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The official magazine of  
the Thoroughbred Sports  
Car Club

March- April 2020



March – April 2020

Sir Stirling Moss in the 250F at Goodwood 7<sup>th</sup> June 1954

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**Closing Date for the May-June magazine 30<sup>th</sup> June 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

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:

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

## Guest Editors

Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

## Other Information:

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

Zoom, Zoom. It used to be an ad for Mazda, now it's a way of life. Who'd have thought just a few weeks ago that this would be about the only way we could meet with friends. The Knox household is busy Zooming - my exercises are now Zoomed to me and Jill meets her patchwork friends and girls for coffee the same way.

That's all very well in the short term but it's hard to predict when we'll be back to enjoying our monthly meetings at Carlo Bowlo. Even if clubs and pubs are allowed to open, it's hard to see how social distancing will be enforceable. Our meetings can be quite crowded and it's not uncommon for more chairs and tables to be squeezed in. If we had to sit a metre and a half apart we'd need a much bigger room and a microphone to be heard. Even with that, a meeting where you had to speak up to be heard by the person next to you sounds like no fun at all.

Meetings in the great outdoors sound more feasible. With rules of engagement being gradually relaxed, something like a picnic run might be on the cards. A picnic in winter? Not ideal but then these times are anything but usual.

The good news from all these restrictions is that Australia is doing very well in terms of the number of infections and, more importantly, deaths from Covid-19. Spare a thought for people in the USA, UK, Italy, Spain and other badly affected countries and brace for more bad news from Africa, South America and the Sub-continent. In times like this it's good to live in the country that Paul Keating once said was at 'the arse-end of the world.'

During the lockdown, your committee is corresponding with you by publishing a newsletter, just to let everyone know that the wheels are still turning, albeit slowly. We'll continue to do this each month. John will keep publishing Top Gear and I'm sure he would appreciate any articles to fill the pages in the absence of event reports.

Over Easter we lost two people who have entertained me for years - Tim Brooke-Taylor and Sir Stirling Moss. The former of course was one of the Goodies which was on the telly just before the evening news. It was gentle humour with no bad language. It was silly and funny and one of that handful of British comedies that influenced a generation. He was 79 and a victim of the Corona Virus.

The other Easter loss was the man commonly referred to as the greatest driver not to have won the F1 World Championship. You can read more about Moss elsewhere in this journal, but I'd like to recall a personal experience with the great man.

Under the presidency of the late Paul Samuels, the Historic Sports and Racing Car Association (HSRCA) introduced a level of presentation rarely seen in Australian club motor sport. In its first year it brought six fabulous cars from New Zealand and in its second year conducted an 'Italian Fiesta' featuring the Alfa Romeo P3 with which Nuvolari humbled the Germans at the 1935 German Grand Prix. For its third annual meeting at Amaroo Park in 1984, Paul, with the invaluable assistance of John Crawford at Jaguar Rover Australia (JRA), secured the appearance of Stirling Moss and major sponsorship from JRA.

On the Friday before the meeting I had the enviable role of chauffeur to Stirling and his wife Susie. I picked them up early from the Boulevard Hotel and after interviews by members of the press, we headed for Amaroo Park. We were in my Range Rover and, on the Harbour Bridge pulled alongside an XK120. The driver of the low Jaguar looked up to see Stirling Moss looking down, smiling, waving and admiring his car. He would have dined out on that for years.

At Amaroo, I pointed out my car, the PRAD that I had brought out the day before. Stirling mistook it for a Maserati 300S, admittedly from a distance, and I'm still dining out on that.

Throughout the meeting, Stirling did whatever was asked of him, from demonstrating cars including Pat Burke's Jaguar C-type and John Dawson-Damer's Lotus 39 to posing for the 1984 version of 'selfies', handing out prizes and signing a million autographs, always pleasantly, always willingly. One of my abiding memories was when we were late for an interview on ABC radio in their old Forbes Street studios, running with Stirling through the Cross to make the appointment. He was no prima donna and gave us excellent value for money. Historic Amaroo '84 - Tribute to Jaguar remains perhaps the most memorable historic race meeting in Australia.





I said in my February column that the previous two months were extraordinary, the two just passed have surpassed this. Once again Australia has been the lucky country, with some effective management thrown in.

For we petrol heads it has been pretty dreary, however as I write this things are looking up, with NSW at least, returning to something approaching normality, or as much as we can expect at the moment. This past two months, for me, have been characterised by Zoom, as Stephen said, followed by YouTube and all manner of auction sites, which I'll come back to in a later issue. Based on the crowds, the goto destination for everyone has been Bunnings, which is pretty sad.

It's been a time for cleanouts and projects. I've been conducting something of an archaeological dig in my workshop and shed, discovering all manner of leftovers from previous automotive, er, phases. eBay and Gumtree have been getting a serious workout.

