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The official magazine of  
the Thoroughbred Sports  
Car Club

November-December 19



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**Closing Date for the January-February magazine 29<sup>th</sup> February 2020**

# 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 3006, Dural, NSW 2158.

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

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

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

## 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

## Website

[www.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au)

Contributions to the Webmaster:

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

## Top Gear

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

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

All contributions to:

John Slater

M: 0417 663565 Email:

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## Guest Editors

Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

## Other Information:

[Administration](#)  
[Annual Awards](#)  
[CAMS](#)  
[Club History](#)  
[Club Plates](#)  
[Membership Forms](#)  
[Pointscore](#)  
[Sporting](#)

Top Gear has been continuously published since September 1981.

In this age of recycling I've decided to re-use the report I made to the AGM in November. After all, it reencountered the activities of the club during the year and that's what I want to do in this, the final issue of Top Gear for 2019.

*As I reflect on my first year as President, I want to acknowledge the members of the previous committee who left the club in such good shape. Barry Farr stood down from the role after five years, the maximum time in the job allowed under our rules. Thank you Barry for your excellent custodianship of our club, making my job a lot easier. I'd like to thank Terry Daly also, as he served as Vice President and Social Secretary during that time. We have Terry to thank largely for establishing our enviable pattern of social activities. Rick Johnson also did a great job as webmaster, juggling a demanding job and a family, unusual considerations for most of us these days.*

*Thank you also to everyone else who transferred from the old committee to the new and for the excellent jobs you have done. New faces in the current group are John Slater who took over from me as Top Gear editor. That's a job that takes some time to do well as John does. It is important as a means of communication amongst members and a record of the club's activities.*

*We welcomed Vic Clarke to the management team. He took over Jack Jones' role running the club shop and with his considerable IT knowledge, has been working with Jeremy Braithwaite on our website. Thanks Vic and special thanks to Jeremy for the extensive work he does on the website and other club matters. Jack took over the role of vice President and Social Secretary and hit the ground running with a Wednesday run to the Woolwich Pier Hotel in January. Plans for the Big Trip in 2020 are well under way.*

*Two of our longest serving members look after our affiliation with CAMS and CMC and administer our concessional registration matters. They are Lester Gough and Les Johnson respectively and we owe them a debt of gratitude, as their knowledge of government rules and skill in peeling back the red tape is essential. Thank you also Lester for taking on the CAMS delegate role after the sad loss of Derek Scott.*

*Malcolm Stephen as Sporting Director has had a lonely time lately as fewer members are involved in motor sport. However, he has done his job well and has been a valuable voice on committee. Malcolm will stand down tonight and I thank him for his input over many years.*

*Another person leaving the committee tonight is our Treasurer, Geoff Lane. We've been very fortunate to have such a well-qualified person to look after our finances and I thank Geoff for his service. Few things in a club are more important than well-managed books and Geoff, your successor will thank you when he takes over from you, clear and accurate records. This is also an appropriate time to acknowledge the financial solidity of the club.*

*That leaves just one committee member to thank. The day to day running of a club like ours is done by the hardest working member, the Secretary. Recording the minutes, handling correspondence, keeping records, ensuring statutory matters are dealt with on time and especially reminding the President to do what he has to do. Tess Morgan, who with husband Roger, also managed to fit in the organisation of a fabulous trip to America, was born to be the Secretary of the TSCC. Long may she live. Thank you, Tess.*

*When the new committee met in January, we set out some changes we thought would benefit members. The first was to include Wednesday Runs in the point score system. They had been left out because it was thought that including them disadvantaged those still working and unable to participate. The great majority of members are now retired, if not fully, then at least partially, so the difference no longer exists to nearly the same extent.*

*Another initiative was to introduce monthly club plate runs. This was to encourage the use of cars on concessional registration (or cars eligible to be so registered) and that has been a popular addition to our calendar.*

*An established club like the TSCC needs to give something back to society and, with valuable input from members, we chose to support the Westpac rescue helicopter rescue service, Careflight. Our initial donation will be made later this year.*

*One initiative we wrestled with was the system of judging cars at our annual Pride of Ownership Day, commonly known as POO Day. Response from members was strong and varied, from those who favour more stringent criteria to those who think it's all a bit too serious. I encourage the new committee to re-address this for 2020 and advocate change, the status quo or something in between. We did introduce a first, second and third placing vote for the Ladies' Choice category.*

