

November-December 2016



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



Chocoholics (not so) Anonymous

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...and



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The deadline for copy for the
January-February 2017 issue of
Top Gear will be 22nd February.



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

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

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

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

Office of the President

Barry Farr



Our meetings schedule for 2016 concluded with the AGM on 9 November. One third of the membership attended that evening which shows there is a very healthy interest in and support for the club. In addition to the AGM, a Special General Meeting was held to vote on the Special Resolution to increase the membership limit from 100 to 120. Just 13 of the 33 members present voted in favour so that Motion was not carried. I would like to acknowledge and thank those who offered constructive comments on the membership limit issue some of which will be carried forward for discussion at the next committee meeting.

After having admitted 7 new members during the year the waitlist now stands at 10. This calls for some circumspection in actively pursuing new members at least for the year ahead.

All current committee members agreed to return as candidates and Tess Morgan accepted the nomination for the position of Secretary. There being no further nominations all committee positions were confirmed at the AGM.

Some 74 members and spouses attended our last event for the year, the Christmas/Presentation Dinner at Courtyard by Marriott organised superbly by Julie Braithwaite. The tables and chairs were beautifully decorated in the club's black and gold colours, the complementary drinks on the terrace were very generous, the food was varied and plentiful including ample fresh prawns and oysters and Jeremy set up a screen TOP GEAR NOVEMBER-DECEMBER 2016

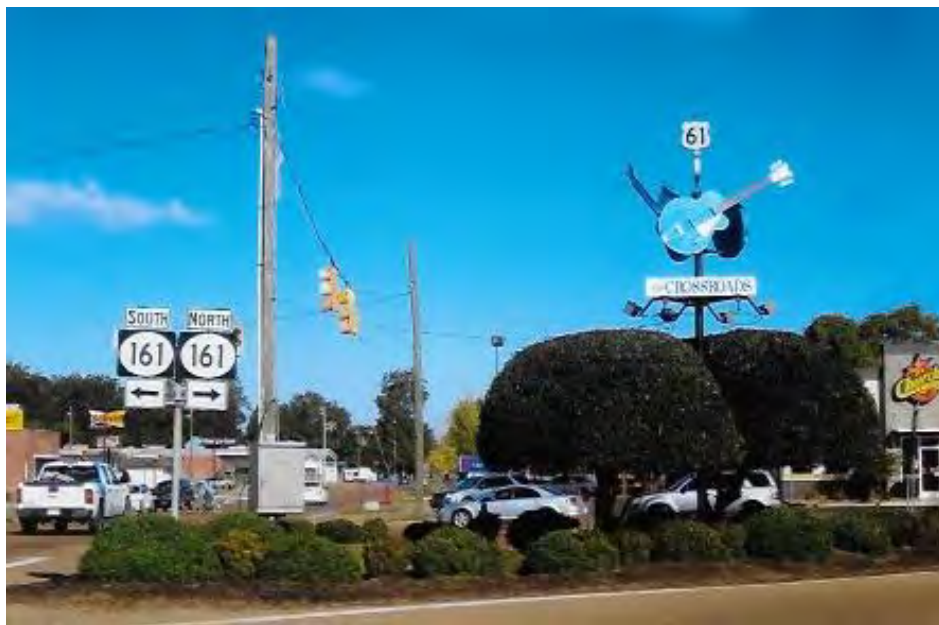
which displayed a colourful, rolling synopsis of the year's events. Club trophies were awarded at the dinner to Terry Daly - Clubman's, Barry Farr - Citizen Kane, Terry Daly - Donald Macdonald, Gary Maher - Sporting, Jeremy Braithwaite - Borrani Wheels and Peter Dowrick - Car of the Year. This event and the New Zealand South Island tour are reported on elsewhere in this issue.

Regarding next year's calendar of events, thank you to all those who responded to the call for suggestions/preferences. This is your club and we want to have a calendar which reflects the preferences of the majority of members and which stimulates all members to participate.

Dott & I recently traversed 14 of the US States in a Chevy Cruise following Blues Highway 61 alongside the Mississippi from New Orleans to Natchez, Clarksdale, Memphis & Nashville, then east to Knoxville, Ashville & Charlotte, then north through the Blue Ridge



Mountains which were splendid in Fall colours, to Richmond and Washington DC then north east to Fairfield and Boston. So many Australians now visit Clarksdale, the Mayor has declared Australia the most southern state of the Mississippi and flies the Australian flag alongside the American flag atop the Council chambers. Throughout our 3600km journey we found all roads travelled to be in good order and well signposted but very busy particularly with trucks which at all times expect you to make space whenever they decide to change lanes. Speed limits are apparently advisory only as the majority of vehicles travel at 15-35mph over the speed limit and those travelling the fastest weave in and out of all the available lanes. Pickup trucks predominate - in fact the Ford F series Pickup is the most popular vehicle in the US. Whilst we never saw any fixed speed cameras, we did see a few handheld devices and a number of unmarked as well as marked, police vehicles. So the driving experience for us was fine and at no time did we run into any traffic jams but found the tolls skirting around New York to be expensive.



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Being an avid sprint car fan, we attended the first night of the World of Outlaws Final Series at Charlotte Dirt Track Speedway - a very slick run show. The car and motor home parking areas were huge. Australia was represented by 'Mad' Kerry Madsen and his brother Ian Madsen with Ian being one of the fastest on the night. They average 110mph on the 1/3 mile dirt track!



Remember CARNivale is on at Parramatta Park on Australia Day and the Bathurst 12 Hour takes place over the weekend 3-5 February and breaking with tradition, we will have a Sunday lunch run on 29 January 2017.

Finally, Dott and I wish all club members and their spouses a Merry Christmas and a Happy New Year.

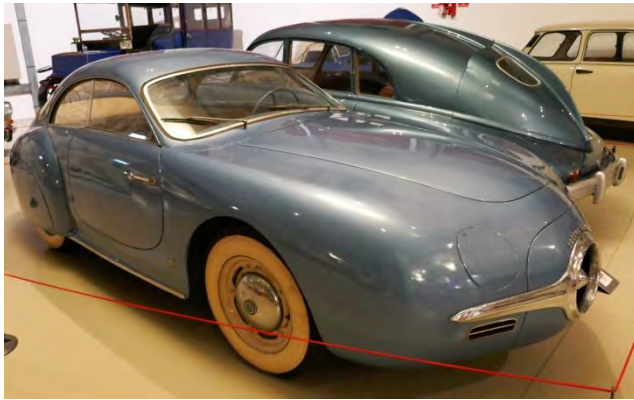


Two-finger Typing

Stephen Knox



Jill and I had a fairly extensive trip away in September/October, to destinations in Asia and Europe. Sadly, automotive interests were scarce but I did visit the excellent Le Mans Museum at the famous circuit. Below is a selection of photos of the collection.



1952 Socema
Grégoire gas turbine
powered prototype



1925 Chenard &
Walcker Z1 Tank
Special



1965 Prototype
Ferrari 206 GT Dino

Bugatti Type 30
Torpedo
Lavocat & Marsaud





There was plenty of French Racing Blue on show, particularly Index of Performance entrants from DB, Panhard, René Bonnet and Renault





1988 Jaguar
XJR-9LM



1991 Mazda
787B



1990 Peugeot
905



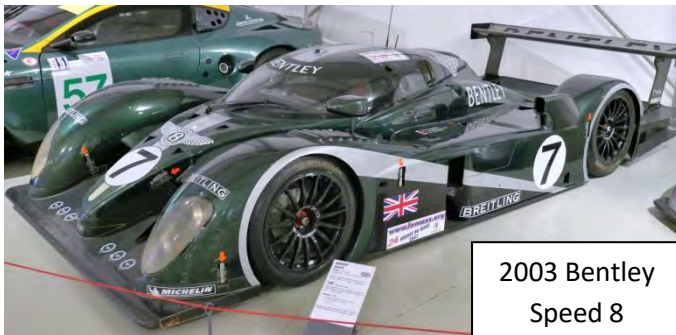
2001 Cadillac
Northstar
LMP900



1999 Courage
C52 Nissan



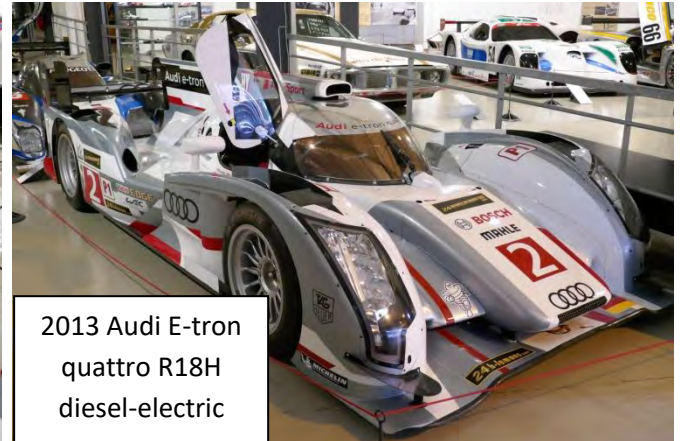
2008 Audi R10
TDI diesel



2003 Bentley
Speed 8



2009 Peugeot HDI
FAP diesel



2013 Audi E-tron
quattro R18H
diesel-electric



2006 Saleen S7-R



1997 Panoz Esperante GTR1



2005 Aston Martin DBR-9 GT



2003 Ferrari 550 Maranello

...and that night we stayed in the Hotel de France made famous from the 1950s to the 1980s as the headquarters of the Aston Martin and Gulf Oil Le Mans teams...



