

January-February 2016



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



TOP GEAR JANUARY-FEBRUARY 2016

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...and



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The deadline for copy for the March-April issue of Top Gear will be 25th April so the Wards' Wednesday Run can be included



Wet T-shirt Winner

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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
P.O. Box 78, Cherrybrook, NSW 2126.
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 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](#)
[Annual Awards](#)
[CAMS](#)
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Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr



Ooops! In my previous President's Report I paid tribute to outgoing office bearers and to my horror, I omitted Vicki Bell, a lady who has given the club her all and been willing to stand in when needed. Vicki was Secretary for the years 2008 & 2009 and Public Officer for the 4 years 2012-15 inclusive including being Welfare Officer in the latter years. On behalf of all members, thank you Vicki for your long and valuable service to the club.

If you thought last year's club activities were great, this year is shaping up to be even better with 70 events listed on the calendar including 10 meeting nights, 16 listed events and 44 optional activities. This provides ample opportunity for every member to attend at least a few events during the year in order to retain your membership. The year has started enthusiastically with 53 attending February's general meeting.

Colin Allerdice, Neil Mason, Phil Longfield, Adrian Walker, Stephen Knox and Gary Maher attended the Australia Day CARnivale held at a soggy Parramatta Park for the first time and I confess I spent almost all of Sunday 7 February glued to the 7 Network's coverage of the Liqui-Moly Bathurst 12 Hour race won by Shane van Gisbergen, Alvaro Parente and Jonathan Webb in an orange McLaren 650S entered by Tekno Auto Sports.

Eighty years ago, Leslie "Pop" McLaren commenced a service station and workshop in Auckland's middle class suburb of Remuera with the family living in the flat above. Pop McLaren raced motor cycles and sports cars so it was inevitable that his only son, Bruce Leslie, born on 30 August 1937
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would pursue a racing career. However at age 9 Bruce developed Perthes Disease, a malformation of the hip joint, and spent 3 years largely immobilised in a home for children with crippling diseases resulting in his left leg being 4cms shorter than his right. At 13, he was given his father's 1927 Austin Ulster to tinker with and at 15 having gained his driver's licence, he made his motor racing debut in the Ulster achieving 1st in Class at the Muriwai hill climb.

In 1957 Pop McLaren purchased a 1.5 litre Cooper Bobtail (with #47 racing number) from Jack Brabham who subsequently used the Remeura garage as his NZ base and became mentor to the now 20 year old Bruce providing him with a Cooper T43 for the 1958 NZ GP. This led to Bruce winning the NZ Driver to Europe award which



saw him set sail for England in March 1958. In his first year he just missed the “Autocar” F2 championship and the following year won his first GP at Sebring. In a career of 450 races, Bruce achieved 4 wins and 7 podiums from 101 GP starts, Le Mans victory in 1966, 2 Can-Am championships and multi saloon car successes. Engineering-wise he produced winning F1, F2, Indy and Can-Am cars and had ambitions to eventually develop a road car, such cut short by his untimely death in a testing accident in a McLaren M8D Can-Am car at Goodwood on 2 June 1970.

In 1980 the McLaren organisation merged with Ron Dennis’ Project 4 and in 1989 the first McLaren road car was produced. McLaren now has 66 dealerships worldwide and maintains the marque’s history through the McLaren Heritage Collection. Bruce’s only offspring, daughter Amanda, is brand ambassador for McLaren in the UK.

Back home in NZ the old garage still stands but the flat above now houses various memorabilia held by the Bruce McLaren Trust co-founded in 1997 by Bruce’s sister Jan and the late Ross Jensen, including Bruce’s favourite race # 47 and his favourite colour orange (because he wanted tail-enders to see him coming).

What a thrill it was to see the “Gis” set a new lap record for Mt Panorama in an orange McLaren and eventually take victory (albeit with race # 59A



and not # 47). Bruce McLaren would have been so proud to see his legacy develop into a dynasty.

As you are aware, the club celebrates it’s 35th Anniversary in June. Your Committee and the Anniversary Sub-committee would love to see you attend the whole weekend activities or at least the celebratory dinner on the Saturday night so please check your diary and make a commitment to attend.

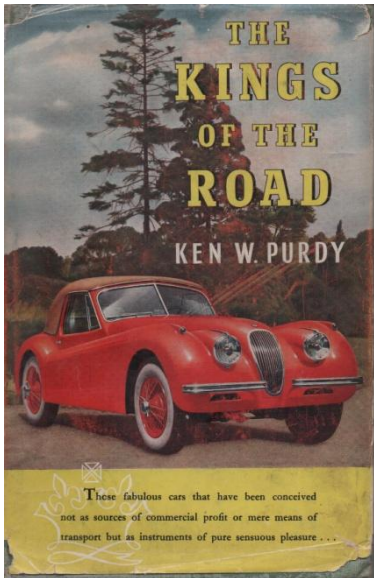
Looking forward to seeing you at coming events.

Two-finger Typing

Stephen Knox



They Don't Write'm Like They Used To



In the last issue of Top Gear I mentioned a couple of motoring writers who influenced my passion for cars, particularly sports cars. I dug out my copy of *The Kings of the Road* by Ken Purdy and the May 1960 issue of *Sports Car World* with the Maserati 5000 GT test by Hans Tanner. I have to say that I am yet to find a modern writer who can fire the imagination the way these men and others of their era could.

Here is the opening paragraph of the tKotR chapter in which Purdy introduces the pre-war Mercedes Benz W125, pointing out that the car was already 15 years old at this point;

'You're driving an automobile that can do 100 miles per hour. Not just on the speedometer – that can be anything from 75 up – but an honest 100 by stop watch. You are at the beginning of a five mile straight stretch of concrete, so you stick your foot into it, hit and hold the 100 mark. Ahead of you is a parked car, white, low and mean-looking. As you pass, the fellow behind the wheel guns his

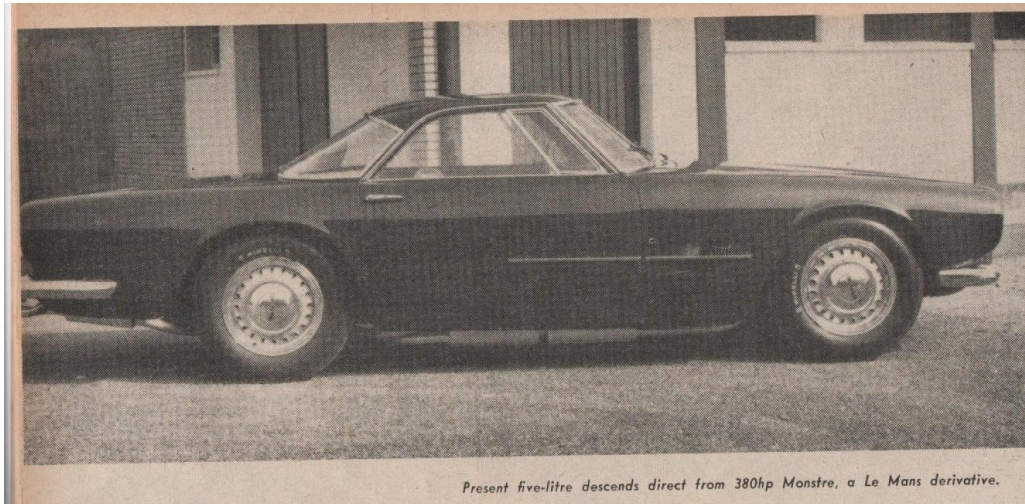
engine and starts after you. You keep your foot hard down, and well before you've covered a mile you hear a brutal scream, a roar that sears your eardrums, a whoosh, and the white car has passed you. Another quarter of a mile and he's out of sight.