Working from home has been quite an experience and very busy, the reason this magazine is late. Conducting meetings by video conference has been generally effective, however, it has highlighted the serious lack of bandwidth. It causes all sorts of problems. If we really are going to use this technology more, and we are, this issue has to be addressed.



In April we lost Sir Stirling Moss, one of the last drivers of an era when not many survived to any sort of age, let alone old. I am very wary of writing eulogies or biographies of people I didn't know. Most motoring publications and websites have written much more original tributes than I could write. Accordingly, I taken the liberty of reprinting this tribute to Sir Stirling from an article written by Srikanth Ramamurthy published in Speedtoq on 13<sup>th</sup> April 2020.

Stephen in his column refers to meeting Sir Stirling at the Tribute to Jaguar race meeting held at Amaroo in 1984. Ironically, I was at that event with the Jaguar Drivers Club in my first "proper car" a rare manual with overdrive Mark IX Jaguar. It was a lovely original low mileage car. The Club did some parade laps at lunchtime, here is a photo taken from that day.

The cover photo is my favourite of Sir Stirling driving my favourite F1 car.

I'm looking forward to catching up as we all emerge from "under the doona".

## Tribute to Sir Stirling Moss 1929-2020

Stirling Moss grew up by the Thames to parents who both participated in motorsport in one form or another. Naturally, it didn't take long for Stirling's desire to race to be kindled. Despite his father's wishes that young Stirling would choose a path that would lead him to dentistry, Stirling was able to convince his old man to let him spend his winnings from horse racing on a 500cc Cooper which he could race in the British F3.

Stirling made his racing debut in the British F3 as a 19-year-old in 1948. It must be noted that although a 19 isn't exactly a young age to start driving the F3 by today's standards, it was an extremely young age back in 1948. To put it into perspective, Stirling's most fierce rival, Juan Manuel Fangio only began racing at 25 years of age, after serving time in the Argentinian military.

Motor racing was very much a gentlemanly sport back then and Sir Stirling was well known throughout the paddock as *the* gentleman. Jackie Stewart probably put it best when he said the following:

"He walked like a racing driver should walk, he talked like a racing driver, he looked like a racing driver and he set a standard that I think has been unmatched."

Despite his exploits in formula cars, Sir Stirling first tasted victory in racing, in a sports car at the 1950 RAC Tourist Trophy behind the wheel of a borrowed Jag. He continued competing at a high level in touring car racing, rallying, and endurance racing. Inevitably, he was noticed by the Formula 1 teams and although the Mercedes-Benz team couldn't sign him right away, the Merc team boss advised him to spring for the faster, more agile Maserati.

Despite issues with reliability, the Maserati thrust Stirling Moss into the forefront of the sport at the 1954 Italian Grand Prix he overtook both Juan Manuel Fangio and Alberto Ascari, two of the most revered drivers in F1 history. He led the race until the 68th lap when his engine gave up, but that didn't deter Stirling. He literally pushed his car past the finish line to take 10th place. By now, Mercedes had seen enough. They knew they wanted Stirling in their car.



Fangio and Moss would become the biggest stars for Mercedes-Benz. Despite being teammates, the rivalry between the pair would result in truly memorable races. Perhaps none more memorable than the 1955 British Grand Prix when Fangio famously let Moss by so he could take victory in front of his home fans. Although, Fangio would never admit it to Moss.

This era of his career was perhaps summed up best by Sir Stirling himself. He proclaimed,

‘The best classroom of all times was about two car lengths behind Juan Manuel Fangio’.

Moss and Fangio would continue to be both bitter rivals and close friends until Fangio’s retirement in 1958.

The closest Stirling Moss came to winning the title was in 1958, when fellow Brit, Mike Hawthorn won the championship. Funnily enough, Hawthorn’s achievement was perhaps down to the quick bit of advice he received from Stirling. Hawthorn had spun and stalled his car on an uphill section at the Portuguese Grand Prix. When Stirling saw what had happened, he quickly advised Hawthorn to steer downhill, against the run of traffic and jump-start the car. Moss even defended Hawthorn when the FIA tried to penalize him for the manoeuvre — yet another story that spoke volumes about the gentlemanly nature of Sir Stirling.

Yes, the record books will remember Sir Stirling Moss as the best F1 driver to have never won a World Drivers’ Championship, but as you can tell, that doesn’t even come close to telling the full story. Consider this: Sir Stirling won 24.24% off all the Grands Prix he took part in. His win percentage is higher than many of today’s world champions, who had many more races per season than Stirling ever did. For example, Jack Brabham and Nelson Piquet, who were both triple world champions had a win rate of about 11.3%. Double world champions, Fernando Alonso and Mika Hakkinen had a win percentage of 10.2% and 12.4% respectively. Surely, it is unfortunate that Sir Stirling Moss had the terrible misfortune of being in F1 during the twilight of Fangio’s career and the dawn of Jim Clark’s. However, his achievements in F1 can never be summed by the number of world titles alone. The world should remember him for the fact that he redefined what was possible in motorsport. He embodied the grit and determination it took to drive the cigar-shaped high-speed death traps that competed in F1 back then, but he did so without losing even a bit of his well-mannered nature. The man puts it best himself,

“I believe that if a man wanted to walk on water, and was prepared to give up everything in life, he could do it.”