The Hotel de France has been privately and independently owned for over 100 years. It is famous for its long association with motor sport and the Le Mans 24 Hour Race.

From the 50's to the 80's, victorious teams such as Aston Martin and Gulf Oil would use the hotel as headquarters, preparing their racing cars in the courtyard and then driving them to and from the circuit on public roads.

The hotel has been frequented by many icons of motor racing, including Le Mans winner Derek Bell MBE, Jacky Ickx, Phil Hill, Jochen Rindt, Bruce McLaren and Carroll Shelby as well as Sir Stirling Moss OBE, Sir Jackie Stewart OBE and Mario Andretti - many of whom still visit the hotel.

It has also been used as a destination of choice for leaders of state, film stars and motor sport royalty. It has welcomed the President of France, President Kennedy's family, Steve McQueen and a long list of personalities.

Coming Events



Draft Calendar for 2017

(Events marked with an * are non-point score events; names in italics are the event's organiser;
shaded entries indicate a flyer following.)

January	26	Australia Day CARnivale*
	29	Sunday lunch run <i>Barry Farr</i>
February	03/05	Bathurst 12 hour *
	08	Club Meeting
	12	Kurrajong C & C*
	15	Wednesday run* <i>Terry Daly</i>
	19	Tesla event (with AMOC) <i>Greg Gibbons</i>
March	04/05	Tuncurry Opera weekend <i>Barry Farr</i>
	08	Club meeting
	12	Kurrajong C & C*
	15	Wednesday run* <i>Colin Allerdice</i>

April	02	Sunday lunch run <i>Tom Azcel</i>
	09	Kurrajong C & C*
	12	Club Meeting
	16	Polo at Richmond (Easter Sunday) <i>Derek Scott</i>
	19	Wednesday Run* <i>Chris Hallam</i>
May	07	Wings Over Illawarra <i>Stephen Knox</i>
	10	Club Meeting
	14	Kurrajong C & C *
	17	Wednesday overnight run* <i>Jack Jones</i>

	21	National Motoring Heritage Day <i>Lester Gough</i>
June	04	Lunch run <i>John Slater</i>
	11	Kurrajong C & C*
	14	Club meeting
	21	Wednesday run <i>Gary Maher</i>
July	09	Kurrajong C & C*
	12	Club Meeting
	15/16	Mystery Weekend <i>Stephen Knox</i>
	19	Wednesday run*
August	09	Club Meeting
	13	Shannon's SMSP <i>Colin Allerdice</i>
	13	Kurrajong C & C*
	16	Wednesday Run* <i>Malcolm Stephen</i>

	27	All British Day <i>Terry Daly</i>
September	10	Kurrajong C & C*
	13	Club Meeting
	16	TSCC dinner <i>Theo Demopoulos</i>
	20	Wednesday Run*
October	08	Kurrajong C & C*
	11	Club Meeting
	15	POO Day <i>Terry Daly</i>
	18	Wednesday Run*
	29	Polo <i>Derek Scott</i>
November	01	Club meeting/AGM
	12	Kurrajong C & C*
	04/19	Lap of NSW <i>J&J Braithwaite</i>
	22	Wednesday run
December	02	Christmas dinner/awards
	10	Kurrajong C & C*

TSCC SUNDAY LUNCH RUN
29 JANUARY 2017
COASTAL RESTAURANT ON THE HAWKESBURY



coastal
dining

12

At Coastal Dining, the focus is on fresh produce and quality meat and seafood served in our idyllic setting by friendly staff. Enjoy our award-winning food in our relaxed, informal atmosphere.

Meet at McDonalds Dural 9.30am for 10am departure

The two and half hour drive on sealed roads will pass through Kenthurst, Annangrove, Rouse Hill, Box Hill, Scheyville, Marayla, Cattai, South Maroota, Maroota, Glenorie, Forest Glen, Middle Dural, Arcadia, Berrilee, Berowra Waters, Berowra and Cowan to the final destination at Mooney Mooney

An extensive A la Carte menu of quality food is available and the restaurant is fully licensed. No BYO. If numbers exceed 30, then an alternative drop function menu will apply. Plenty of parking available at the venue

RSVP by 15 January as a deposit has to be paid by that date

Please respond to Barry Farr by email - barry.farr09@gmail.com or phone/text to 0420.982.250

South Island Tour by the Nissan Tiida Club of New Zealand

14th to 26th November



DAY ONE: SYDNEY TO CHRISTCHURCH

MONDAY 14 NOVEMBER

WORDS BY VERN AND WENDY KELLY; PHOTOS BY STEPHEN KNOX

The big news of this day was **THE EARTHQUAKE** in NZ, but more of that later.

Our journey actually commenced the night before at the Rydges Hotel at the international terminal where we opted to spend the night. Unlike the TSCC trip to the North Island three years ago when the *very* early morning flight dictated that most participants opted to spend the night there, the more “social” departure time of our flight today meant that few elected to stay overnight there. We saw Dominic and Pauline at check-in and Kevin and Robyn in the bar for a drink before dinner. We saw Darryl and Andra and John and Wendy in the hotel dining room, but otherwise didn’t see anyone else.

On the morning of our flight, an early morning Facebook post by Robyn Wards (who unfortunately couldn’t join the trip due to Peter’s illness) told us of a fairly major earthquake on the east coast of NZ during the night, including poor old Christchurch (again). The ‘quake measured 7.5 on the Richter scale in places. Our pilot told us prior to takeoff that all was OK with the runway at Christchurch airport, so we set off wondering what to expect upon our arrival.

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We arrived at Christchurch airport with all appearing “business as usual” after the ‘quake and, after a rather protracted shuttle bus service to our car rental location and a rather slow car pickup process, we all proceeded in our fleet of Nissan Tiidas to our motel in Christchurch. We were issued with one with a roof rack which made it easier to identify when the herd of Nissans were parked together. !!!! Those who attended the North Island trip three years ago, where we also rented Nissan Tiidas, will remember them as great little cars well suited to our needs and with a surprisingly capacious boot – bigger and more practically shaped than our Jaguar XJ Sovereign LWB!!!



At the hotel we learned that Les and Roselee, and Liz and Geoff and their friend Gina, had all stayed the previous night and felt the brunt of the 'quake. It happened just after midnight and all were woken by it. Roselee told of running out of the building and on to the motel's car park as they were on the second floor and were concerned the building could collapse.

The TV news said that, as usual, there were thousands of aftershocks, mostly minor tremors, recorded by their sensitive equipment but we didn't feel anything further in Christchurch.

(However, some days later at Nelson, we had just checked into our hotel room on the third floor, and felt the solid concrete floor of the hotel "quivering" and, a few seconds later, a large jolt to the building which felt like a truck had run into it. Quite disconcerting.)

This day was simply to fly from Sydney to Christchurch, pick up our rental cars and settle into our hotel, which was well accomplished. By the time all this had occurred though, it quickly came time for a long-treasured TSCC tradition – pre dinner drinks in the car park. To facilitate this, John Slater kindly offered to go down the street to a bottle shop and come back with a boot full of drinks. With the handy boot size of the Tiida, this proved to be a large amount of drinks, which the group eagerly enjoyed. John and his brother David did a fabulous job of "bartending" to the quite large crowd of members.

The talk over drinks was all about the "quake and how it might affect our onward itinerary. Our intrepid leader Terry Daly quickly availed himself of all available information about road closures etc. and briefed us over drinks. At first it was thought that the road to our second night's stop, Hamner Springs, was either closed or down to one lane. The road later

proved to be open. However, a planned visit to the little seaside town of Kaikoura, famous for its great scenery and local specialty of crayfish, had to be changed because the town was completely cut off by major landslides. The NZ Navy was sent in to rescue tourists.

Terry planned a different route to work around this area.

After the pre-dinner drinks, we all had dinner at some different restaurants close by.

Well, that was Day One, which turned out to be more eventful than would be first imagined.



DAY TWO: CHRISTCHURCH TO HAMNER SPRINGS

TUESDAY 15 NOVEMBER

WORDS AND PHOTOS BY DOMINIC AND PAULINE TRUELOVE (and 1 by Google)

Due to earthquake damage Terry had to change our route. Fortunately we were still able to access our accommodation venue despite fears that the bridge into Hamner Springs had suffered some damage.

Most participants had a leisurely breakfast and then did some sightseeing around Christchurch. We then headed to our destination.