*After discussions that went on for many months, the decision to increase our membership from a maximum of 100 to 120 had been made by the previous committee. When the renewals were being done for 2019/20, some members did not renew and those on the waiting list were welcomed to the fold. Our current membership is 120 plus Life Members.*

*Jeremy has been concerned for some time about the security of our archives and, with Vic's help has established an 'electronic vault' in which to keep our valuable records.*

*While it's our cars that bring us together, it is the large range of social activities that bind us and we are fortunate to have a number of people who are prepared to organise a variety of outings. (We probably broke our own record recently when we had five events within twelve days!) Our monthly meetings are always well attended and are unusual if not unique in having so many women attending. Thank you ladies; our meetings are made more enjoyable by your presence.*

*Wednesday runs are usually heavily subscribed and overnight runs, weekend or mid-week runs are conducted at full capacity. We've had regional visits, a shed tour, a mystery tour of Sydney's dams, a concert at the Opera House, the annual display day and more. The highlight for some was the tour of the desert states of the USA, an unforgettable experience.*

*We are soon to have our 2019 Christmas Party and Awards Night at a new venue to round off a great year. Finally, I'd like to thank everyone who has organised an event, taken photographs and written reports for Top Gear, because these are the activities that define our club.*

*The Thoroughbred Sports Car Club is a wonderful group of people, so please give yourselves a pat on the back.*

I also want to take this opportunity to provide a little transparency to the awarding of trophies at the Christmas party and awards night. All the winners were worthy of their awards but it was a close run thing in most cases. Here are the results:

## Pride of Ownership Day 29<sup>th</sup> September 2019

### Pre-1980 cars

Placing	Name	Car	Points allocated
1	Neil Mason	1961 Jaguar Mk11	54.0
2	Wendy (Slater) Huggard	1969 Alfa Romeo GT1300 Junior	51.0
3	Mike & Robyn Collett	1966 Jaguar E-type S1 FHC	50.0
4	John Moody	1961 MGA Coupe	44.5
5	David St Julian	1958 Jaguar XK150	43.0
6	John Slater	1974 Citroen DS23 Pallas	42.0
7	Cameron Brackenbury	1962 Morris Mini 850	40.5
8	Liz Kornhaber	1948 MG TC	38.0
9	Darryl Pike	1953 Jaguar C-type replica	36.0
10	Steve Trotman	1970 MGB	30.0

### Post-1980 cars

1	Peter Dowrick	2019 Ford Mustang	60.5
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2	Jack Jones	2007 Jaguar XK	56.5
3	Malcolm Stephen	1997 BMW E36 M3	56.0
4	Vic Clarke	2009 Porsche 911 Carrera	55.5
5	Jim Catts	2002 Ferrari 575 Maranello	51.0
6	David Slater	2012 Mercedes-Benz SLK 250	50.0
7	Colin Watts	2008 Mercedes-Benz CLK 280 AMG	49.5
8	Bob Fulop	1992 Mitsubishi 3000GT	48.0
9	Geoff Lane	1984 Porsche 928S	45.5
10	Miff James	2003 Porsche Boxter S	43.0
=11	Ross Brackenbury	2005 Jaguar XKR	42.5
=11	Colin Piper	2007 Mazda NC MX5	42.5
13	Harley Boggis	2013 Lotus Elise S	41.5
=14	Bob Smith	1992 Subaru SVX	40.5
=14	Andrew Bristow	2004 Aston Martin Vanquish	40.5
=14	Peter Fuller	2012 Porsche Cayman	40.5
17	Stephen Knox	2004 Ferrari 575M Maranello	38.0
18	Alan Jones	1995 BMW 328i Individual	33.0

## Ladies' Choice

1	Cameron Brackenbury	Mini 850	
2	John Moody	MGA Coupé	
3	Lionel Walker	Jaguar XK140	

## Citizen Kane award judging 2019

Chosen by...	Title	Author	Issue
(Committee member)	Borrani Wheels	Barry Farr	Nov-Dec 2018
	Cul de Sac (Peter Giddings)	John Slater	Jan-Feb 2019
	Mazda MX5 – the First 30 Years	Colin Piper	Mar-Apr 2019
	'Re-Maher-kable' Wednesday Run	Eve Stefan	May-Jun 2019
	Various days	Roger & Tess Morgan	USA Edition
	The Triumph Italia Story	Colin Allerdice	Sep-Oct 2019
(Committee member)	A Life with Cars	Rick Marks	May-Jun 2019
	Art Deco Napier	Stuart Forbes & Carolina de Wolfe	Sep-Oct 2019
	Hampton Court Concours	Peter Demsey	Jan-Feb 2019
	Borrani Wheels	Barry Farr	Nov-Dec 2018
	Mazda MX5	Colin Piper	Mar-Apr 2019