That, gentlemen, is acceleration.'

That image has stayed with me all my life. OK, as far as I know, apart from a record-breaking streamliner, all W125s were single seat racing cars and I don't remember a W125 in white – after all, the team didn't call itself the *White Arrows* – but let's not allow facts to spoil a good story.



The other reference was to an article by Hans Tanner that appeared in *Sports Car World* titled *'Tanner's Impressions: The Incredible 5-Litre Maserati'* which included the comment that introduced me to the concept of slowing down to overtake. Tanner was being driven by the legendary test driver, Guerino Bertocchi:



'All the way to the autostrada Bertocchi was grinning broadly. His 35 years as a tester with Maserati have in no way dampened his enthusiasm for hairy motor cars. The bigger, noisier and faster they are the better he likes them. There is no hiding his joy when hapless peasants hastily climb walls to get out of the way.

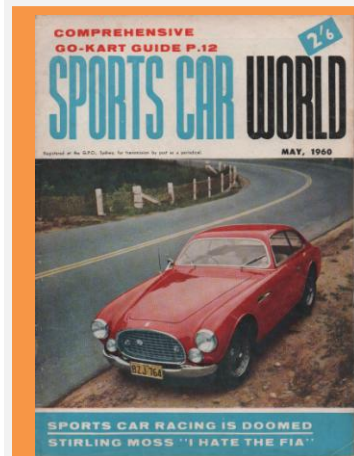
"Not too fast now, Signor Bertocchi," called the man at the toll gate.

"Never fear," was the reply. And off we went.

Seventy five point five in first gear! After the five-litre was nice and warm, we decided to take some times. I clocked the first kilometre at 168mph and the second at 172.4. Allowing for a fair amount of traffic, and slowing down to overtake, we averaged 153mph from Modena to Bologna.

On the return run Bertocchi indicated he wanted to try something special. There was a long sweeping curve on the return road, designed to take speeds up to 120-odd. I checked our time through that bend at 158mph. Bertocchi's comment? "Not bad, but you have to concentrate a bit to take it at that speed."

I wonder if small boys read current road tests and dream of being a racing car driver these days.



In fairness to the 'muttering rotters' of today, part of the fascination with reports like the Maserati 5000 GT above was due to the almost total absence in Australia of exotic cars. Certainly they were hardly thick on the ground anywhere and Britain, Germany and Italy, the countries that traditionally built these types of cars, were amongst the most severely damaged in World War II, but Down Under was particularly barren. In the same issue as the Tanner tale, Editor Doug Blain had his first drive of a Ferrari, a beautiful Vignale 212 Inter. Blain says, *'Australia has, to the best of my knowledge, precisely two Ferrari road cars...'* (one was described as a 1951 SWB 225 Superleggera Carrera Mexico berlinetta and the other, the subject of the test.

In a world where marques such as Lamborghini, Aston Martin, Ferrari and Maserati have dedicated showrooms in capital cities and, bizarrely, as the number of these cars increase, so does the policing of speed limits, it must be hard to excite young minds for whom exotic cars are almost common place and thrills come out of an X-Box or Playstation.

Also in the last issue of TG I made the bold statement that Ferrari never built anything other than a two-door sports/GT car or a racing car. While that remains unchallenged, Pininfarina tried to tempt Enzo with a fabulous concept called 'Pinin'. It never made it to production but remains one of the automotive world's greatest 'what ifs'. Here it is:



Sergio Pininfarina longed to create a four-door Ferrari to rival the high-performance saloons of Maserati, Jaguar and Mercedes Benz. Pininfarina's 50th anniversary, in 1980, seemed the perfect opportunity to develop a four-door Ferrari concept to tempt Enzo Ferrari into considering a step in this direction. So the design studio created the 'Ferrari Pinin', on a Ferrari 412 chassis, in time for that year's Turin motor show

Since the Pinin was purely a show car, it wasn't designed around an engine – although it contained a non-working, front-mounted, flat-12 engine when it was displayed at Turin. When the engine was adapted to make it work, it created some problems. The car is drivable, but, since it wasn't originally designed around an engine, there's very little room. The result of squeezing a 512BB engine under the bonnet makes it a historically fascinating concept car that can hardly turn to the left and bumps are a serious problem as the power unit was fitted very low in the engine bay.

If you're looking for a trophy for the pool room, the Pinin is for sale at \$795,000. Thanks Bob Smith for the article.

Coming Events



Draft Calendar for 2016

(Events marked with an * are non-point score events; names in italics are the event's organiser)

January	26	Australia Day CARnivale*
February	5/7	Bathurst 12 hour *
	6	CSCA at Wakefield Park*
	10	Club Meeting
	13/14	Gnoo Blas Orange*
	14	Kurrajong C & C*
	17	Wednesday Run* <i>Ron Powell</i>
	21	Rookwood C & C*
March	4/7	Inverell weekend <i>Julie Braithwaite</i>
	9	Club meeting
	12	Tea Gardens Hawks Nest Motorfest*
	13	Kurrajong C & C*
	13	CSCA at SMP North*

	16	Wednesday run* <i>Colin Allerdice</i>
	19/21	AGP Melbourne*
	20	Rookwood C & C*
April	03	Auto Italia Canberra*
	03	Sunday run <i>TBA</i>
	10	Kurrajong C & C*
	13	Club Meeting
	17	Rookwood C & C*
	20	Wednesday Run* <i>Peter Wards</i>
May	08	Kurrajong C & C *
	11	Club Meeting
	14/15	Mystery weekend <i>Stephen Knox</i>
	14	CSCA at SMP North*
	15	Rookwood C & C*

	18	Wednesday Run* <i>Lloyd Thompson</i>
	29	Sunday ladies' lunch (Sous le Soleil) <i>Dott Forrester/Vicki Bell</i>
June	08	Club Meeting
	11/12	Retro Race Festival SMP <i>S. Knox</i>
	12	Kurrajong C & C*
	17/19	35 th anniversary <i>B. Farr/T. Daly</i>
	25	CSCA at Wakefield Park*
July	02/03	Forster Keys Fun Day <i>Jim Peters</i>
	10	Kurrajong C & C*
	13	Club Meeting
	17	Rookwood C & C*
	17	CSCA at SMP Amaroo*
	20	Wednesday overnight* <i>Jack Jones</i>
	31	Sunday run <i>Tom Aczel</i>
August	10	Club Meeting
	13	CSCA at SMP Gardiner*
	14	Kurrajong C & C*
	17	Wednesday Run* <i>Laurie Bromley</i>
	21	Shannon's SMP <i>Colin Allerdice</i>
	21	Rookwood C & C*
	28	All British Day <i>Terry Daly</i>

September	03	TSCC dinner <i>Theo Demopoulos</i>
	11	Kurrajong C & C*
	14	Club Meeting
	17/18	Port Stephens Weekend <i>B. Farr</i>
	18	CSCA at Marulan*
	18	Rookwood C & C*
	21	Wednesday Run* <i>Peter Van Dyke</i>
October	09	Kurrajong C & C*
	12	Club Meeting
	16	Polo <i>Terry Daly</i>
	16	Rookwood C & C*
	19	Wednesday Run* <i>Liz Kornhaber</i>
	23	POO Day <i>Terry Daly</i>
November	06	Classic Yass*
	09	Club meeting/AGM
	12/13	Shannon's Nationals SMP*
	13	Kurrajong C & C*
	14/26	New Zealand <i>Terry Daly</i>
	20	Rookwood C & C*
December	03	Christmas dinner/awards <i>T. Daly</i>
	11	Kurrajong C & C*
	18	Rookwood C & C*



DISCOVER THE SOUTH TOUR

WEDNESDAY RUN – 16th MARCH 2016



A traditional 2x2 TSCC run .. 2 hours drive with a 2 hour lunch .. but hopefully not leave anyone with a 3 hour drive home! I am calling it the "Discover The South" tour. We will meet at McDonalds at Eastern Creek at 9.30am for a 10.00am start. We then will meander through the South West come back towards Sydney proper, pass through that affectionately known area "The Shire" before pulling the handbrake on at our lunch destination .. Georges River 16ft Sailing Club, Sanori Avenue, Sandringham The Club offers an excellent choice of Bistro food plus a great view over Botany Bay .. it is indeed a hidden gem! See next page for the Bistro Menu. RSVP by March 9th to Colin Allerdice on allercm@internode.on.net or 0411 745704.