On arrival some visited the hot springs others shopped in the town.



Some of us experienced some small aftershocks during the afternoon.

In the evening we gathered for drinks and welcoming dinner at the bar and restaurant attached to our motel, Hot Springs Motor Lodge.

Despite having suffered some amount of damage our hosts managed to provide an adequate supply of drinks and an excellent buffet dinner.

Terry attended to some housekeeping and advised of possible problems due to earthquake damage.

Jimmy Catts held an auction to raise some funds for the staff whose hours have been cut due to cancellations. This gesture which raised \$170 was greatly appreciated by the staff. The shirt he auctioned was won by a very surprised Jenny Catts.

Following festivities a number of us stood in the car and watched the rising of the Super Moon, a spectacle we are not likely to see again in our lifetimes.



DAY THREE: HAMNER SPRINGS TO BLENHEIM
WEDNESDAY 16 NOVEMBER
WORDS AND PHOTOS BY ROSS AND SANDRA BRACKENBURY

Excitement #1. Well we all woke and were delighted to know that the earth moved for everyone last night. A few tremors during the night and early morning showed us the power of Mother Nature and how vulnerable we all really are.

A beautiful full rainbow bid us farewell as the TSCC (Tiida Sports Car Club) left Hanmer Springs.

Shock #1. Filling up with 91 octane petrol at \$2.079 per litre. Max purchase \$40!



A bit of precipitation didn't daunt us as we travelled through Lewis Pass, stunning countryside, even saw locals tramping in their jandals carrying a sex pack off biiia in their setchel along with their mutton sangwiches and their rolled up tints.

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Obviously Vern and Wendy Kelly were travelling ahead of us; after Lewis Pass the weather cleared as we made our way to Murchison.

Excitement #2. We wondered if it was lunchtime when Constable Plod overtook many of us on the windy road, across loud lines, with lights flashing. Well we soon found out when



the Trueloves, the Pikes and the Brackenburys interrupted a drug bust at Marua Falls car park. The falls were just beautiful but the entertainment, with handcuffs and all, was an added attraction. Lost the Kellys as the rain started again.



Travelled through some amazing countryside through St Arnaud, where a short side track led to the stunning Lake Rotoiti.



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Our lovely accommodation at Chateau Marlborough was worth the long drive. Across country gave us magnificent views through valleys, across streams and mountains. A pleasant surprise considering we were all looking forward to the scenic coastal road.

DAY FOUR: BLENHEIM

THURSDAY 17 NOVEMBER

WORDS BY LIZ KORNHABER & GINA GUETTA, PHOTOS BY GEOFF SCOTT,
STEPHEN KNOX & LIZZIE

The day of our arrival, the 13th November, which was a day earlier than the majority of the group, New Zealand certainly lived upped to its reputation as the 'Shaky Isles'.



By the time the fourth day of the trip came around, we had put on our quake shoes and become "relatively" accustomed to the series of jolts and tremors that were a daily occurrence. The day in question proved to be no exception. After a pleasant night at the aptly named motel Chateau Marlborough (where we had a particularly nice suite – a certain advantage of 3 travelling together), we woke up to a sunny morning ready for a rest day from

driving as we would be spending a good part of it tasting samples of regional wines, which nobody was complaining about.

As the coach was due to pick us up at 10am we had ample time to take a walk to "suss out" our surroundings (the word having spread around the female members of the group that Blenheim had very good shoe shops.) We were sad to see that several shops and businesses were still closed due

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to the earthquake pending inspections from engineers and it was the first day that some shops had re-opened.

The previous day it had taken the local Chemist 9 hours and 7 people to clear up all the stock that had flown off the shelves during the 2 minute long tremor 3 days beforehand.

On our walk we bumped into Jim Catts, who was searching frantically for a Supermarket and a sporty Terry on his way back from his morning run and very surprised to see that Robyn had not joined him.

We then stopped off at a coffee shop where we joined Colin and Jan Piper who were enjoying their morning cappuccinos. This agreeable moment was interrupted as the table and coffee cups started wobbling quite energetically. We waited for any further movement, anxiously looking around us, but it was just another aftershock. A few moments later Jenny Catts passed by on her way back from a shoe shop, where she had been knocked on the head by a flying shoe box... shopping definitely has its dangerous side!!!



At 10am we all piled into the coach which was to take us to our first stop about 20 minutes away. The very talkative coach drive explained how the region had developed over the past 50 years. The small town of 'Blenham' (as christened by Terry) is the administrative centre for the Marlborough region, which over the last 50 years has grown into an important wine growing area even boasting a popular wine and food festival.

At our first stop we were welcomed at the Forrest Wine Cellars, where we were presented with wines developed by two doctors John and Brigid Forrest; Rieslings, Pinot Noir and Rose.



Then onto the Framingham Winery where a beautiful rose garden welcomed the group for another tasting of wines created by the three Geisen brothers.

Unfortunately the heavens opened up forcing us inside but not dousing the enthusiasm for purchasing some samples to take home.

Time for lunch had arrived and a sumptuous meal awaited us, large boards of cheeses, cold meats, pickles etc and a glass of wine for those who had not had enough that morning.

Our day was still not finished as we had a visit to the chocolate factory for dessert, where it was difficult to decide which of the tasty choices we should buy.

Tired from the day's activities some of us bought fish and chips while others went to several restaurants, but Liz was so tired she went to her wonderful suite and curled up into bed for some peace before the others came home.



DAY FIVE: BLENHEIM TO NELSON
FRIDAY 18 NOVEMBER
WORDS & PHOTOS BY COLIN & MARIA ALERDICE

The day started like most others – reading our leader’s instructions and conducting an intra-family quick quiz on who is partnered up with whom amongst the TSCC members present.

The instructions were clear and concise – typical of Terry Daly:-

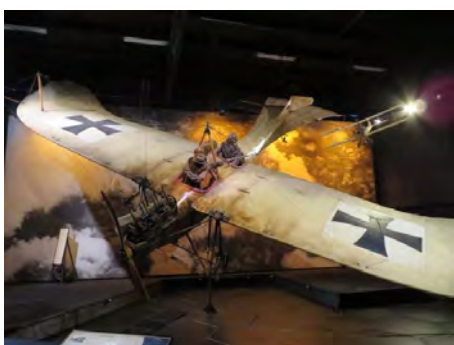
- 115km from Blenheim to Nelson
- Choice of two routes, the first via Renwick and the second via Picton
- Accommodation for the night was at The Palms Motel at Nelson, located on the fringe of the Nelson CDB
- Own choice of restaurant but plenty available within easy walking distance



We decided to go to the Omaka Aviation Heritage Centre in Blenheim before commencing the drive to Nelson. This proved to be a popular decision as a lot of our tour buddies did the same.

The Aviation Centre featured Sir Peter Jackson’s outstanding “Knights of the Sky” exhibition – a presentation of WW1 and WW2 airplanes set out in a true museum setting.

My favourites were the Austrian designed Etrich Taube and the English Airco De Haviland DH-2 amongst the WW1 airplanes and the Supermarine Spitfire from the WW2 collection.



Immediately opposite was a car museum – Omaka Classic Cars.

At first glance it was not open, but TSCC ingenuity soon found an open back door which, in turn, saw many members gaining entry to the display. I would say 80/100 cars – all packed in rather tightly – typical of the type of vehicles that found their way to NZ over the years. That said, there were some good ones amongst them A Jaguar C Type replica, a 1959 Jaguar XK 150 and a 1989 BMW 635 CSi.



Having heard from someone that the route via Picton offered a more “historic” experience than the alternative (Captain Cook landed there back in the day) Maria and I decided to take that option.

The drive from Blenheim to Picton was unremarkable, but Picton was just beautiful - a small seaside village with a modern look and feel to it. Alas, the story about Captain Cook proved to be false. He actually landed well to the north of Picton – there is TOP GEAR NOVEMBER-DECEMBER 2016

something of a monument there to commemorate the landing but it is only accessible by water taxi.



From Picton we proceeded along Queen Charlotte Drive to Havelock and then onto Nelson.

Queen Charlotte Drive was a tight and twisty road which showed us first hand some of the damage done by the recent earthquake when the road condition forced all traffic into a single lane on more than one occasion. The road took us past “Aussie Bay” and showed how Letter Box Art flourishes in NZ.



Havelock was another pretty NZ coastal town but with a particular reputation which quite a few TSCC members tested over lunch.

We stopped at Pelorus Bridge with its beautiful green water but saw neither hobbit, dwarf nor orc at this natural movie set.



By now both of us had become rather impressed how every creek, stream, river and culvert carried a name; regardless of how important or insignificant it appeared, so we were quite impressed to drive through the Collins Valley and cross the Collins River before arriving at Nelson.

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A great drive on an equally great day.

Now if you are ever contemplating touring Tasmania people will say .. you must be in Hobart on Saturday morning for the Salamanca Markets. That experience has taught me to enquire if ever I am touring “Are there any markets here on Saturday morning?”