(Committee member)	Run to Concours Restorations	Roger Morgan	Nov-Dec 2018
	Hampton Court	Peter Dempsey	Jan-Feb 2019
	Mazda MX5	Colin Piper	Mar-Apr 2019
	A Life with Cars	Rick Marks	May-Jun 2019
	Tucson to Tombstone	Terry Daley	USA Edition
	Art Deco Festival Napier	Stuart Forbes & Carolina de Wolfe	Sep-Oct 2019
(Committee member)	Mazda MX5 – The First 30 Years	Colin Piper	Mar-Apr 2019
	A Life with Cars	Rick Marks	May-Jun 2019
	Porsche to Alaska	Chris Hallam	Sep-Oct 2019
	RED 850	Sandra & Ross Brackenbury	Sep-Oct 2019
(Committee member)	Run to Concours Restorations	Roger Morgan	Nov-Dec 2018
	Hampton Court Concours	Peter Demsey	Jan-Feb 2019
	Shed Tour report	Terry Daly	May-Jun 2019
	A Life with Cars	Rick Marks	May-Jun 2019
	The Big Trip introduction	Roger & Tess Morgan	Big Trip edition
	RED 850	Sandra & Ross Brackenbury	Sep-Oct 2019

(Committee member)	Run to Concours Restorations	Roger Morgan	Nov-Dec 2018
	The Planets	Colin Piper	Jan-Feb 2019
	Australia's Toughest E-Type	Terry Daly	Mar-Apr 2019
	A Life with Cars	Rick Marks	May-Jun 2019
(Committee member)	Run to Concours Restorations	Roger Morgan	Nov-Dec 2018
	Hampton Court	Peter Dempsey	Jan-Feb 2019
	Mazda MX5 – The First 30 Years	Colin Piper	Mar-Apr 2019
	'Re-Maher-kable' Wednesday Run	Eve Stefan	May-Jun 2019
	Day 11 – A day in Moab	Laurie & Fran Bromley	USA Edition
	The Triumph Italia Story	Colin Allerdice	Sep-Oct 2019
(Committee member)	Early Willys Round-up	Jeremy Braithwaite	Nov-Dec 2018
	Hampton Court	Peter Dempsey	Jan-Feb 2019
	Australia's Toughest E-Type	Terry Daly	Mar-Apr 2019
	A Life with Cars	Rick Marks	May-Jun 2019
	Bryce Canyon	Stephen Knox	USA Edition
	Art Deco Festival Napier	Stuart Forbes & Carolina de Wolfe	Sep-Oct 2019

4 nominations	A Life with Cars	Rick Marks	1 <sup>st</sup>
2 nominations	RED 850	Sandra & Ross Brackenbury	Equal 2 <sup>nd</sup>
2 nominations	Mazda MX5 – The First 30 Years	Colin Piper	Equal 2 <sup>nd</sup>

The awarding of the Donald MacDonald trophy is by the President alone and I chose Tess and Roger Morgan.

The Borrani Wheel trophy was awarded to a very deserving Jeremy Braithwaite and the majority of the committee members accepted my recommendation.

The Clubman trophy was won by Terry Daly (again) but he was hotly pursued by his wife Robyn (!) and me.

The Sporting trophy was won by Gary Maher with daylight in second place.

The inaugural Shutterbug trophy was won by Roger Korte with me as runner up (always the bridesmaid) followed by Konrad Dover.

That only leaves me with my wish for all members to enjoy Christmas and New Year and may 2020 be full of good health and unburnt bushland. I look forward to joining you on the many outings planned for next year.

