below and Sandra Pullman drove an Audi A4 convertible in *New Tricks*. What happened to Morris Minor Panda cars? Now (some) NSW Police are driving Porsche and Jaguar patrol cars. Are they jealous of the Poms? Have they been watching too much television?



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Porsche drivers Mark Webber, Timo Bernhard and Brendon Hartley sealed the 2015 World Endurance Championship at the end of an incident-packed series finale in Bahrain.

Read more: <http://autoweek.com/article/sports-cars/porsche-team-takes-world-endurance-championship-title-bahrain#ixzz3spUseSz5>.

PHOTO BY LAT PHOTOGRAPHIC



Answer to the question on
page 60



"Und in hier, ve put der trick software,
nobody vill suspect ein thing!"

De Soto offers 'effortless driving'

Effortless driving

"The De Soto Plaza now offers all that one could want for effortless driving," the *Herald* reported. "In addition to automatic transmission, the last effort has been taken out of driving by the power steering mechanism. This new mechanism allows one to steer a large car on the touring highway as easily as one would direct say, a Standard Ten." The De Soto is the first power steering car to be submitted for the *Herald* test.

Sydney Morning Herald

1956

A couple of days after the club visited the workshop of Nota Engineering, its founder and Chris' father died in the UK. Here are some words from Chris.

My father Guy Buckingham passed away yesterday after a brief illness. Guy was born in 1921 in England. During the 2nd World War he spent time with the RAF where he was involved with their aeronautical engineering. On leaving Guy utilised those skills in building light weight sports racing cars. In 1952 a team of his cars won the 6 hour race at Silverstone against the likes of Jaguar, Healey, Aston Martin, etc. In 1955 he came to Australia and set up Nota Engineering using those aircraft skills to build sports and monoposto racing cars in the former Ice Works behind David Jones at Parramatta. From there he and Michael Martin introduced tubular steel space framed car with lightweight aluminium cladding.

Initially they were Clubman format cars but when Guy employed Jack Wiffen, a former Rolls Royce craftsman, Nota started to build a number of alloy Streamliner cars which Guy very successfully drove, along with the KM200 Notas in the hands of drivers like Spencer Martin. These cars are still being used today in historic racing with drivers such as (TSCC member) Bruce Richardson racing them.

Another venue Notas did very well in was with hill climb cars, winning the NSW Hill Climb Championship on a number of occasions with people like Barry Garner and Ralph Sach.

Nota then decided Formula Junior racing cars were the way to go and built the first of these in Australia. Initially these were front engined then evolved into mid-engined ones using Renault and Ford componentry. Max Stewart ran a mid-engined one very successfully in Tasmania. This car is now being raced In England at Goodwood and other historic events in the hands of Philip Venables' son.

Guy lent his hand to other things as well, designing the circuit at Oran Park. He drove round the fields in what he deemed to be a good circuit layout with George Murray following him pegging out the initial design of what was to be Oran Park Racing Circuit. While this was going on Guy had his own a show on Channel 9 discussing automotive design and technology.

Warwick Farm Racing Circuit's manager Geoff Sykes convinced Nota to make clubman style cars and have their own series with cars like Lotus, Elfins, Notas etc rather than run with the likes of MGs and other production sports cars. Nota did very well in Geoff's clubman series, winning the championship seven times through the years.

Geoff Sykes asked Guy if they'd make some Formula Vees and Nota made 3 for Warwick Farm and then went on to build 38 in all, doing very well in the hands of Peter Finlay, Jason Bargwarner, John Smith and many more with lots still being used in historic racing today.

Some of the last cars Guy was involved with were the very pretty Nota Formula IIIs and Formula Fords before he went back to England. Once there he set up Teal engineering producing Formula IIIs, clubmans and Hillman Imp-based sports sedans. He then returned to his roots, getting involved with restoration of 2nd World War planes, which till very recently he was still doing. Nota is still making cars today in the hands of his son Chris Buckingham.

The End



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