SAILS biSTrO

SEAFOOD

Tempura Fish & Chips \$12.0
Lightly battered fish fillet, tartar sauce with chips

Beer Battered Flathead \$24.0
Crispy beer battered flathead, tartar sauce, salad & chips

Seafood Basket \$15.0
Mixture of fish, crumbed calamari, crab, scallops, tartar sauce, salad & chips

Grilled Fish Fillet & Chips \$12.0
Tartar sauce, lemon & chips

Grilled Salmon w/Prawns \$25.0
Mash & veg, lemon & Hollandaise sauce

SIDES

Garlic or Herb Bread \$4.0

Garlic Cheese Bread \$5.0

Spicy Wedges \$10.0
With sour cream & sweet chilli

Bowl of Golden Fries \$5.5

Small side salad with Meals \$3.0

BURGERS & STEAK

O.M.G. Burger \$16.0
Home style beef pattie, bacon, egg, pineapple, cheese, tomato, lettuce, beetroot, onion on a damper

Traditional Beef Burger \$12.0
Beef pattie, lettuce, toamto, beetroot, onion & cheese on a damper

Grilled Chicken Burger \$12.0
Portugese chicken with lettuce, tomato and our famous chillo mayo

Steak Sandwich \$16.0
Grain fed steak, rocket, tomato, onion, seeded mustard mayo on Turkish bread

Grain Fed Rump 250g \$15.0
Served with chips & salad

KIDS PICKS

Nuggets, \$10.0
chicken schnitzel,
fish or
calamari,
all with chips

SALADS

Grilled Chicken Caesar Salad \$19.0
Baby coz lettuce, grilled chicken, bacon, croutons & Caesar dressing

Smoked Salmon Caesar Salad \$20.0
Crispy coz lettuce, smoked salmon, bacon, croutons, capers

CHICKEN

Chicken Mushroom \$12.0
Grilled breast chicken, mushrooms, garlic cream sauce with chips

Chicken Schnitzel \$12.0
Fresh parmesan crumber lokonica chicken breast with chips

PASTA


Vegetarian Lasagne \$15.0

GELATO ICE CREAM

1 scoop \$4 2 scoops \$6
Available in cone or cup

SAUCES Dianne, Mushroom, Pepper Seeded Mustard or Gravy \$1.0

10% SURCHARGE APPLIES PUBLIC HOLIDAYS



HAULIN' THE HAWKESBURY

Wednesday 20th April 2016

Navigational and Observation Run through the Hawkesbury.
We will be visiting the historic Ebenezer Church in Ebenezer.

Meet: McDonalds, Windsor Rd, McGraths Hill 9.30 for 10am departure.
Travel through some of the most scenic countryside in Sydney.
Route instructions and question sheet will be handed out at the start.
Please bring a pen and clipboard.

Cost of Lunch: \$12 - \$25.
Please pay on the day

RSVP PLEASE BY Friday 15th April 2016

We'll need to know how many are coming for catering purposes

RSVP to: Peter Wards 0408219818 prwards@bigpond.net.au

Ebenezer Church:

- Is Australia's oldest church, est. 1809 at Ebenezer, NSW
- Was the first non-conformist then Presbyterian Church in Australia





SILVER FERN TOUR 2016

SOUTH ISLAND NEW ZEALAND



MONDAY 14TH TO SATURDAY 26TH NOVEMBER 2016



*"Phluck her in first, give it some jandal and f@&k yeah"
New Zealand here we come!!*



PLEASE RSVP IMMEDIATELY
TO
Terry Daly
terry.daly@live.com.au
Or
0418 675253

Limited numbers. We need to
close off bookings by January 10th
2016

THE PROGRAM

- 14/11 Fly to Christchurch and
overnight Christchurch
- 15/11 Drive to Hanmer Springs
- 16/11 Drive to Blenheim
- 17/11 Blenheim (Wine tour to be
organised)
- 18/11 Drive to Nelson
- 19/11 Drive to Greymouth
- 20/11 Drive to Franz Joseph
- 21/11 Drive to Wanaka
- 22/11 Drive to Queenstown
- 23/11 Queenstown
- 24/11 Queenstown
- 25/11 Drive to Lake Tepako
- 26/11 Drive to Christchurch and
afternoon flight home.



THE BUDGET

- You need to book your own airfares
- est \$500/person
- Other expenses approx
\$2,000/couple
- Total around \$3,000
- Plus shopping????

Only one place has asked for a deposit so
your initial outlay will be quite small.

Will advise deposit amount when all
details are finalised.

Most airlines won't release their
timetables or fare rates until 2016.
Regularly check the various websites and
see what sort of deals you can get! Best
return price this year has been \$418

Note: You will have to get a late plane
back on Saturday 26th afternoon i.e.
after 16.00

How to run in CSCA events

by Lionel Walker



Unless you are familiar with entering motor sport events it can be intimidating. The thing to remember is that club level motor sport is straight-forward, fun and need not be a big-budget exercise. You could do every event on the Combined Sports Car Association (CSCA) for less than Red Bull spends on cans of Red Bull for Dan Ricciardo. Our CSCA representative is Lionel Walker who has outlined the basic requirements here. The dates for 2016 can be found above in the club's draft calendar.

As the TSCC only has a SOCIAL affiliation with CAMS you will need to join a club with a SPORTING affiliation. If you are not already a member of such a club you can join the Jaguar Drivers' Club of Australia (JDCA) as a sporting member for \$50.00. This will make entering CSCA events a lot easier.

Log onto the CAMS website www.cams.com.au and go through the process to get a Current CAMS Level 2S Licence (if you don't already have one) as this and a current club membership card of a CAMS-affiliated Car Club are compulsory and must be produced on the day of the event.

When you have your licence, log onto CamsEventEntry at the website www.meecamsau.com to register yourself and your car as most events are now entered through this site.

A fire extinguisher to CAMS requirements must be fitted within reach of the driver.

Each Competitor MUST have a Dorian Timing Unit. If you don't have one you can hire one from the organisers for \$15 per day. Brackets for affixing to the vehicle can be purchased at \$10 each, and are HIGHLY recommended (some competitors tape them – but that can be risky)

Competitors must be correctly attired with CAMS approved helmet and NON-SYNTHETIC wrist-to-neck-to-ankle clothes.

If you need help with all this information please contact me and I can walk you through the registration etc.

Lionel Walker, 02 94821855, 0412345331, lionelwalker@bigpond.com.

CARnivale – Australia Day 2016

Words by Colin Allerdice, pictures by Stephen Knox



Sydney's Australia Day celebrations have featured a car show for many, many years now.

First being located down at The Rocks and then subsequently moving to Macquarie Street when the number of entrants necessitated such a change, this year the car show was relocated to Parramatta Park in Parramatta as a consequence to the construction work being done in Sydney's CBD.

The organisers catered for approx 650 cars which were shoehorned into the grass area between the park entry and the Old Parliament House building.

The day drew big crowds – clearly not deterred by a brief morning shower – and the venue proved excellent for the many forms of Australia Day celebrations planned for the day. Food was plentiful.