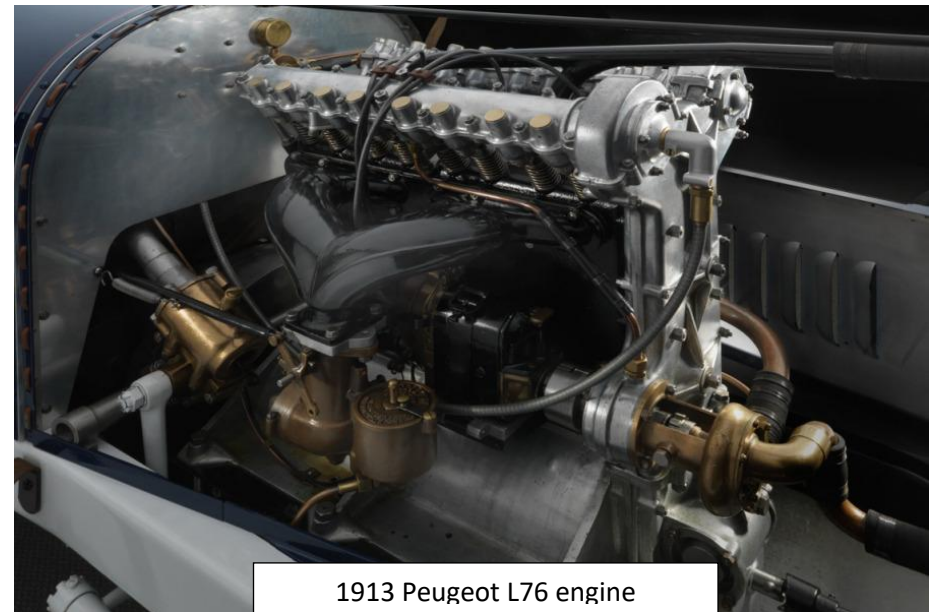


It has been a busy year. A highlight was a trip to Pebble Beach and then a further two weeks driving around Western US. It is said that you shouldn't meet your heroes. Well, I did at Pebble Beach and was not disappointed on the 100<sup>th</sup> anniversary of Automobiles Ballot, in the form of two beautiful and very significant early Grand Prix cars, a 1919 Ballot 5/8LC, chassis number 1001, pictured on the cover, and its smaller capacity successor the 3/8LC.

For a long time I've been interested in the origins of the twin cam engine, to me the classic high performance engine. It started nearly forty years ago, when I bought a Mk 9 Jaguar, a rare manual with overdrive. Later, I became interested in Alfas, purchasing a pair of 105 series cars which I still have. Through a subscription to Automobile Quarterly, which sadly I discontinued in the late 1970s, I enjoyed the writings of the Late Griff Borgeson. He wrote my favourite automotive book, The Classic Twin Cam Engine, first published in 1981. I managed to buy a first edition copy of what was then a rare book. It's not so rare now as a second edition was published, although I think this is also out of print. This was where I learned about Ernest Henry, a Swiss engineer, who in 1912, was part of a group of four who convinced Robert Peugeot that they could produce more power from a smaller engine than the behemoths then racing. They were called "Les Charlatans" by the Peugeot technical staff and operated from a facility in Paris far from Peugeot's factory.

Imposters indeed. In 1913 they produced a 7.6 litre, twin cam, four valve per cylinder, bevel drive, four cylinder engine with full pressure lubrication and Hotchkiss shaft drive. It produced around 90 hp. Whilst none of these features was novel individually, this was the first time they had all been brought together in one place. As was common then, this was a long stroke, 110 x 200mm engine and a feature of all Henry's engines. One of these cars won the 1912 Grand Prix on the Dieppe circuit. They also won in 1913. The engine was significantly redesigned in 1913 and it is the smaller variant of 3 litres that really established the template for the high performance twin cam engine we know today.

This engine reverted to gear drive for the camshafts. More revolutionary was the use of a fully counterbalanced crankshaft in two pieces held in a barrel crankcase by three double row ball main bearings and dry sump. The three litre car came second at Indianapolis in 1914 with half the displacement of the winning Delage. These engines later came to the attention of Harry Miller - and everybody else, Sunbeam, Fiat, Alfa Romeo, Duesenberg to name just a few - and were the basis for his all conquering straight eight twin cam engines that ruled Indianapolis in the 20s and became the famous Offenhauser four cylinder engines, after Fred



1913 Peugeot L76 engine



Offenhauser bought the company in 1933. They were competitive at Indy until the rear engine revolution in the 1960s and in speedway midgets well after this.