DAY SIX: NELSON TO GREYMOUTH

SATURDAY 19 NOVEMBER

WORDS BY DARRYL & ANDRA PIKE, PHOTOS BY STEPHEN KNOX

Day 6 dawned with the announcement by Terry to a few of us in the carpark that the Tiidas had overdrive. So why did he wait 5 days to tell us that? I wondered how the gold flash would fly past us on the steep winding hills with a driver sporting a cheesy grin.

I had a deal with Andra, that if we go to the Nelson Motor museum when we arrived on day 5 then we would hit the markets first thing on day 6. So I upheld my part of the deal despite us arriving at the museum at 5 to 5pm

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The Saturday markets at Nelson weren't anywhere near as big as those in Hobart, but nevertheless, they were well worth resetting the alarm for and visiting. And, yes, we did make a couple of purchases to help the local economy along.

and couldn't get in; happy wife happy life, so off to the markets accompanied by the Leggotts, the next morning.

The girls were held up at the first stall, Pauau shell trinkets, this was better than the one next door which was filled with half price possum jumpers and jackets. Kevin wasn't going to wait around so it was a bee line to the



open top crayfish pie tent, this is despite having finished breakfast 10 minutes prior. He left me watching some dreadlock busker strumming his out of tune guitar.

We found each other 15 mins later and Kevin suggested I should look at the wood carver, but said whatever you do don't talk to him, or we may never get to Greymouth. However he intrigued me chiselling away on a piece of NZ pine.

"What are you making," I asked? He replied "I'm making some wooden pigs."

This was OK, maybe I could learn how to make some for the grandkids.

Five minutes passed and I couldn't see anything that resembled a pig, so I asked the same question and received the same answer.



So I said if you are making wooden pigs where are the legs.

He replied "These pigs don't have legs these pigs are *for* wooden legs" pointing to an old chair he was repairing which had a wooden peg protruding from the wooden leg. Now I get it - we are in NZ.

With that Kevin returned with his second pie, we collected the girls laden with stuff and headed off towards Greymouth.

The road was again fantastic, scenery to die for and I didn't see any pigs on the way, although a car did *fly* past us with red and blue lights flashing.

Lunch was again at Murchison and this time Kevin and I were on the pie hunt. We did order and both agreed that while we missed buying possum stuff at Nelson we reckon we ate one at Murchison.



The scenery changed dramatically as we hit the west coast it almost turned tropical, and after a few near misses with idiots on pushbikes we arrived at Greymouth.

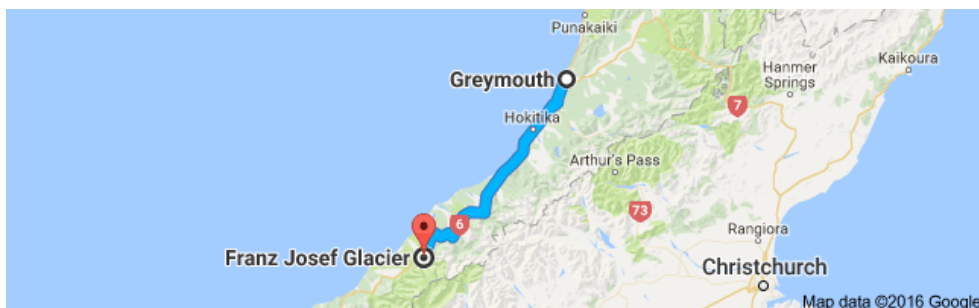
Another great motel, with a view of the cemetery, and the evening meal at the Ashley Motel was great.

Day 6 was a fantastic drive, the roads and scenery I can't describe, you just have to do it. Again thanks Terry and Robyn for a great holiday, the format must continue.

DAY SEVEN: GREYMOUTH TO FRANZ JOSEF GLACIER

SUNDAY 20 NOVEMBER

WORDS & PHOTOS BY LES AND ROSELEE JOHNSON



The day started at 6-15am with a racket outside our motel. Peeking out the door as the rain poured down, we heard a long freight train loaded with shipping containers pass within 60 metres of our room, which was second from the main highway, number 6. Very unusual an unfenced railway line running down the main road, so close to many residential houses and businesses.



Moving out of Greymouth about 10 kms, we headed to the theme park SHANTY TOWN, which opened at 8-30, am. We paid our \$24-00 seniors entry fee, and proceeded into the town, where walking around

brought a bit of reality to us how early life was.

The township comprises two main streets lined with 30 historic buildings, including a church, and the two-story coronation hall. The buildings are mostly original and transferred or rebuilt on site and house recreations of shops from around the late 19th century such as a bank, hotel, butcher, shoe shop, barber, carpenter, and a blacksmith. Some of the shops sold goods such as traditional lollies. The town also contained a hospital, train station, fire station, a Masonic Lodge, a church, and a jail. A foundry showcases the craftsmanship, tools and techniques of ironwork via interactive displays and preserved historic equipment. Adjacent to the main township, a "Chinatown" area depicted the life and living environment of Chinese immigrant gold miners who had migrated to the West Coast in the 1860's from other gold fields in New Zealand as they ran dry, as well as directly from China.



Water wheel, gold slush & panning area



Austin 7 as found



Vintage train at Shantytown Station and (below) Roselee at the interdenominational church

Shantytown also contains a re-created narrow-gauge bush tram line that follows a 19th –century sawmill tram track from Shantytown train station to a stop at the Infants Creek Sawmill, passing over a trestle bridge and through a very wet rainforest.



We disembarked at the Infants Creek Sawmill where a sluice gun is fired up to four times per day and tutored gold panning is available. The vintage passenger carriages are pulled by an 1896 improved “F CLASS” Kaitangata steam engine.

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Leaving Shantytown heading to Hokitika, we stopped for a very enjoyable morning tea coffee break with Colin and Maria Allerdice, Maria said “she has now fallen in love with New Zealand “Colin also mentioned that a Volvo club, from the Nederland’s had shipped their Volvo’s out from Holland and are now touring both islands of New Zealand .



The world travelling Dutch Volvo Club

Arriving in Hokitika a town founded on gold mining in 1864, it was a centre of the West Coast Gold Rush. By late 1866, it was one of New Zealand's most populous centres. On 16 September 1867, there were 41 vessels alongside the wharf at Hokitika, in some places three and four deep. In 1867, the port of Hokitika ranked first in New Zealand in both the number of vessels entered inwards and in the total value of exports; principally gold.

In 1873 Hokitika became the capital of the short-lived Westland Province which lasted from 1873 until the abolition of provinces in 1876.

In October 1941, three Hokitika police officers (and a policeman stationed in the neighbouring locality of Kaniere), along with a field instructor for the Canterbury education board, were killed when a local farmer, Stanley Graham, went on a shooting rampage and killed seven people, including two armed Home Guard personnel.

In the ensuing manhunt, the biggest in New Zealand history, overseen by the Commissioner of Police, Denis Cummings, more than 100 New Zealand Police and several hundred New Zealand Army & Home Guard searched the area for the gunman for 12 days, with orders to shoot him on sight if found still armed. On 20 October, after being spotted by two police constables and a local civilian carrying his rifle and ammunition belts, Graham was fatally wounded by a police constable and died the next day.

Driving through the streets of Hokitika, the John and Dave Slater Clan with Joe Di Francesco (Men Only Club) gathered at the main street cross roads corner on a bench seat to watch the passing parade of the many overseas tourists, as Wendy, Linda, Norma and Bev, nowhere to be seen hit the many exclusive New Zealand Jade shops and other exotic treasure finding shops. Kevin and Robyn Leggott were departing as we left Hokitika town.



Making our way through the beautiful mountain country side, crossing the many one lane bridges and making our way to a very stunning light blue lake, with a picnic table at the water's edge where we were joined by Dominic and Pauline. We sat and

Pauline by the lake

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enjoyed each other's company as we ate our sandwiches and drank wine and a beer in this very peaceful surrounding, as one drives along it is hard to believe that with so many TSCC club members, we only catch a glimpse of each other along the way.

Arriving at our hotel around 3pm, we checked in then made our way out to Franz Josef

Glacier, where other TSCC members had the same idea because the car park was full of the now very familiar Nissan Tiidas.



Roselee and Les picnic by the lake





Making our way back to town, crossing the very narrow long one-way bridge, where we noticed a historic church with views overlooking the very wide Waiha River. Upon calling in we only managed to see the Historic St James church from the fenced gate.

We decided to have our

evening meal With Dominic and Pauline at the Blue Ice Café booking a table for 7-00pm , Roselee and Pauline hit the shops for a bit of shopping therapy , leaving Dominic and myself to pick up a few supplies at the local supermarket. While waiting for our table to be organised Kevin Leggott called in to pick up a Pizza as Robyn and Kevin decided to have their evening meal in the room.