TSCC was well represented, as you can see from the accompanying photographs, with the marques “on show” including Lamborghini, Jaguar, BMW and Jensen.

Like all things new, there were a few teething problems, mainly associated with the park entry and exit formats, but overall the day was another excellent showcase of our hobby to the public at large.



Bathurst 12 Hour 2016

Words & Pictures by Jeremy Braithwaite



Sunday 7th February 2016 was a significant day for McLaren.

Bruce McLaren's widow, Patty McLaren, had just died on what was the 50th anniversary of Bruce and Chris Amon's Le Mans win in the Ford GT40 Mk2. In Australia Kiwi Shane Van Gisbergen brought the same McLaren 650S to victory at Bathurst that he had used to win McLaren's first victory for the car at Silverstone in May last year.

SVG is not only a Red Bull driver in Australia, this year taking Craig Lowndes V8 seat next to Jamie Whincup, he is also a McLaren factory driver and probably the

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bloke who does the most race miles in any year. He was leading his class in the Daytona 24 Hour race the weekend before Bathurst when the wing fell off his Porsche resulting in a bit of a moment and a 'pigs might fly' comment or two about his Porker. He'll drive anything with wheels on!



Julie & I had been to the last two Bathurst 12 Hour races in [2014](#) and [2015](#). The race used to cater for a real mix of different showroom classes until 2011 when GT3 was introduced. This initially resulted in a loss of entries as the production classes were very much overshadowed by the much faster GT3s. By 2013 this had recovered to a full field of 50 cars and since then manufacturer and international team interest in the race has grown and has produced what many believe is the best motorsport event in Australia.



The race is streamed live via local broadcaster 7 with the commentary provided by fellow Geordie John Hindhaugh. To my mind he is as exciting to listen to as Murray Walker used to be and he has this year landed the commentary deal for IMSA. More on his website at [Radio LeMans](http://RadioLeMans.com). If the Aussies have difficulty with his accent, heaven knows how the Americans cope.



The 12 Hour was also the first event in the inaugural Intercontinental GT Challenge, essentially the World Championship for GT3 cars, promoted by Stephane Ratel's SRO Motorsports which also runs the Blancpain series and the TOP GEAR JANUARY-FEBRUARY 2016

British GT Championship. Other races include COTA in the USA, Sepang in Malaysia and Spa in Belgium.



The GT3 category was founded by SRO and the FIA. It is the most successful global racing category from the point of view of manufacturer participation with current Blancpain entries from Aston Martin, Audi, Bentley, BMW, Ferrari, Jaguar, Lamborghini, McLaren, Mercedes Benz, Nissan & Porsche. In addition Ford GT, Dodge Viper, Chevrolet Camaro & Corvette, Cadillac ATS-V.R and Lexus RCF GT3 cars have been developed.



The other very significant change to the race in 2016 was the acquisition of the event by V8 Supercars. A lot of people were concerned they would damage the event but the 12 Hour didn't suffer even though the support categories were very lacklustre. In 2015 Formula Ford had produced a stellar 55 car entry and great racing, as had the Radicals which were missing the V8s this year. Audiences were up 14% and the demographics were little changed. *The right crowd and no crowding* as they used to say at Brooklands.



At the time of the acquisition the V8 people said they were an event management company and that was the sole reason. Reality may be a little different and GT3 is increasingly looking like a survival strategy for an organisation with a failed Gen2 strategy and loss of manufacturer support. It was interesting to see the relationships starting to develop between the established V8 teams and GT3

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manufacturers, with the Tekno relationship with McLaren being the biggest coup. Erebus might be racing Holden in 2016 but they have ordered two new AMG's for Australian GT and had factory drivers Bernd Schneider & Maro Engel behind the wheel and Lucas Dumbrell ran the SP Tools Lamborghini. Nissan entered the GTR in their own name, but had Rick Kelly as part of the squad. The car is staying in Australia with some decisions on its future due this week. (WC 8th Feb)



Current V8 drivers in the field included both Davisons, Reynolds, Webb, McLaughlin, Tander and Percat as well as SVG. Craig Lowndes is a previous winner of the race and couldn't run after breaking a collar bone when he fell off a motorbike.



Qualifying was electric with SVG blitzing the lap record with a 2.01.286. To put this in perspective Whincup holds the V8 practice record at 2.04.91 while last year's V8 pole was a 2.06 with the race record at 2.07.49. The GT3's all have around the same 543bhp as our unmodified GTR, or around 100bhp less than a V8. The Nissan did a 2.02 and was 13th on the grid!



The race starts under the pace car with the actual off at 5.45. It's all designed to get the race finished before the evening news and for us it meant a 4.30 start from a rented house in West Bathurst - not used to seeing the moon still up when we get out of bed. We were just in time to grab a coffee and stake a spot on the pedestrian bridge at Hell Corner just after the start line. We watched the first half dozen laps from there before heading up the hill to catch the sunrise at Skyline which lights up the interior of the car, something you almost never see otherwise. Caught up with Les Johnson. He and Ricky had camped at the top of the mountain. Great option for the TSCC Caravan Chapter Jack Jones!

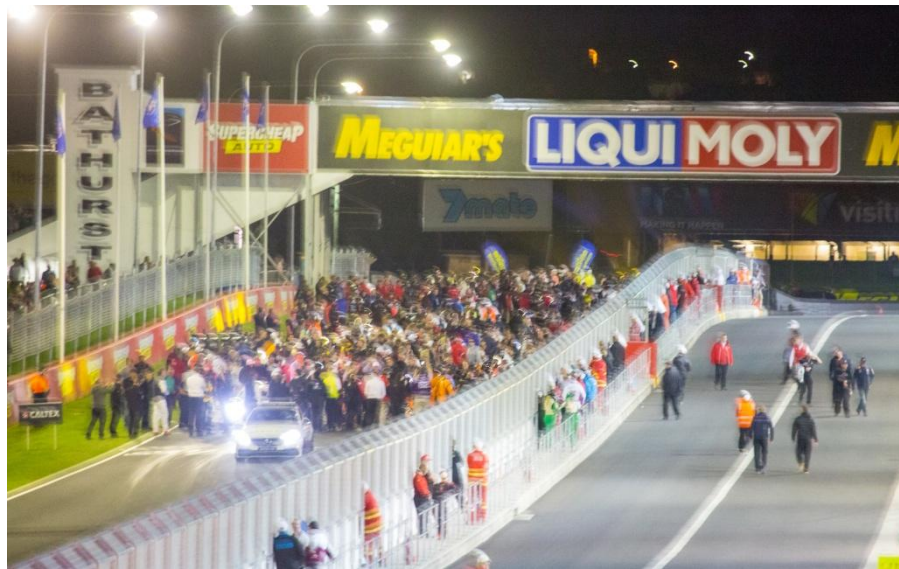
After that back to the house for a leisurely breakfast and follow the race on Channel 7 before returning to the circuit at lunchtime. We had lunch at Rydges on Conrod Straight following the race on TV before returning to the circuit.

It was really looking good for the Nissan. They had been in the lead or thereabouts all day after recovering from the poor starting position. With a couple of hours to go SVG had a poor pit stop and then was pinged for speeding. He just managed to stay on the lead lap and this saved the day. Tekno is owned by the Webb's but it is run by Steve Hallam. His CV includes a VP job at Michael Waltrip in the US and Director of Race Engineering at McLaren. He earned his keep with two quick stops in the next hour that got them in a 15 second lead with half an hour to go. The brilliant Katsumasa Chiyo was in the Nissan and pulled off a 2.02 on a quite greasy circuit, but it never looked to be enough. The McLaren slowed considerably on the last lap, and the Nissan was within less than 2 seconds at the end, but it really always looked to be the McLaren's day.