In 1918 Ernest Ballot of Ballot et Cie, which had been founded in 1906, contracted Ernest Henry to design a new Grand Prix car which was designated the 5/8LC, although they were really 4.8 litres in capacity. The cars were Chassis nos 1001 – 1004. These engines essentially used the same architecture as Henry's Peugeot engines, except they were straight eights. They were dohc engines with enclosed valve gear, unlike the Peugeot engines, and unlike the Peugeot engines they used inverted cup or bucket tappets enclosing a pair of coil springs to operate the valves. This new engine also used gears to drive the camshafts and caged roller bearings for the crankshaft in a barrel crankcase and dry sump. The use of roller bearings obviated an excessively long crankshaft, a problem with a straight eight engine. Vittorio Jano avoided this issue in his plain bearing straight eight Alfa engines by driving the cams in the centre of the engine, effectively two in-line four cylinders.

Europe was in ruins following WW1 and French car manufacturers had agreed to abstain from racing in 1919-20. However, in late 1918, in the US, Carl Fisher, owner of the Indianapolis Circuit, announced that there would be a 500 Mile race in 1919.

The genesis of the new straight eight Ballots is uncertain. Rene Thomas claimed it was his idea. This was the legend perpetrated by Thomas and journalist W F Bradley. Peugeot had been approached however, it did not agree to build new cars and decided to send one of its older cars over for the race, which was no longer competitive. Henry was then introduced to Ernest Ballot. Ballot wanted publicity for his move into car manufacturing, rather than just engines and Henry had the designs for a new car. It is speculated that Henry had been working on the design for a new car through the war.



1920 Ballot 3/8 LC-Chassis no 1007

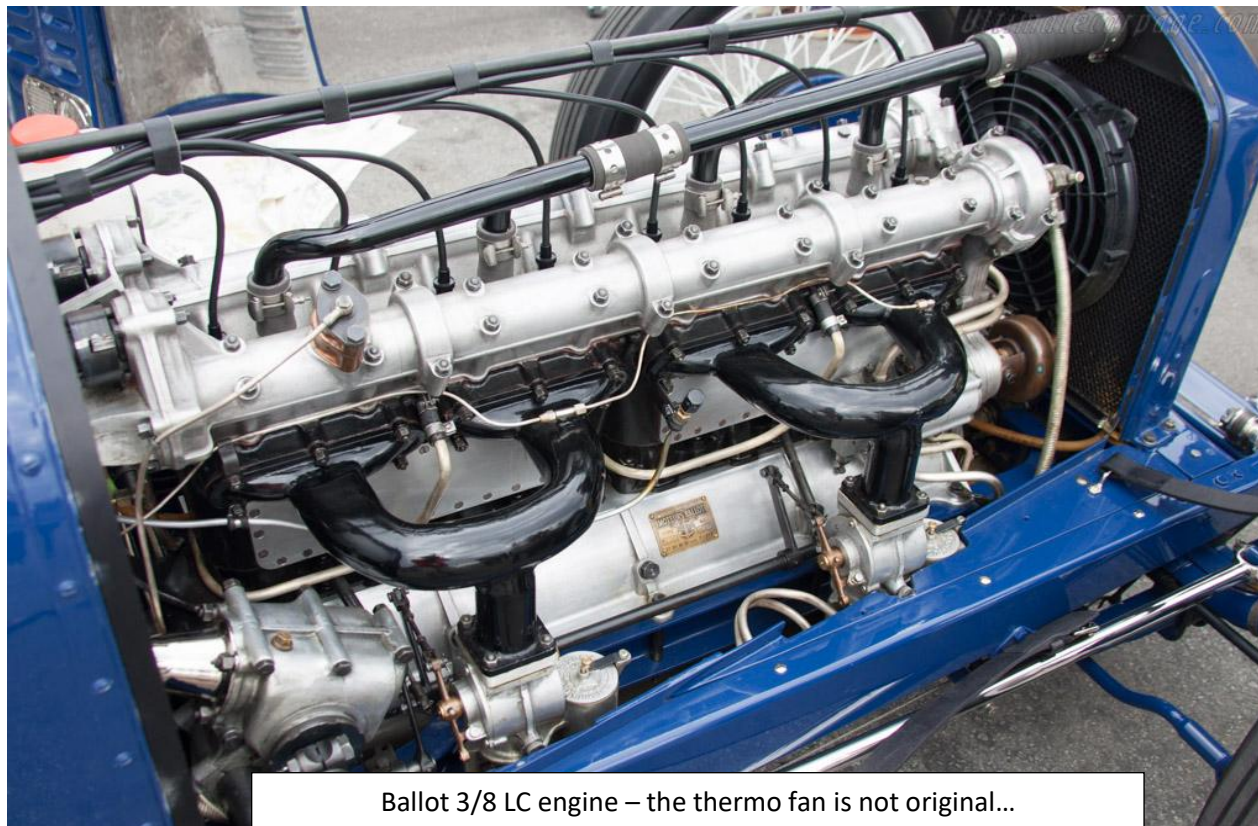
In any event Ballot and Henry competed the first car in April 1919, in less than 105 days. All four cars nos, 1001-4 were finished by 26 April 1919 and sent to the US. Power was estimated at around 200hp. They were very fast, in a test run in France the prototype was clocked at an astounding 208 km/h. In practice at Indy, they were lapping at over 168 km/h. However, the cars were sent over with incorrect gearing, it was too high, and smaller wheels were substituted in the US which was to be their downfall in the race. Only two finished, coming in second and fourth.