Luxury travelling in a streched Hummer with Pauline and Dominic

Leaving the Blue Ice Café, we were offered a free ride back to the motel in a stretched 23 foot Hummer Limousine, it was very hard to get into but once seated was quite comfortable, incidentally we only needed to travel 200 metres to our motel so the driver took us for a bit of a joy ride to fill in time.

We passed The Landing restaurant, where the main TSCC group were enjoying their evening meal, and some may have noticed the stretched Hummer Limousine as it cruised past, not knowing that we were inside laughing and giggling, due to the dark windows.



This was another great touring day, thoroughly enjoying the company of our fellow travelling TSCC Members----- THANKS to ALL, especially Terry and Robyn for organising the event.



DAY EIGHT: FRANZ JOSEF GLACIER TO WANAKA
MONDAY 21 NOVEMBER
WORDS & PHOTOS BY PETER & MOYA DAL SANTO

With a drive of 286km. for the day, we were on our way to Fox Glacier early, and met with lots of rain and a dense mist. Glacier View Road was like going through a thick rainforest but unfortunately the weather made for



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“no visibility” for photos etc. We continued on our way to Haast, through Jacobs River with its five houses and one community church hall, past Lake Paringer and stopped for a photo at Knight’s Point Lookout (named after the surveyor’s dog “Knight”. This point celebrates the connecting of the westlands with the south-east).

On to the town of Haast, known for its farming, fishing and tourism (it was named after Julius Von Haast, instrumental in early geological surveys of NZ).



Here we had the famous whitebait sandwich (yum) and coffee in the local cafe. Back on the road we passed by Roaring Billy Falls, the rain kept up till Cameron Creek. Young River Valley had beautiful snow peaks and nice views through Makarora.



With blue skies returning we came upon the amazing Lake Hawea !

Such a view! An enormous lake, rising mountains, just stunning, then changed direction through the Neck to Lake Wanaka, with cows on the point

that had the best real estate views possible. The town of Wanaka on Lake Wanaka, is a beautiful resort town, gateway to the Southern Alps. Edgewater Resort Hotel is such a lovely place, beautifully maintained landscaped gardens going down to the lake.



Picture perfect.

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DAY NINE: WANAKA TO QUEENSTOWN

TUESDAY 22 NOVEMBER

WORDS & PHOTOS BY PETER & JELLY VAN DYK (and Stephen Knox & Google)

The Sun was shining on us this day!

We left the Edgewater Motel our beautiful accommodation at Wanaka reluctantly about 8.30am. Our first stop was visiting the 'National Transport & Toy Museum'. Here was something for all to see! Amazing collection of historic cars, tractors, aeroplanes, motorbikes, bicycles, steamrollers, fire engines, toys, spoons, radios, televisions, tape recorders and a model of the Eiffel Tower, as well as a bottle collection, projectors, typewriters, teddies & dolls including a large collection of Barbie Dolls. It would take a whole page to write up about it all!



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We then stopped briefly for a coffee at 'Warbirds' since The National Museum coffee shop doesn't open till 11am.

Our next stop was the 'Highlands Motor racing Circuit and Museum.' I let Peter go inside by himself as I've seen enough cars for the morning. While waiting for Peter in our Tiida I was very tempted to book a lap around the circuit in this awesome McLaren racing car with nice looking driver, but Peter being inside – I thought that he might leave

me behind not knowing where I was!

Our next stop was nearby Cromwell, known as 'The fruit bowl of the South' It was a lovely surprise seeing beautiful Heritage Precinct buildings, boutique shops, galleries and eateries lovingly reconstructed to preserve history. Absolutely loved it! Lovely coffee & cakes too, and Peter gives the thumbs up for the ice cream as well!



So glad we are doing day 9 write-up, or else Peter would have whizzed past the place saying, "You wanted to stop there? Too late!!"

We continued our drive to Queenstown and what a stunningly beautiful drive this



is! For first timers, visiting the South Island, we were in awe seeing the spectacular scenery.

Arriving at our destination 'The Rydges Hotel' we waited patiently with others for our rooms to be ready. It was worth the wait upon seeing our beautiful outlook from our room.



Just after 6.30pm we headed off to the Skyline restaurant sharing a taxi with Colin & Jan Piper. Wow! What an awesome ride in the gondola to the top! Blessed with clear skies!

A fabulous evening and buffet dinner enjoyed very much by all! (no complaint received by complaints Manager) :-)

Jan & I chose to walk back to the hotel while the men rang for a taxi. We

thoroughly enjoyed our walk back with Les & Roselee ahead of us. A lovely balmy evening.

Every day has been a great day!



DAY TEN: QUEENSTOWN

WEDNESDAY 23 NOVEMBER

WORDS BY DAVID & LINDA SLATER, PHOTOS BY STEPHEN KNOX (and Google)

Today was the first day of our trip where the weather was overcast and showery, so an umbrella and rain jacket were required outdoors. It was a day we did not have to pack up our suitcase and drive to the next destination. In fact, we did not have to drive at all! A 'please yourself' day – the level of activity was our own choice. Whilst some opted for helicopter

rides and tours of Milford Sound, or reading a good book, we decided to visit a nearby town called Arrowtown.

We drove the scenic route along Gorge Road towards Coronet Peak until we reached Arrowtown, about 16kms from Queenstown. This quaint, historic town with its tree-lined avenues, restored miners' cottages and stone buildings set a picturesque scene. Its history relates to when gold was discovered in the Arrow River in 1862 and miners flocked to the district in their thousands. It was a short lived rush and when the European miners left for the goldfields of the West Coast, Chinese miners were invited to take their place. We visited the old Chinese village settlement stone hut relics, showing how the early miners lived beside the Arrow River. We also visited the Lakes District Museum which had excellent displays and collections of items and artefacts.



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Arrowtown is also a foodie haven with many options to delight the palate. We lunched at “The Stables” which is located near a grassed area where sometimes a truckload of voluntary band players appears to entertain the visitors to the area.

On our return to Queenstown, we visited the Remarkables, 13km of winding road led to the base area which certainly lived up to its name – indeed remarkable!



A walk around Queenstown and an enjoyable dinner near the wharf was a great way to spend our first full day in Queenstown.

DAY ELEVEN: QUEENSTOWN
THURSDAY 24 NOVEMBER
WORDS & PHOTOS BY KEVIN & ROBYN LEGGOTT

Another day to explore the delights of Queenstown and surrounding attractions.

Kevin's day started with an early morning walk with John and a visit to the coffee shop.



It was a chilly, overcast morning and at Terry's suggestion we decided to do the Cardrona Hill Climb. We set off through Queenstown and as usual there was a line-up at Fergburgers early in the morning.

We decided to have a look at the Historic Bridge along the way just past farms and vineyards out of Queenstown. Walking on the bridge we passed two young women, said hello and walked on. On our return they were over near the large water pipe – one of the girls had clambered around the bridge railing and was grappling under the water pipe. Kevin asked her if she had lost something but they were geocaching (looking for a hidden item using GPS locator – a game) Just then she accidentally dislodged a wooden plug from the water pipe and high pressure H2O was blasting everywhere. It was only about a 10mm hole so she tried to replace the plug – most unsuccessfully – drowning her with water in the process. After 10 mins or so Kevin told her to give up – the water was only 'recycling'

back to the river so no real damage was done. Robyn asked if she could take a photo and include them in our report, they were happy to do that, Sue and Vicki had been in Queenstown for the ½ marathon. They departed in their car looking for somewhere to dry off as they were flying back to Adelaide that afternoon.



We then started on the hill climb and enjoyed the scenery and stopped at the Cardrona Hotel, which is 152 years old. A great place with beautiful grounds and accommodation. We then started on the journey to Wanaka but unfortunately missed the bra fence which I believe Terry had a fantastic time exploring.



We had lunch in Wanaka and then went on to Hackett's Bungy Jumping to watch the mad people jumping. Also there were Colin and Jan Piper (just watching) and then Terry arrived. We asked if Robyn was waiting in line to jump but no she was waiting in the car!!

Back in Queenstown the sun was shining and we were getting ready to take the Cruise on the "TSS Earnslaw" (Twin Screw Steamer). The largest and grandest steamship ever built in New Zealand in 1912 it originally carried up to 1,500 sheep, 70 head of cattle or 200 wool bales as well as passengers. After the road network had expanded steamers became uneconomic and there was talk of sinking her. Thankfully it was turned into major tourism icon and has continued in Lake Wakatipu daily. Her longevity is attributed to the water purity of the Lake.



Maria and Colin came along too and we had a great time seeing all the beautiful countryside surrounding the lake and also stopped at Walter Peak to take on more passengers. There are many things to do here, Farm Tours, Horse Treks, Gourmet BBQ Lunch or Dinner and Guided cycling. What a stunning place.

Back in Queenstown and dinner at FINZ with Darryl and Andra and John and Wendy and also a visit from an Asian girl wearing a funny hat (ask Darryl about that!). A fun night with lots of good food, wine and great company.



Another fantastic day!!



Our thanks to Terry and Robyn for all their hard work in organising the tour.....they have done a wonderful job.