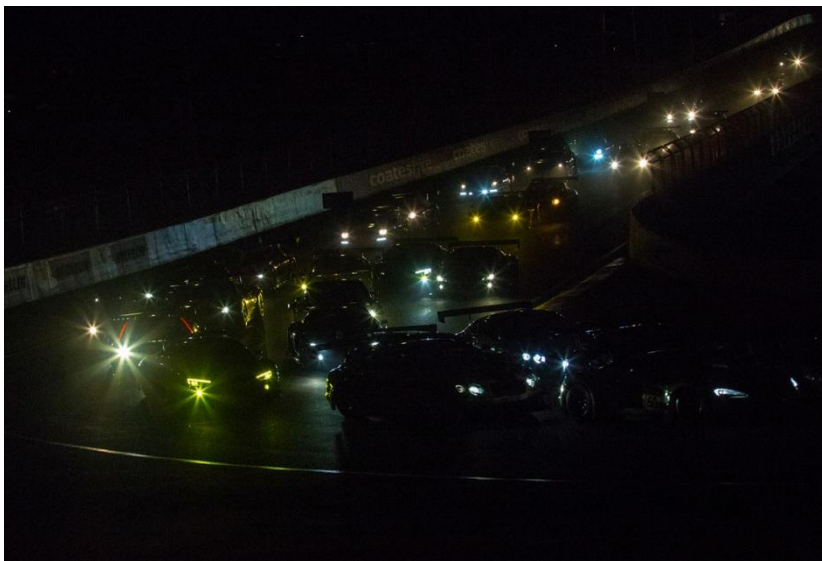
The event is such a magic sports car event it would be good to see a TSCC presence in 2017. We arranged parking in the display area behind the grand stand on the main straight. The promised laps of the circuit on Saturday did not eventuate, but we paid exactly the same amount as we would have for a three day pass. Expect a similar deal will be on offer next year and a good way to bring club members together at an event which can only get better from here.



...and here's how it looked before dawn...



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Gnoo Blas Classic 13/14 February

Words and pictures by Colin Allerdice



David Slater and Colin Allerdice flew the flag for TSCC at the 2016 Gnoo Blas Classic held at Orange on 13 February. Regrettably, Barry Farr had a mechanical issue in his Alfa Romeo just short of Lithgow and had to be towed home.



The Gnoo Blas Classic has been running for some years (with mixed success) and features, not only a static display of cars, trucks, bikes, hot rods, and racing

cars but also a formal dinner for enthusiasts which generally features some well known “industry identities” as guest speakers.



The static display drew well over 500 vehicles this year – mainly from country NSW – with large attendances from those Clubs located in the

Central West. The majority of those are multi-marque clubs so the displays were varied and interesting.

Indeed, the show has just about everything from brass lantern cars to the latest Ferrari – as you can see from the accompanying photographs.

The dinner was delightful. Held at the Orange Ex-Servicemen’s Club, a packed auditorium was given an excellent alternate serve two course meal and then thoroughly entertained by an impressive line up of guest speakers – Ron Tauranac AO, Bill Buckle OAM, Reg Hunt, Brian Foley, and Garry Rogers with Will Hagon as MC.

Each was only too happy to have an informal chat after the formalities were over and to sign autographs for those present.





***Fake or
Fortune?
The Jag looks
suss and the
Porsche would
need Daryl Pike
to adjudicate***



PRE WAR MGs NATIONAL GATHERING AT BATHURST

By Jeremy Braithwaite

A record 72 Pre War MGs gathered at Bathurst on the weekend of 13th - 15th November with one even travelling from Cairns under its own steam, or perhaps more accurately without letting off any steam at all.

Julie and I had offered to photograph the [2013 event](#), but the presence of disastrous bush fires between Kurrajong Heights and Lithgow limited our contribution to the production of the Post Rally Review, a 36 page booklet commemorating the event. The photos were based on attendee uploads to our Smugmug site.

Happily this year we have had Friday afternoon brought a downpour with them!

Rally reception was set up in Rydge's foyer so everybody could drip over the paperwork. First surprise of the weekend from Peter Briggs in WA. Yes, established the wonderful the rug pulled by the Ports continues. We'd last seen Peter and were disappointed that he



lots of rain and in fact those that arrived latish on



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was the arrival of a mystery parcel the same Peter Briggs who museum at [Fremantle](#) until he had Authority. The museum at [York](#) racing a Ferrari at Monaco in 1997 & Robyn couldn't make it.

Tim Shellshear commandeered while later Peter Whitehead's winning trophy from the 1938 AGP saw the light of day. This was the first AGP to be held in NSW and was the first major event to be held on the then new Mt Panorama circuit.

When Bathurst Mayor Gary Rush saw the trophy later in the day his eyes lit up and for sure he would love to see such an important part of the town's history remain in Bathurst.

The rain clouds cleared and we all headed down the hill for the Welcome Reception at the [National Motor Museum](#). Good to see Rick Mark's Studebaker in pride of place there. Another well known car familiar to historic racing enthusiasts in NSW is Ron Reid's [Sulman Singer](#). Ron used to own the servo at the bottom of the hill at Harden which was sold after he passed away in 1999. I called in there a few years later and they'd never heard of him. We don't have a strong sense of history do we?



Gary Rush and organisers Tim Shellshear and Rob Dunsterville welcomed us to Bathurst. Many members would know Tim as the long term President of the VSCCA. I'd shared a flat in South Kensington with Rob in the 60's and we used to flag together mainly at Brands Hatch.

We were treated to a magnificent sunset as we returned to Rydge's on Conrod Straight. This venue is perfect for motoring organisations and the Ward's and Bromley's had just finished organising a 6 day event for the Triumph Nationals there. They had got all the staff well trained for the MGs and TSCC will be there next year for our 35th Anniversary.

Saturday dawned fine ... well it wasn't raining ... and the multitudes descended to [Russell Street](#) for the display. What a magnificent line up!

The oldest car there was Julie Craig's 14/28 which predates the MG octagon. Saratoga based Julie and Royce

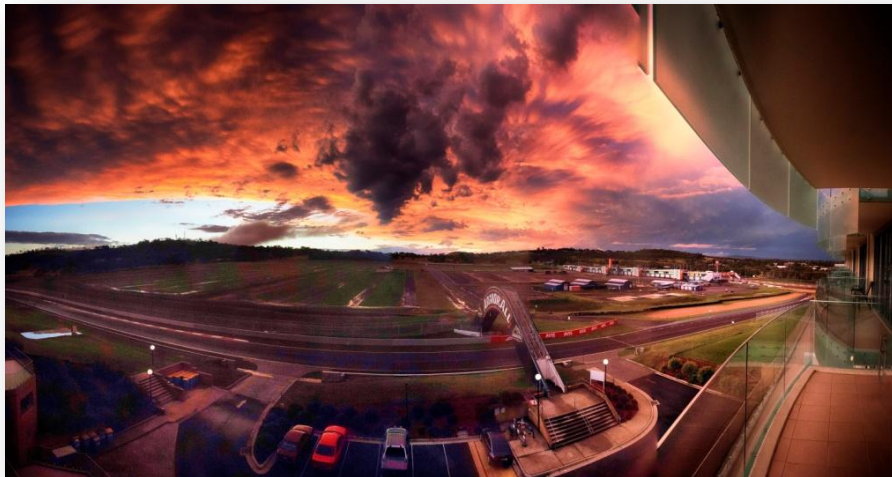
Read are
a lovely
couple
and



delighted in showing off Julie's pride and joy.