For 1920, the capacity limit for Indy was reduced to 3 litres and Ballot produced, it is thought, a further four cars with consecutive chassis numbers, 1005-1008. The same fundamental architecture was used for these cars, although only three chassis, nos 1006-1008, are recorded as racing. All three of these cars survive, here is chassis 1007.

As racing cars, it could be argued that their racing results did not match their specification and I think this is true, nevertheless they were transformative, beautiful and are the progenitors of the high performance petrol engine.

For those interested in these wonderful cars and may wish to know more than this very superficial overview, I suggest:

The Grand Prix Car, Volume 1- Laurence Pomeroy  
The Classic Twin Cam Engine – Griffith Borgeson  
Ballot – Daniel Cabart and Gutam Sen



Ballot 3/8 LC engine – the thermo fan is not original...

I would like to thank all the contributors to TG during the year and encourage you to keep doing so. Wendy and I would also like to wish everyone Merry Christmas and a happy and healthy 2020. Our thoughts are with all those affected by the current fires.

See you on the road next year!



I will admit up-front that I don't know an *Artocarpus altilis* from a *Helleborus niger*, but I will also admit that seeing the remarkable floral displays we witnessed in Leura makes me wish I had much more knowledge of matters horticultural. My main input into this area of activity is to dig out something, or dig a hole somewhere as instructed by the real (and talented) gardener in our household.

A large TSCC group attended Ron Powell's advance viewing of the 55th annual Leura Garden Festival. The run was advertised on the flyer as a "TSCC Plates Run but all are welcome" event. This Festival has raised over \$3 million over the years for the Blue Mountains District Hospital.

We gathered at "Rob Roy", Ron and Sue's magnificent garden at 10:30 and Jeremy's camera was working overtime (as it did all day). The Collett and the Daly E-Types along with the Hallam XK120 took centre stage in front of the house and I suggest there were hundreds of photos (or should one say images these days) taken/downloaded, many of which I predict will appear in many guises and places in the future. Several other cars were parked around behind the house and possibly didn't get the exposure they deserved, but there was only so much space.

The overflow, which included the Bristow Aston Martin, the Knox Ferrari, the Allerdice Maserati and a brilliant 1949 Rover belonging to the Peglers were directed to park in the street, but that said, it was a pretty impressive line up and one that had many passers-by both impressed, and busily taking photos on the ubiquitous mobile devices that everyone carries these days.

I'll have to leave it to others to describe the garden in detail but for me it was simply beautiful, and Ron's expertise in landscaping was well in evidence with the use of stone and the brilliant use of recycled carved sandstone from many of the Public Buildings in Sydney, which over the years had needed to be replaced. I couldn't help wondering at the state of Ron's back seeing all that!

We moved on to "Misty Vista", and here even the "plate cars" had the indignity of parking in the street.

I have never seen a garden like this; the Japanese theme, complete with small bridge and Tore, both painted the traditional scarlet so often seen in Japan, made for a most spectacular sight. That, and the view over the valley below made it my highlight of the day. Like the 3 Jaguars at Ron's garden, the view had everyone's cameras/phones working overtime, the vivid floral colours spectacular against the blue sky and the distant sandstone escarpment, were simply breathtaking. No one really wanted to leave.

Ron had arranged lunch at "Everglades" which is a National Trust property and such was the precision timing that no sooner had we sat at a table than lunch appeared. It was odd however, and I think a function of the size of the rooms we were in, but many of the tables had place settings for 5 people; two and a half couples. No one complained of course, it was that sort of day.