DAY TWELVE: QUEENSTOWN TO LAKE TEKAPO

FRIDAY 25 NOVEMBER

WORDS & PHOTOS BY DEREK & MAGGIE SCOTT

It started very early, namely 00.01 hrs in our room at the hotel in Queenstown with fellow travellers Bromleys and Pipers. Continuing on from our Japanese dinner, we imbibed more drink and nibbles purchased on the way 'home'. Before we knew it, it was 1am, well past the bedtime of all of us!



Bright-eyed and bushy-tailed were we the next morning, so much so that we managed to reach Cromwell Heritage Precinct for breakfast, only to find Les and Roselee already there. It was a beautiful clear sunny crisp morning, so our repast was enjoyed on the verandah of the Italian Restaurant. Who should come along but Dominic and Pauline, followed by the "Tantalising Trio" (Geoff, Lizzy & Gina). Coming on their heels were Colin and Jan.

Just out of Cromwell, we were relieved that we had not yet built up sufficient steam to be speeding when we saw a police car hiding in the bushes on a straight stretch of road that begged for a "pedal to the metal" episode - phew!

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We had a brief stop at Tarras, on Jenny Catts' recommendation, to look at some knitwear of very fine quality.

Travelling through Lindis Pass, we were again taken by the vista of the very colourful Lupins by the roadside. While I was out of the car taking yet more photos of them, a large truck, no doubt driven by a large man, tooted his very loud horn at me, nearly giving me a heart attack!



Unbelievably we caught up to another Nissan, not a Tiida, that had the number plate HBT355, which was followed by us in HBT356! What are the odds of that happening?

Just before the interestingly named village of Twizel, we passed a Salmon farm, some of the produce of which we had no doubt enjoyed recently.



We decided to risk going up to Mt Cook even though we expected it to be hidden under cloud, which it was. We were astounded by the bright aqua colour of Lake Pukaki that we drove beside most of the way. We travelled in bright sunshine until about a kilometre out of the Mt Cook village, where it was heavily overcast and tending to rain. It was afternoon tea time for us, so we had it in the grand Hermitage Hotel, where Maggie had stayed 50 years ago, no doubt on a primary school excursion! It was well worth the effort, and we even caught sight of Mt Cook itself, however briefly.



The trip back to the main highway was a breeze, oh dear, did I really say that! The tail wind was such that I hardly had my foot on the accelerator. However, when turning on to the highway to Lake Tekapo, we had to endure a fierce head-side wind that was so strong that the poor little Tedium couldn't keep speed unless overdrive was locked out from time to time. It was also very difficult to keep the car on course, especially when passing hedges, buses, trucks and the many large campervans. Exhausted

we were when we arrived at the lovely and welcoming Peppers Blue Waters Resort, but the sights of the beautiful blue lake in the foreground and snow-capped mountains in the background were visions of splendour indeed.



It was here that we were treated to drinks and copious tasty canapés before our final group dinner. The fantastic food, the bountiful booze (thanks to the TSCC), the fabulous fellowship and the sometimes hilarious highlights made for a truly wonderful evening and a fitting end to a tremendous trip.

Many thanks were understandably given to Terry and Robyn who should be very proud of the success of this trip. Not even an earthquake could undo the huge effort that they put in, nor unsettle them it seemed!



A fitting end to a wonderful holiday. But wait, there's more.....

DAY THIRTEEN: LAKE TEKAPO TO CHRISTCHURCH

SATURDAY 26 NOVEMBER

WORDS & PHOTOS BY JOHN & WENDY SLATER

The last day of a road trip is more like the last chapter of a biography than a detective novel, somewhat anticlimactic in that you know what the ending is, in our case, Ace Car Rentals, 20 Abros Place, Christchurch.

Three quarters of the Day 13 drive was across the relatively flat expanse of the Canterbury Plain and probably the least interesting of our trip. Cue, scratchy black and white newsreel footage 10,9,8,7 etc., to impassive, weather beaten explorers in Khaki shorts and pith helmets, (the gentlemen were more appropriately dressed) and the voice over in very clipped tones announces....

“Tidiers Take on Mount Hutt”

Yes folks, you read correctly. That most perfect of motorcars the Nissan Tiida (Tidier) Latio sedan is not only capable of the sort of speeds only a 1.5 litre with a CVT transmission can achieve, about 140kph with a two kilometre run up, it can also carry four people and all their luggage for a two week trip. Not only that, with nearly 200,000ks under its belt it can be continually thrashed and generally abused without a single thing going wrong. Ace keeps them until 200,000ks and then sell them to Thailand to finish their lives as Taxis. This is proper durability and quality and puts our expensive exotics to shame. This car in all its iterations may be the World’s Most Perfectly Useful Car. Seriously.



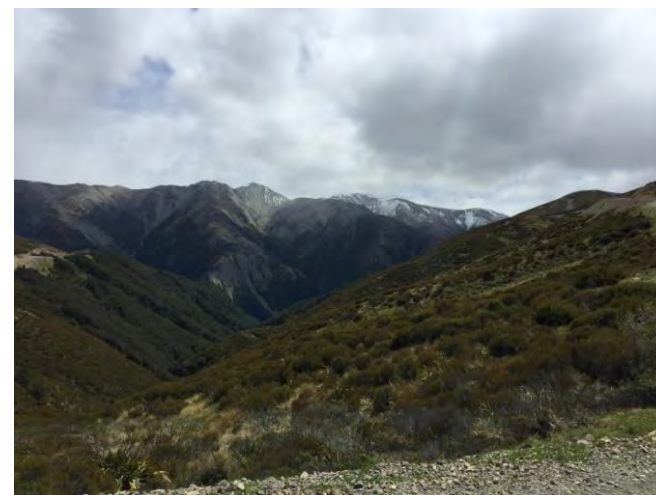
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And so it was, that on a windy (very) Lake Tekapo Saturday 26th November morning, that the J Slaters and Di Franciscos departed on route for adventure and to prove that in addition to all its other capabilities, the Tidier could

also climb mountains, although this part of the trip was not in contemplation at the time.

The first part of the drive to a small town called Geraldine was magnificent, open flowing corners, with little traffic and what there was, was nothing the plucky little Tidier couldn’t deal with. After an excellent morning tea stop in Geraldine we headed along the plain, with the snow-capped mountains on our left for company. It became clear, after a while, that we were going to have to do something to break up the boredom and keep the downtime in Christchurch to a minimum, as we waited for our plane back to Oz.

We then saw signs pointing to Mt Hutt on our left and it occurred to your correspondent that this could be an interesting diversion, as mountains so often are. As a known ski resort, this would be a pleasant drive with a view from the summit and maybe even a nice café.



The only accurate part of the previous sentence turned out to be the bit about a view. As we approached the start of the climb, the road became dirt, surprising but hardly an issue for TWMPUC. So we started the climb. The dirt quickly turned to gravel, which turned to a mix of sharp stones and reasonable sized rocks. The road, which had been wide, became narrow, as the little Tidier scrabbled for grip. As we drove higher it also became very windy (both pronunciations apply here) with no guard rails and sheer drop-offs.

As we neared the summit the weather began to close in, and with considerable encouragement from my passengers, and in order to prevent assault within the vehicle, I decided to turn around and stop and wait for Joe and Bev in the other Tidier. When he emerged from the vehicle he appeared cold.



It was then he reminded me that he suffers from Vertigo. These were not his words, however, this was the intent of what he said to me.

We then headed back down the road being careful to avoid a puncture from the sharp rocks and stones. As we regained the bitumen, I noticed in the rear vision mirror that one of Joe's rear tyres was losing air. We had about 50ks to travel to Christchurch and I reasoned that

1. The tyre may not go flat before Christchurch
2. If I stopped and we decided to change it, we would get dirty
3. There was a chance neither of the cars had either spares or tools
4. If they did have they would probably be flat and we would be dirty for no reason and, in any event

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5. If it did go flat Joe would stop
Joe did not stop so we toured into Christchurch and stopped at a garden centre around the corner from Ace for a drink and a quick comfort stop. It was then that a nice lady pointed out to Joe that he had a flat tyre. He opined that this must have just happened. When I pointed out the above sequence of events, he was all for finding a petrol station so he could fill the car up before returning it Ace.

Whilst this ticked the adventure box, it failed the prudence test, so we returned both Tidiars to Ace who were completely unperturbed by the flat tyre. A perfect end to a perfect trip.

Our thanks to Terry and Robyn for another fabulous trip.



PS, in Australia we have weeds like Pattersons Curse and paspalum. The South Island of New Zealand has Lupins and they were in full bloom, lovely.

2016 TSCC Christmas Party and Awards Night

Words by Barry Farr, photos by Jeremy Braithwaite



The start time for this year's big night at the Courtyard by Marriott was brought forward half an hour to 6.30pm but many started arriving from 5.50pm anxious to sample the free flowing drinks on the terrace complementary from the hotel as compensation for last year's faults and omissions.