So the line up comprised 5 M Type, 1 C Type , 6 F1 Magna of which one was a special, and 5 J2 one of which belongs to Alanna Flynn-O'Neile. A help request from Rob saw Julie and I tow the lovely little J2 up to Bathurst. Alanna also has a Maloo and a 911 and is planning to join the Thoroughbreds! She's pictured here trying out a most unusual tricycle.

We had 2 J3, 3 L1, 3 K1 two of which are specials, 2 K3 (my favourite MG) 4 PA, 1 PB, 1 Q, 4 NA of which two were specials and two NBs.





The MG limo category saw 12 SA of which two were DHC and one a very pretty coupe. There were 6 VA and two WA. These cars were almost unknown when I was in the MG club in the 70's and are refined, relatively powerful and extremely good looking.

There were 8 TA including 'Gracie' the very rare Airline Coupe in striking black and gold colours. Three of the TAs were specials and one a DHC.

We also had a number of post war attendees many of who also own or are restoring pre war cars. These included 11 TC, a YA, two TF and a MGA.

This picture was taken from the first floor of the Museum and shows the scale of the display. Some sunshine would have been nice, but Vern wasn't with us!

Getting dressed up was very much part of the occasion and there were some great outfits. Patron Ray Fowler is



on the left with Peter Fowler and Helen Stollery. Ray raced a J2 Fowler Special in the period and I used to work with Helen at IBM in the 70's. Great to catch up!

TSCC member Derek Scott joined his mate Peter Holsgrove for the weekend. In addition there were a few TSCC members who made the trip up to Bathurst to see the cars including Tom Aczel and Peter and Jelly Van Dyk who used the event as an excuse to



give the 6.9 Merc a run.



Saturday afternoon we all made our way to the circuit for some 'lappery' which for most was well within the prevailing speed limit. The untiring Mayor, Gary Rush, was again there to flag people away.

I'd arranged with Todd Barker to do a couple of laps in the back seat of his delightful SA DHC which looked like an ideal camera platform and this worked out very well. Here's us all heading down into Forrest's Elbow.



In the meantime Julie had positioned herself at the dipper and got some [fabulous shots](#) as the cars headed down the mountain including one of yours truly in John Lackey's magnificent Q Type, here waving to Julie at the dipper.

I took some video of about half a lap right across the top of the mountain and you can see it [here](#).

On Saturday night the limo lot headed into town for a [SVW dinner](#) at the Oxford Hotel while the rest of the group enjoyed a [BBQ dinner](#)

It again dawned morning and Tim had the Borrodell Winery provided a cars to cool down a bit the picture on the Robert Smith and Ratcliff.



reasonably fine on the Sunday organised a lovely [Sunday drive](#) to via White Rock Road which picturesque location for the older before heading to the winery. In next page is the MG WA Saloon of MGCC NSW President Stuart



Most people eventually arrived at the stopped by the side of the road in Orange changed other than the size of his MG which now includes 10 cars!

The road up to the winery was a dirt most of the old cars could get up OK they didn't have to stop and do a re-start. organisers were trying to separate the from the pre-war cars at the top of the hill fair bit of frantic arm waving before was parked on the terrace with a fabulous valley from Mt Condobalas.



winery with some attending to the usual issues of Lucas electrics. We came across a trio including Steve Foldhazy in his 1934 NB. I'd last seen him 40 years ago; not much had addiction

[hillclimb](#) and providing As the moderns this led to a everyone view over the



Robert and Michele Bazzica from SA in their J2 make it up the hill.

Incredible line up of pre war MGs on the terrace at [Borrodell Winery](#).



There was a very accomplished jazz band playing and a choice of tables inside and outside the winery for the buffet lunch. A perfect setting.

The event had two Patrons, Wally Magilton on the left with his 1934 NA and Ray Fowler. Ray raced his well known J2 Fowler Special in the period.

Julie and I succeeded in getting everybody to stand still long enough to get a [group photo](#):





And then everyone departed for the drive back to Bathurst via the old GP circuit at Orange called [Gnoo Blas](#). It was a road circuit built around the old aerodrome and the mental hospital. Apparently they used to let all the residents out to watch the races and every driver would get cheered on every lap!

The first big right hander on the circuit is named Mrs Mutton's Corner and luckily we had our own Mrs Mutton, [Jacqui](#) from Queensland.

The lovely blue PA approaching the sign for Brandy Corner is Tim Jackson's from Victoria.



Afternoon tea was served in any one of the delightful cafe's at [Millthorpe](#) and again provided a very picturesque setting for the MGs, with here the NA of UK visitors Phillip and Rosemary Bayne Powell.



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There were a number of international visitors to the event and at the [Rally Closing Dinner](#) at Rydges I caught up with the three visiting Hawaiians, Tom Scarlett, Willie Williams and Mike Ells and had a good chat about surfing in the old days when people like Nat Young and Rod Sumpter put Australia on the map.



There were numerous prizes of a port labelled Cecil's Sauce and various other awards including one instigated by John Hurst. He decided the winner ahead of the weekend so that he was able to present his magnificent painting to Tony Basham of his green PA which he'd driven from his home in Cairns!

Julie and I managed to process many of the 4,500 photos from the weekend and they ran on four projectors during the dinner. There are numerous links to them throughout this article. The main folder is here:



<https://ibraithwaite.smugmug.com/MotorsportHistorics/PreWar-Bathurst-MGs-2015>

We have produced a DVD of the event which will be made available through [Autopics](#) and Rob & Tim will be producing the Post Rally Revue which will be distributed to all participants.

Here is Julie receiving a bottle of Sauce from Rob Dunsterville for all the photography over the weekend.

There was also a delicious cake to celebrate 50 years of the pre-war register, the history of which was ably told by Wally Magilton.

A great weekend!



Run to Secret Creek - 17th February

Words and Picture by Ron Powell & Sue Harris



The Creek's Secrets Revealed

34 TSCC members in 21 vehicles set out on a beautiful, sunny mid-week day to find answers to this secret.

3 Beamers, 3 Mazdas, 2 Mercs, 2 Mustangs, a Morgan and a Mondial joined 2 Jags, 2 Volvos and 1 of each Marque of Aston, Audi, Honda, Jensen Healey and Porsche.



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Coffee, sunshine and eager chatting made for a leisurely morning at Kurrajong for the 'locals' but an early start for Jane and Vic Clarke from Pearl Beach.

The Bells Line of Road had 2 roadwork zones but was otherwise uncluttered allowing the likes of John Bailey etc to enjoy some spirited overtaking to Bell where the convoy was joined by the Mahers and Shiels.

At the bottom of the steep Chifley Road hairpins, with Lithgow (the place of our lunch destination) in sight but with only 60 odd Km on the clock, we swung back towards the Blue Mountains through Doctor's Gap and its spectacular scenery, through Hartley Vale and on to the Jenolan Caves Road for a quick squirt of half a dozen kays before heading to an historic double timber truss bridge crossing the Cox's River at McKanes Falls.



Back on to the GWH, through Lithgow turning at the big miner's helmet visitor information centre for a short section of the old, 2 lane, concrete GWH which we used to go to Bathurst in the good old days.

So to Secret Creek! What secrets? Well, being a wildlife refuge and committed to animal protection etc, the restaurant had recently become 'VEGAN', that was a secret even to Sue and I who'd been there many times in the past and arranged for them to open especially for the Club.

But most seemed to enjoy their very interesting dishes including 'dingo' sausages and 'fish' (not) and chips.



Almost everyone told us the McKanes Falls Road was a secret revealed to them and a surprising number hadn't been on the Doctor's Gap Road either. One of the local wallabies came into the restaurant to farewell us and was bemused at Peter van Dyk's efforts to start his Jensen Healey realising he'd left his lights on.