Those of us who were brought up believing that the centre of the motoring universe was the English Midlands might be surprised to discover that there is another source of sporting and classical motoring in Asia.

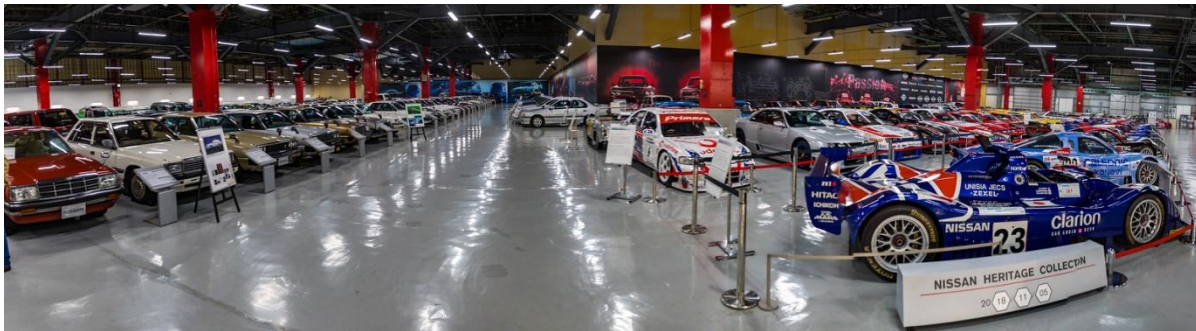
On a recent trip to Japan we were fortunate enough to obtain an invitation to visit the Nissan Collection Hall in the old Zama car plant in Tokyo.

This has to be secured ahead of time and we duly arrived at the appointed hour. Our ID was checked by security at the main gate and we were bussed through the plant to the Collection Hall.

There were a couple of current exhibits in the foyer, mainly hybrid or electric and a much more interesting GT3 GTR in Motul colours with Bathurst 12 Hour winner Katsumasa Chiyo's name above the door. We were then ushered into a presentation room and received a corporate Nissan presentation all in Japanese.

Not much the wiser we then walked through a nondescript set of double doors ... into this monstrous hall that seemed to stretch for ever in more than one direction and it was completely filled with machinery.

Wow!



The closest European similarity was walking into the Schlumpf Museum at Mulhouse when it first opened and it was still stuffed full of Bugattis. Another drab factory building please note.

A lot of the early road cars were built for an impecunious market and show it. The green and cream Datsun DC-3 sports was the predecessor to the Fairlady



range (1600, 240Z to 370Z) cars and represents one of the world's most successful and super looking sports car lines. You couldn't tell this from the DC-3 as it looks a prototype Noddy car.







At the other end of the scale is the Nissan President which looks quite smart in a Rolls Royce sort of way. But there are some real gems and not just Usain Bolt's golden GTR. The 1965 Nissan Silvia with its sharp lines and slim pillars is just gorgeous and quite timeless. It's very rare with only 554 produced and it was the start of a model which today is very well represented by the S15 which in turbo form is a favourite of the young go faster set.

The breadth of the motorsport commitment is really impressive and there is an excellent summary of the company's successes over the years on the Nismo site: <https://www.nismo.com/history/>

The Nismo HQ is also in Tokyo and well worth a visit: <https://ibraithwaite.smugmug.com/Asia/Japan/Tokyo/Nismo/>

Many of the rally cars looked like they had just finished an event and been pushed into a room at the back of the factory. And I for one had forgotten that the diminutive Jean Todt once occupied the left hand seat of a factory 240Z beside another Bathurst winner Rauno Aaltonen.





Geoff Brabham enjoyed a 6 year long association with Nissan in the IMSA category winning the series in four consecutive years from 1988 to 1991 in the GTP-ZX Turbo. He was also a double Sebring 12 winner with Nissan in 1989 and 1991. The IMSA car headlined the Rolex Monterey celebration of 50 years of Nissan motorsport, a first for a Japanese manufacturer.

I was surprised to see a line of what looked like CanAm cars including the monster R382 of 1969 with its 6 litre 600hp V12 which was developed by the old Prince company that Nissan acquired in 1966. It was Prince that had developed the Skyline with the first model being introduced in 1957 and which was developed over time to become the GTR.





And just when you were wondering what else this company has done you spot the Le Mans entry that finished 3<sup>rd</sup> in 1998 with an all Japanese driver lineup.