Just over one third of members attended the evening including new members Jim & Janina Elphick, Greg & Chee Mei Gibbons and Peter & Margaret Simms as well as a lifelong friend of Liz Kornhaber, Gina Guetta all the way from Paris, making 74 in total.

The contrasting black and gold club colours adorned the tables and chairs and the whole room setting looked absolutely fabulous thanks to Julie Braithwaite. Husband Jeremy set up a screen of rolling still photographs of members and their cars and many were able to reminisce of the good times that were had at the various events the past year.



Guests made their way in an orderly fashion to the extensive hot and cold buffet where the prawns and oysters were the most sought after and there was a tempting array of desserts for those who still had some room. One particular person I think, sampled one of each dessert but I feel that had a lot

to do with that person having to grow a Santa belly in quick time - no names of course. As soon as dinner had been consumed Santa and his Elf helper appeared to the joy of all the guests who were each presented with a Christmas gift of much variation.



The trophy and awards presentations followed with the Pride of Ownership Gold Certificates being presented first. Important to note that both Miff James and Neil Mason, who were recipients of Gold Certificates last year, stepped it up a little more this year and were awarded runner-up trophies in the pre-87 category. The first trophy was presented to Jack Jones, as his 2007 Jaguar XK was Ladies Choice. Jack, who was splendidly attired in black with a white bow tie, thanked all the ladies who voted for his car and assumed that the fact that he had kissed a number of ladies on



the day probably resulted in him winning. Jack then offered to kiss all the ladies present who voted for his car who he missed on the day and for that matter, offered to kiss any other lady present that evening. Other events of the evening prevented a tally being recorded as to how many 'ladies' took up his offer.

For the fifth consecutive year, the Mahers, this time Gary, won the Sporting trophy. Barry Farr was awarded the Citizen Kane trophy for his 'Rubirosa' article which attracted multiple votes from the Committee members. The Clubman's trophy for the seventh time in the last eight years was awarded to Terry Daly for having accumulated the most points in attending club point scoring events. The Borrani Wheels trophy was awarded to Jeremy Braithwaite for having contributed in many different ways to the club over almost the entire period of his membership. Car of the Year went to Peter Dowrick's 2015 HSV VF GTS, the second time Peter has won this trophy in three years and the

Donald Macdonald Memorial trophy was awarded to Terry Daly for continuing to make an exceptional contribution to the club.



Julie asked the Banquet Supervisor Jessica, to draw the Maggie Beer hamper lucky door prize which John Dixon was delighted to win.

Then Dott Forrester drew the raffle in aid of the Prostate Cancer Foundation of Australia. First prize, a full internal and external vehicle detailing by CodeClean Australia valued at \$500 was won by Mark Beckett. Second prize, a Studio 1000 Makeover and Photo Shoot including an 11"x 14" portrait, was won by Les Johnson and third prize, a Jurlique 30 minute facial treatment, was won by Gae Bristow. The raffle raised \$350 of which \$200 is to be donated to the Foundation. A presentation of fine New Zealand wines was made to Terry and Robyn Daly to thank them for a wonderfully organized tour of that country's South Island.



This left the rest of the evening for dancing but without 'legs' Kaye Finney and Roselee Johnson present to encourage others onto the dance floor, most seemed content to circulate and continue to chat. Another great end of year bash, thanks largely to Julie Braithwaite.







The Back Road to Goodwood – September 2016

Words and pictures by Colin Allerdice



Like many in the classic car movement, I have heard, for a long time, great stories about Goodwood, so for me, if “bucket” lists do exist, a visit to Goodwood appeared on mine somewhere. So when a buddy of mine in the Triumph Club (Ernie Schmatt) started to sing the same song, investigations started on the best way to do it.

For most people the logistics of such a trip appear pretty straight forward – just go there for a day or two at the beginning or end of a trip to the UK with the “little woman”. However, for

both Ernie and me the position was somewhat different – neither of our wives is all that keen on cars and rather less keen on spending a full day watching them.

And to add to that, Ernie did not want to drive in the UK and I didn’t want to do ALL the driving.

So it was a meeting of the minds when we discovered that Back Roads Touring were putting on a new tour in 2016 – a 6 day/5 night car enthusiasts tour, starting and finishing in London, incorporating the Goodwood Revival, tours of the Jaguar Factory and Morgan Factory, plus visits to a number of highly regarded British Motor Museums.

That was in addition to touring the English countryside and taking places like Bath, Stratford-upon-Avon, The Cotswolds plus many villages along the way.

We had to organise our own flights to the UK and back, plus our accommodation in London.

The following is a brief account of our experience.

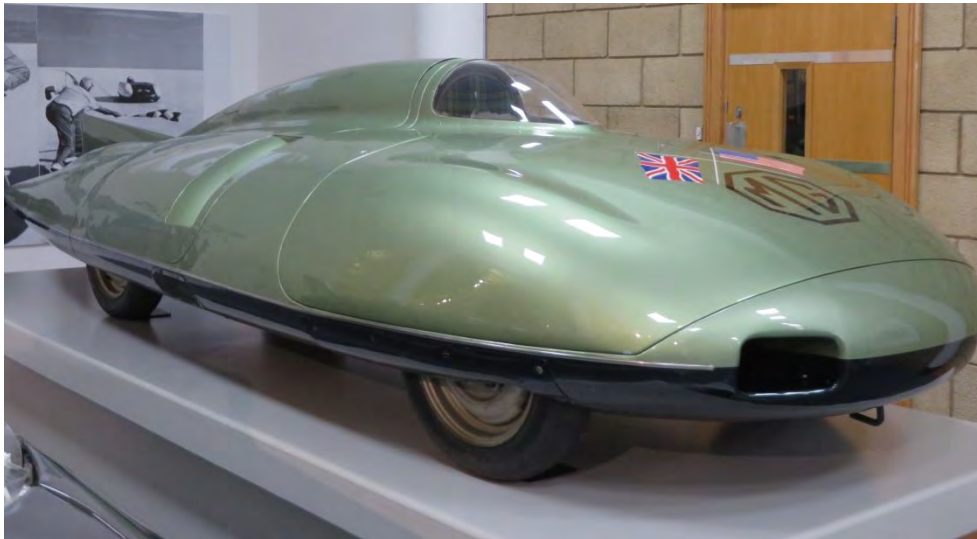


DAY 1: THE HERITAGE MOTOR CENTRE, GAYDON

For our first day out of London, we headed for Gaydon via Blenheim Palace – the family home of Winston Churchill.

The opulence of the English ruling class, as represented by Blenheim Palace, in an era when most of the population were in or near poverty, is truly amazing. The Palace was so big I just couldn't get all of it into one photograph.

But it nearly has its equal at Gaydon.



The Heritage Motor Centre overall is very good but it has been made “great” by its recent purchase of a vast collection of unique/rare/significant Jaguars which now have been given their own separate display building.



1957 MG EX181 Land
Speed Record car

1956 Jaguar D-type ex-
Hawthorn & Bueb

1907 Riley Popular

DAY 2: THE JAGUAR AND MORGAN FACTORIES

On this one day we got to see both ends of the British car manufacturing industry.

The Jaguar factory had everything right on the latest cutting edge technology. Cars being manufactured by robots – a bunch of computer guided supervisors – everybody in safety equipment including the visitors – even a Daniel Craig lookalike as a tour guide – and, no photographs!!

The contrast with Morgan could not have been greater.

Morgan with the huge English tradition of family owned companies producing what can only be described as bespoke cars for a niche market.

Morgan cars are made by humans – a build sheet accompanies each car through each stage of its production – people control the production line – workers in overalls - the radio on whilst they work – visitors just have to keep on the red painted squares – take as many photographs as you like – and the tour guide was more Stephen Fry than a double “0”.

That said, the finished product of both manufacturers was just outstanding.

Each Jaguar F-type being run off the production line was in the same order as the details of the sale that had been entered into the computer – regardless of its colour, interior or model, and indeed, regardless of whether it was RHD or LHD. And there were a lot of cars on the production line.

In reality, the production of Morgans was exactly the same as at Jaguar in style but significantly different in substance. The production line was
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similarly made up of both RHD and LHD vehicles all in various stages of production – just that there was no defined line. The Morgan Factory consists of a number of large sheds on the side of a hill. Production starts at the top and meanders through these sheds until the cars reach the upholstery and paint shops at the bottom.



Jaguar produces everything itself.

Morgan sources parts from many other manufacturers - BMW V8 motors for the Aero 8 and Plus 8, full Ford running gear for the V6 Roadster; Ford motors & Mazda gearboxes for the Plus 4 and 4/4. Morgan even gets differentials from Holden.



The Morgan Plus 4 and 4/4 still use a disc/drum brake configuration.

Every Morgan is road tested and submitted to a vigorous appraisal prior to dispatch from the factory. One of these tests is that the car must fit between two specific factory sheds on its test drive, thus ensuring that

Morgans will not follow the universal automotive trend of making wider and wider cars.