Sue and I were gratified to receive many compliments on the day and via email over the following days.





Stelvio Pass or Passo dello Stelvio

by Terry Daly



It's one of the most evocative openings to a movie ever made. A bright orange Lamborghini Miura spears across an elegant viaduct in the Italian Alps. It's driver, actor Rossano Brazzi, a typically dapper silver fox wearing sunglasses and smoking a cigarette, is deftly hurling it around the mountain hairpins to the soundtrack of Matt Munro crooning [On Days Like These](#). The Lamborghini roars into a tunnel



....and then there's a horrendous crash, which, we soon discover, is because the Mafia have hidden a huge bulldozer inside the tunnel. As the crumpled remains of the Lamborghini are pushed down the mountain side, a Mafioso throws a wreath after it.

The driving sequences were filmed at a number of locations in the Grand St Bernard Pass in the north-west of Italy above the town of Acota. Two Lamborghini Miura's were used in the making of the film, Chassis 3586 and an unknown Chassis that was the wreck that was bulldozed over the mountain edge. Chassis 3586 is in a collection in the UK whilst the remains of the other Miura have never been found. The Director sent a crew down the mountain the day after the sequence was shot to recover the car but it simply vanished overnight. Chassis 3586 was on loan from the factory whilst the other Miura had been returned to the factory from the Middle East where it had been in a major accident. So the wreck that went over the cliff edge was already a write off! By the way if you want to know anything more about the making of this 1968 classic, The Italian Job with Michael Caine you can jump on the website http://mitteleuropa.x10.mx/filmlocations_the_italian_job.html

Another sequence had three more classic cars destroyed, a silver Aston Martin DB4 convertible and two 1966 4.2 Jaguar E-Types. The Aston Martin was pushed over the mountain side whilst both E-Types were crushed. I can recall reading

somewhere that the convertible E-Type was saved and restored to its former glory.

So what's the movie the Italian Job got to do with the Stelvio Pass!

I guess we all have dreams and one of mine was to drive a Lamborghini, or any car, over those fabulous Italian Alps roads. The 007 movie Goldfinger featuring that machine gun carrying Aston Martin DB5 further cemented my desire to someday spend time crossing the Alps.

Fast forward to 2012 and I am reading an edition of Top Gear and there is this great article by Chris and Debra Hallam on their drive up the Stelvio Pass in their newly acquired Porsche. Within days I was planning my next European vacation but this time the Stelvio Pass was the focus and after some discussions with Chris my route was set and my accommodation was booked. Then I suddenly had a thought ... I better mention it to my wife Robyn, especially seeing her birthday would be celebrated during this trip.

The itinerary would be a river cruise in France, picking up a rent-a-car in Marseilles, driving along the secondary roads to Lake Como, spending a few days in that area and then driving up highway 38 to overnight accommodation on the 29th May 2013 at the Hotel Berghotel Franzenshöhe on Bend 22 on the Stelvio Pass.

I had noted that the Stelvio Pass doesn't officially open until the first of June each year! Planning completed and the Stelvio dream commences.

The time passed and we arrived in Italy. Everything was going along beautifully with all the road signs saying that the Pass was open. I should just mention that the Berghotel is on the Austrian side of the Pass and we were coming up from the Italian side which meant we would go over the top of the Stelvio before descending to our overnight accommodation. However, with just under 10



kilometres of steep climbing to go we hit a tremendous snow and ice storm which meant we couldn't even see the front of the car. I was all for proceeding but after many screams of "we are going to die" I reluctantly turned around and proceed back down the mountain to the tranquillity of the Grand Hotel Bagni Nuovi which was perched on the side of the Stelvio near Bormio. After discussions with the Manager (and he mentioned in passing that the Official Opened or Closed sign for the Stelvio Pass was actually at the summit!!) we could either stay at their beautiful hotel overnight for 100 Euros or drive around the Stelvio through Switzerland, Livingo, Austria and the finally back into Italy via Trafoi, a distance of 145 kilometres. Robyn wanted to stay but as we had already booked and paid to stay at the Berghotel I insisted on proceeding. The first 40 kilometres was through

mountainous snow but once out of the mountains the beautiful green countryside beckoned.



Three hours later we arrived at bend 22 (total of 48 bends) at our hotel. Of interest, bend 48 starts just out of Trafoi and bend 1 is at the peak. Guess what, Marie the owner, wasn't expecting us as the snow storm had made most of the roads impassable! It wasn't a problem as we were the only guests at the hotel so we had the choice of rooms and we were treated to a lovely three course dinner with the staff. A truly beautiful evening with fabulous views followed. Another overnight snow storm and the Pass was again covered in another layer of snow and despite the best efforts of the many snow ploughs there was no way the Stelvio Pass would be opened within the next 48 hours. The dream was put on hold but I was determined to come back again in the not too distant future.

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The Berghotel Franzenshoehe hotel itself was built in 1820 and has been in the same family since completion. It is only opened from 1st June to the 31st October each year and for the rest of the time it is under 20 feet of snow. So the last two weeks of May each year are spent repairing any snow and water damage in preparation for a June opening. So how did we manage to get a booking on the 29th May? Simple, their computer accepted the booking and took our money.

So what makes the Stelvio Pass so famous?

Firstly, it is located in Northern Italy in the Ortler Alps and at its summit it is only 200 metres from the Swiss border. It stands 9045 feet above sea level and is the second highest mountain in the Alps being just 39 feet below the Col de l'Iseran.

Secondly, the original road over the Pass was constructed from 1820 to 1825 by the Austrian Empire to connect the former Austrian province of Lombardia with the rest of Austria. The engineer and builder was Carlo Donegani (1775 to 1845) and since its completion it has seen little change. There are 48 bends on the Trafoi side and 25 hairpins on the Bormio side. It was opened to traffic in 1825 and was first used as a Hill Climb venue in 1898. In 1932 Hans Stuck snr won the Hill Climb in a Mercedes Benz SSKL in a time of 15 minutes and 23 seconds!

The Stelvio Pass was named by UK TV program Top Gear as the "best driving road in the world" and is also listed as one of the ten most dangerous roads in the world. (Of interest, I now have spent over four days on the Pass and during that time I didn't see one Police car or one radar). It has been used by the Italian bike race, the Giro d'Italia, many times for its special stages and is closed once a year in August so that 8000 cyclists can ride it without the worry of cars and motorbikes.

So with the disappointment of not driving over the Pass behind us we proceeded to drive through Switzerland to the town of Mulhouse to visit the wonderful French National Motor Museum, famous for the Schlumpf brothers' Bugatti collection. What a great way for Robyn to spend her birthday, a day at the Museum, followed by a dinner in a French Restaurant!

We now move to June 2015 and I have planned another European trip with the Stelvio Pass again the focus. This time we fly in from Madrid to Milan and pick up another rent-a-car. This time it is a Turbocharged Ford Focus and what a great little car it is. This time we head



straight from Milan Airport to Robyn's desired accommodation, the Grand Hotel Bagni Nuovi at the base of the Stelvio Pass. That was the Hotel that offered us overnight accommodation for 100 Euros a night but now it's 300 Euros a night including a very nice breakfast. We have a great room with views over the mountains, but it's the next morning when the excitement begins. Image waking at 0430 am to the sounds of V12, V8 and high pitched bike engines roaring and then echoing as the various cars and bikes roar up the Stelvio. We are booked in for three nights so with luck we will get the same wakeup call each day. Sure

beats the birds at Middle Dural.

Immediately after breakfast we commence our first ascent of the Stelvio and within a few minutes we come to the place where we turned around those two years ago. We travel a few more kilometres and we



realise how sensible we were to turn around as the gradients, sharp blind corners and tunnels were challenging even without the snow.