All my photos from the visit are here:

<https://jbraithwaite.smugmug.com/MotorMuseums/Nissan-Zama-Collection/>

We've previously owned a 240Z and R34 and R35 GTR's and they are all landmark cars that offer an incredible driving experience. Somewhat inspired by our Zama visit we returned home to Australia and acquired a fully imported Twin Turbo 300Zx in 2 seater guise. Australia only got the naturally aspirated 2+2 and the JDM car is in a different performance league as well as being, to my eyes, very pretty.

The Japanese motoring scene is fascinating. The Honda Collection Hall is at the old Honda test track which is now Twin Ring Motegi. Its up in the mountains and there is a bit of a Nurburgring feel to the place. We saw Jensen Button clinch his first Super GT win for Honda. The category is starting to become globally relevant with the tie up with DTM under Gerhard Berger.

If you are going to Europe Japan makes an excellent stop over and you can then take the very direct route over Russia.





The Race to the Clouds is the very appropriate name given to the Pikes Peak International Hillclimb, a 20km ascent to the summit at 14,115 ft. It's one of the oldest motorsport events in the world with the first event having run in 1916.

For those that have only ever seen the event on TV it is, like Mt Panorama, one of those places where you will never understand exactly how steep it is until you visit. And just like Bathurst, there are lots of places where 'skyline' is the only view you will get of the road ahead.

The similarity to Bathurst continues with both being built as a tourist road. The 19 mile road to the summit was financed by Spencer Penrose and completed in 1916. The Pikes Peak Hill Climb was run that year to promote the new road starting 7 miles from the base and running 12.42 miles to the summit. It's claimed to be one of oldest motor races in America being preceded by Indianapolis which started in 1909.

It very much succeeded as a tourist destination and today Pikes Peak attracts more than half a million visitors a year. This number will increase in 2021 when the cog railway to the summit re-opens.





The mountain dominates the surrounding countryside as can be seen from this view from the ranch near Colorado Springs that we stayed in earlier this year. The altitude there was 7,500 ft.

The road presents a few challenges to those born on the plains, hence the need for a mandatory brake check half way down. There are also signs offering ranger assistance to explain to people how to put their cars into a low gear.

Rea Lentz won the first event in a Romano Special in a time of 20.55.6 and started the long history of parts bin specials winning the event.

Today's event is still supported by Broadmoor, the luxury resort also built by Spencer Penrose in 1918 at the foot of Pikes Peak. It offers spectacular detailing including a curved marble staircase, dramatic chandeliers, Della Robbia-style art, hand-painted beams and ceilings, and a striking pink stucco façade. More importantly it also houses the Penrose Heritage Museum which is operated by the El Pomar Foundation and houses a collection of Penrose family carriages and memorabilia as well as a fabulous exhibit covering the Hill Climb over the years. There is no charge for entry, nor is there any promotion for the place, so you had better note the address at 11 Lake Circuit, Colorado Springs, Colorado. Sarah Rogers is the curator and she personally welcomed us to the facility. She was kind enough to open the door of Nobuhiro "Monster" Tajima's astonishing twin engine Suzuki so I could photograph the twin tachos. Monster won the event in 1995 and later every year from 2006 to 2011 inclusive and he was the first to break the 10 minute mark the event in 1995 and later every year from 2006 to 2011 inclusive and he was the first to break the 10 minute mark.



The Millen family is another with a long history at the event. Rod is a Kiwi who first won the event in 1994 in a Celica 4wd Turbo. He backed this up with wins every year from 1996 to 1999 and then his son Rhys won the event in 2012 and 2015. This is the 'Hyundai Genesis Coupe' used to win the 2012 event:

It is also difficult to talk about Pikes Peak without talking about the Albuquerque based Unser family. Louis Unser first won



the event in 1936 and apart from Al Rogers in 1940 nobody else got their hands on the trophy until 1947. His last win was 1953. After this he handed the reins over to Bobby Unser who won in 1956 and then again from 1958 to 1963 inclusive. Al Unser grabbed the trophy in 1964 and 1965 and Bobby got it back in 1966 and 1968. It wasn't until 1983 that Al Jr won in a Woziwodzki Wells Coyote Chevy. Bobby won again in 1986 and then Bobby upheld the family honour from 1989 to 1990 and again in 1992 and 2004.



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# The End



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