Let me tell you the pale blue Morgan Aero with tan upholstery just being completed (see photo) was every bit desirable as any of the F-types being produced a few miles away.



But I simply can't get my head around the new three-wheeler Morgan – a retro car from yesteryear for sure – but who would be brave enough in today's Sydney traffic?

DAY 3: TRAVEL DAY

Day 3 was a travel day from Stratford-upon-Avon to Bath and there were no car related activities.

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Apart from experiencing the beautiful English country-side and sampling some village atmosphere, the only thing worthy of significant comment for this day was our hotel accommodation in Bath. Like some of the cars we had seen, the hotel was from an era long gone and with it being located opposite the Railway Station plus having a pub band in full swing, all made for an interesting night.

And after a Basil Fawlty type breakfast experience, there was a collective sigh of relief as the tour bus left Bath.



Bath Cathedral

DAY 4: HAYNES INTERNATIONAL MOTOR MUSEUM

I had previously visited this museum in 2013 but was pleasantly surprised to see that, in the intervening years, the powers-to-be had relocated the entire car collection to a new building adjacent to the old one.

One new addition was a tribute room to Mark Webber which was very well done.

The famous “Red Room” – a collection of sports cars from all around the world all in the one colour remains the outstanding feature of this museum.

It is a little out of the way being in Yeovil but well worth the drive to get there.





DAY 5: GOODWOOD REVIVAL

This was what we came for – a day of nostalgia from the golden era of motor sport.

Actually, the Goodwood Revival goes over three days – the Friday, Saturday and Sunday usually of the second weekend in September.

Much of Friday was taken up with practice with only one formal race being conducted. This was the sixty minute two driver Kinrara Trophy race for closed-cockpit GT cars of a type that raced up to 1962. The field of 29 was dominated by Ferrari 250 GT's (9), Jaguar E-types (8) and Aston Martin DB4GT's (5).

Sports car eye candy and this was just the field for the first race on the programme.



On the Saturday there was less practice and more racing – seven (7) races in all.

The Goodwood trophy was a twenty minute race for Grand Prix and Voiturette cars of a type that raced up to 1951. The oldest of the 29 starters was a 1932 Alfa Romeo Tipo B with the newest being a 1951 OSCA G4500 – nostalgia at its best.

However Saturday's racing programme was really dominated by sports car events.

The Madgwick Cup was a twenty minute race for sports prototypes under three litres of a type that raced between 1960 and 1966 whilst the Whitsun Trophy was a twenty five minute race for unlimited sports prototypes of a type that raced up to 1966.

Basically it was Lotus 23B v Elva-BMW in the first and a Le Mans/Can Am smorgasbord in the second.



It was “hairy chested” stuff considering that it rained consistently during the day.

One unique event which went over both Saturday and Sunday was the St. Mary's Trophy – a two part twenty minute race for identical Austin A30 and A35 saloons. Where do they get 29 of these cars from?

As we were due to attend Goodwood on the Sunday, we were anxiously reviewing all the weather forecasts (as you would

imagine) both as we drove along on the bus and at the hotel on Saturday night.

But it was as if Vern Kelly was there – bright warm sunshine greeted us and it was just a brilliant day.

Now Goodwood Revival also means dress up in the style of the day and our HSRCA Tasman Revival shirts appeared to easily meet that standard.

Again seven (7) races were on the programme with the main race being the RAC TT Celebration – a one hour two driver race for closed-cockpit GT cars in the spirit of RAC TT races held in 1963 and 1964. It was basically lightweight E-type Jaguars against AC Cobras with a smattering of other very expensive exotics making up the field.



The racing here was really full on particularly at the pointy end of the field.

The #89 Jaguar E-type took the early lead from the #2 AC Cobra until the driver change and a safety car saw them nose-to-tail. However, a few lap after the restart, the pressure got to #89 and he made a mistake going into Woodcote and #2 slipped by. It remained that way until two or three laps from the finish. Again the driver of #89 could not keep his composure and just punted the Cobra off the track.

A poor finish to a fantastic race.

Luckily there was no real damage to either drivers or cars.

Other races during Sunday catered for front-engined 2.5 litre Grand Prix cars of the 1954 to 1960 era (The Richmond Trophy) and World Championship sports cars of the 1955 to 1960 era (The Sussex Trophy) – amongst many others.

And whilst Maserati 250F's and Scarab-Offenhauser's dominated the Richmond Trophy race, my head was turned by Steve Tillack's beautiful 1954 Lancia D50 replica .. see the following photograph.



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Regrettably our tour bus was leaving before the Sussex Trophy race so we didn't get to see how the Maserati Tipo 61 "Birdcage" went against a field of Jaguar D-types (6) and Lister Jaguars (10).

Yes – dream cars of a golden era.

Of course one can't do a report on Goodwood Revival without mentioning the display/stall areas (over 400 retailers of all different things), the static cars on show and the sheer number of people attending. At times it was just like being in the Showbag Pavilion at the Royal Easter Show. The static car show "over the road" is traditionally huge and this year was no exception.

Such is the attraction of Goodwood Revival that there were nearly enough TSCC members in attendance for it to be deemed a club day. John Slater and Miff James with their wives were amongst the throng whilst both Bob and Jenni Smith were helping one of Jenni's friends on a recycled clothing stall. All were dressed in the requisite 60's clothing of course.



DAY 6 : BEAULIEU MOTOR MUSEUM AND BROOKLANDS

Beaulieu (pronounced “Bew-lee”) is well worth a visit if you are ever in that area of the UK.

A mixture of exotics, race cars, land speed record holders, TV cars, motor bikes plus the usual range of UK made cars of past eras, make this a unique automotive museum.

Brooklands is a clear and distinct step back in time. Brooklands closed in 1939 and everything on show except for some aeroplanes (the Concorde plus a few others) and the London Bus Museum, is straight out of the 1930s.

But Brooklands is about the ‘20s and ‘30s, the cars and men of that era, the Britain between the wars, and the banking. Oh, that banking!

There is not that much of it left these days - just enough to give the impression in a photograph that it goes on and on.

When you stand on the banking or try to walk up it, you can’t help thinking that those guys had big gonads!



Nevertheless, Brooklands is a “see it once, see it for all time” type of place.

After Brooklands the tour took us back to London for the usual farewells, etc in plenty of

time to reach our hotel and then have a beer before dinner.

Back Roads Touring put on two tours (in response to the demand) of fourteen people each, one running a day behind the other. I expected to see fourteen blokes on the bus with each trying to outdo each other on one thing or another with respect to classic cars. How wrong was I. Our 14 consisted of five couples from various parts of Australia and New Zealand and only four singles. One of the singles was a retired Design Engineer who had worked for McLaren designing the front suspension for their F1 cars.

It was good fun and everyone mixed in quite well.

For Back Roads Touring it was a first and I am sure that by taking on board some of the end of tour suggestions made that the product will only but improve over time. I would thoroughly recommend this tour to anyone wanting to experience a unique range of classic car museums, car factories and the iconic Goodwood Revival in a pressure free manner.



You can't be serious!



With the cricket season in full swing, it might be time for a simple explanation of this enthralling game.

You have two sides, one out in the field and one in. Each man that's in the side that's in goes out, and when he's out he comes in and the next man goes in until he's out. When they are all out, the side that's out comes in and the side that's been in goes out and tries to get those coming in, out. Sometimes you get men still in and not out.

When a man goes out to go in, the men who are out try to get him out, and when he is out he goes in and the next man in goes out and goes in. There are two men called umpires who stay out all the time and they decide when the men who are in are out.

When both sides have been in and all the men are out, and both sides have been out twice after all the men have been in, including those who are not out, that is the end of the game! That's all there is to it.



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The World's Only Road-registered F1 Car is For Sale*

This prototype, dubbed F1R, is the result of a bet with Lola engineers: Could you make a road-legal F1 car? The answer, with a few caveats, is yes.



The biggest issue was ride height. That's been increased to offer 1.9 inches of ground clearance, and is adjustable up to 2.9 inches. In lieu of the 1997 F1-spec V8 and semi-automatic gearbox, the F1R uses a 2.0-liter Cosworth four-cylinder and five-speed manual Porsche G50 transaxle. The turbocharged engine, from a Ford RS Sierra, is tuned to deliver about 370 hp. But, according to the seller, "adjusting the turbo can substantially increase this," which sounds like fun. Headlights, indicators, and a handbrake had to be installed to pass registration.



Besides those bits, though, this is the real deal. Composite tub, adjustable aero, inboard pushrod suspension, carbon brakes, FIA-spec nosecone, plus the ducting, body panels, and cooling kit you'd expect. They're all surplus F1 parts from the T70/30.

Bonhams claims this is the world's only street-legal F1 car. It's been registered in England, and comes with a U.K. number plate. The current owner claims the F1R is "good in traffic," which is probably rubbish, but makes him no less of a hero.

**Bonhams might be stretching the truth a little. Formula 1? Really?*

The End