A glance in the rear view mirror and I see a white car hurtling towards me at a great rate of knots and within seconds I have pulled to the side of the road and the very latest Mercedes Benz SLS GT Black Label rockets passed followed by several racing, but registered, motor bikes. It looks like the Merc is quicker through the corners but the bikes are quicker up the short straights. Robyn and I get out of the car and watch and listen as the Merc and bikes race to the summit. No police anywhere to be seen and despite the speed at which they are travelling they don't do anything silly! Throughout out the next few days we notice how cyclists, bikes, cars and the occasional truck share the road without any hint of an accident.

We lunch at the top and Robyn spends time in the many souvenir stores that line the road at the top of the Pass. We dine with Marie at the Berghotel on bend 22 and finally return to the Grand Hotel Bagni Nuovi at 10 p.m. Of interest, in June the sun rises at approx. 4 a.m. and sets at close to 10 p.m. allowing plenty of time for sightseeing etc.



The next day we drive the neighbouring Passo Gavia before returning to the Stelvio but this time through the Livingo and the Swiss border crossing located at the top of the Stelvio. We spend many hours in a bar at the top of the Pass looking at not only the cars, bikes etc that continual climb the mountain but also the breathing views that surround us.

The Italian Job dream has been realised!

You can't be serious!



Wet T-shirt Winner

Terrorism, High Alert Causing Me Problems

After hearing the news about possible terrorist attack and a high security alert I was a little nervous, so when I was at the checkout and ready to pay for my groceries the cashier said, "Strip down, facing me."

Making a mental note so I could complain to my local MP about this security rubbish, I did just as she had instructed.

After the shrieking and hysterical remarks finally subsided, I found out that she was referring to how I should position my credit card.

Nonetheless, I've been asked to shop elsewhere in the future.

They need to make their instructions a little clearer for seniors.

I hate this getting older stuff.



Grandpa Remembers the Good ol' Days

"When I was a lad my mum would send me down the shops with ten shillings and I'd come back with five bags of potatoes, three loaves of bread, two bottles of milk, a hunk of cheese, a box of tea and a dozen eggs.

Ya can't do that now!

Too many bloody security cameras!"

Old and News



Some Amazing Facts about Top Fuel Dragsters

...or How to Make Running a Jaguar Seem Cheap.

One Top Fuel dragster with a 500 cubic inch Dodge (actually a 'Keith Black' or other specialist) Hemi engine makes more horsepower (8000 hp) than the first four rows of the NASCAR Daytona 500.

Under full throttle a dragster engine will consume 11.2 gallons (42.4 litres) of nitro methane per second; a fully loaded Boeing 747 consumes jet fuel at the same rate but with 25% less efficiency.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near solid form before ignition. Cylinders run on the verge of lock-up at full throttle.

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At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050°F (3900°C).

Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, disassociated from atmospheric water vapour by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug which is the equivalent of a small arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After half way, the engine is 'dieseling' from compression and the glow of the exhaust valves at 1400°F (760°C). The engine can only be shut down by cutting the fuel supply.

If spark fails momentarily early in the run, unburned nitro builds up in the affected cylinders and then explodes with enough force to blow the cylinder heads off or split the block in two.

Dragsters reach over 300mph (480kph) in less than the time it takes to read this sentence.

In order to exceed 300mph (480kph) in 4.5 seconds, a dragster must accelerate at an average of over 4G. To reach 200mph (320kph) well before the half way mark, the acceleration at launch will approach 8G.

The current world record is an elapsed time of 3.728 seconds and a terminal speed of 329.91mph (530.94kph).

Rolls-Royce announces recall - for one car

Car maker recalls a single Ghost, costing £231,730, in order to repair airbags. Report in the UK Telegraph



Another day, another car company announcing a recall.

Everyone seems to be at it these days – Volkswagen, Toyota, Porsche, BMW, Nissan, the list goes on and on. Those global giants have recalled millions of vehicles over the past few years.

But there are exceptions. And with so many companies asking for drivers to return their cars so faults can be fixed, it appears that Rolls-Royce was feeling a bit left out.

So, the luxury car maker has joined in the latest trend by issuing its own recall - for one car.

In a letter issued by the US National Highway Traffic Safety Administration, Rolls - owned by BMW - announced it was recalling a single Ghost, made in 2014, because of an issue with the airbags.

"Rolls BMW of North America is recalling one model year 2015 Rolls-Royce Ghost manufactured on January 23, 2014," the letter reads.

"The affected vehicle has thorax air bags fitted to both front seats that may fail to meet the side impact performance requirements for the front seat occupants. As such, this vehicle may fail to comply with Federal Motor Vehicle Safety Standard (FMVSS) number 214, 'Side Impact Protection'."

A Rolls-Royce dealer "will replace the driver-side and passenger-side thorax air bag modules, free of charge", the letter adds - It's probably the least they can do, seeing as the car costs £231,730.

According to the Financial Times, which first reported the story, the affected car had left its factory in Goodwood, East Sussex, in January 2014 but its North American owner had not yet taken delivery.

The issue "was due to the incorrect labeling on one of the airbags", a Rolls spokesman told the FT.

Rolls, which sold 4,000 cars last year, officially unveiled the Ghost in 2009. The 2014 model boasts a 6.6-litre twin-turbo V12, eight-speed automatic gearbox and can reach 62mph in just 4.9 seconds.

The entry-level car has an electronically-limited top speed of 155mph, which is probably why you need airbags that work

Green light for parallel imports

Sydney Morning Herald 13th February 2016

Australian motorists will soon be able to save money by sourcing new cars direct from overseas, writes **DAVID McCOWEN**.

The Federal Government announced on Tuesday that parallel imports of new cars are part of planned changes to the Motor Vehicle Act.

The move is likely to benefit a small fraction of Australia's 1.1 million new car buyers. Wealthy luxury car owners and niche enthusiasts are set to benefit most from changes that face strict controls.

Cars must be right-hand-drive, less than 12 months old, have less than 500 kilometres on the odometer and be sourced from Japan or Britain.

The changes will take place from 2018 if approved by the Parliament and Senate.

Minister for Major Projects Paul Fletcher says motorists will benefit from greater choice.

It allows enthusiasts to buy special models that are not on sale locally, though popular cars such

as the Toyota Corolla or Subaru Outback are unlikely to prove cheaper if personally imported from Japan or Britain once shipping costs and taxes are factored in.

There is an opportunity for drivers of high-end prestige cars to save money, as Porsche's new 911 is priced from ¥13,091,000 (\$161,000) and £76,412 (\$156,000) in Japan and Britain, while Australian pricing starts from \$217,800.

There is a catch, though, as most car companies do not deal directly with the public, and they place restrictions on dealers preventing them from selling cars to customers in foreign markets. Buyers will also miss out on warranties and other consumer protections.

Porsche Australia spokesman Paul Ellis says the government would be better off scrapping the controversial Luxury Car Tax if it wants to make cars cheaper. "The

government makes more money out of every Porsche Carrera S sold than what we do as the importer and what the dealers do as the retailer combined," Ellis says.

Michael Bradley, chief executive of the Australian Automobile Association, says the parallel imports deal is "a big win for consumers and a decision that will open up choice, help put downward pressure on prices, and increase competition within the Australian car market".

The Federal Chamber of Automotive Industries is "extremely disappointed" by the development. FCAI chief Tony Weber says cars imported from overseas may not be suitable for Australian conditions, and that "if the Government is so concerned about car affordability, it should look at the taxes and other government charges that make up around 20 per cent of the price of new cars in Australia".

The End



It's New Year's Day 1959, and Princess Birgitta of Sweden is en route to the slopes to clear her head after a no-doubt lavish party the previous evening