Stirling's performances in F1 will forever be remembered by the motorsport fraternity, but the most daring and impressive victory of his career has to be the 1955 Mille Miglia: a 993-mile endurance race across Italy that Sir Stirling and his co-driver, Denis Jenkinson won with an average speed of 98 mph. He finished the race a whole half an hour faster than Fangio, who was second. To give you an idea of the magnitude of the achievement, we must refer you to the [Autocar report](#) after the race which stated,

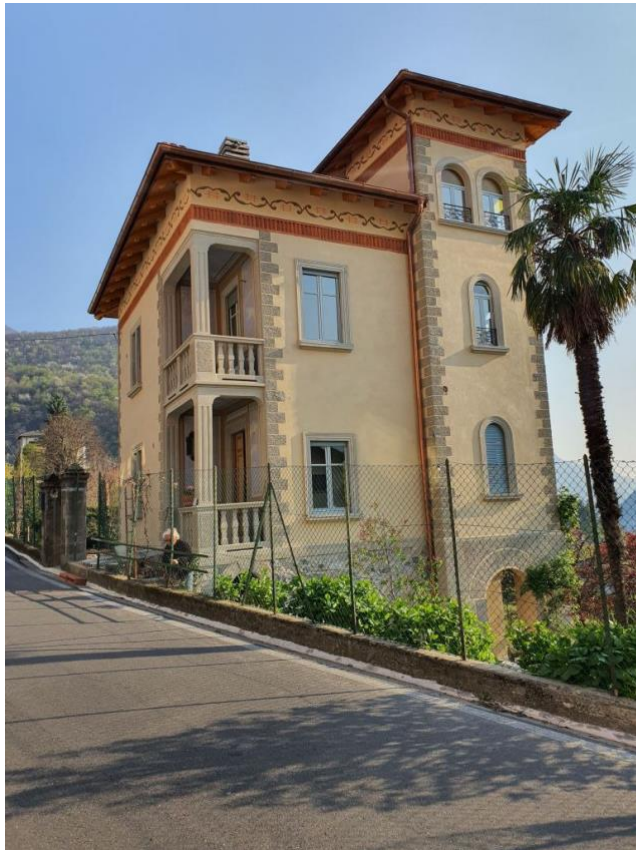
"Imagine having an early breakfast and leaving London by car at about 7.15am, reaching Aberdeen by lunchtime, and getting back to London in time for a latish tea — with only two stops. That, on roads that are admittedly better than British roads, parallels the achievement of Stirling Moss."

Nobody really needed any confirmation, but the Mille Miglia victory set the degree of Sir Stirling Moss' driving genius in stone. He eventually retired from racing in 1962 after crashing his Lotus at Goodwood, leaving him partially paralysed. That didn't deter him from breaking his retirement numerous times in the 70s and 80s. It was in 2011, at the age of 81 when Stirling told the world that his racing career had definitely come to an end after he had scared himself during qualifying for the Le Mans Legends race. Till the very end of his career, Sir Stirling lived by his words:

"Movement is tranquillity."

It is almost 2 years since we purchased a beautiful old villa in Nesso, a small village on the shores of Lake Como. It was not our intention to buy a house but when we saw it, we looked at each other and said 'YES'! The house is nearly 100 years old and it had not been lived in for at least 10 years before we bought it. The house was in desperate need of major refurbishment, both externally and internally. The garden also had not been touched for all this time.

This work started 15 months ago, and we are now reaping the benefit of all the hard work put in by everyone. The quality of the Italian tradesmen is excellent, but their very relaxed method of building took some getting used to. They start work at 8.30am, stop exactly at midday, which is heralded by the church bells, for at least an hour's pranzo (lunch) - €10 for a 2-course meal including wine and coffee!



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Because our builder is a friend, we would join all the workers and pile into cars and head for either one of the three local restaurants. The worst performers were the electrician and the plumber whose favourite expression was 'domani or dopo domani' (tomorrow or the next day). This sometimes could mean a week or two!!! On the positive side, all the tradespeople were able to complete sections of the work at critical times.

The first section of the work was to create an apartment on the lower level for a future caretaker. We moved into this last year on our wedding anniversary, using cardboard boxes instead of doors. The doors arrived two days later. Luckily, it was at the beginning of summer!

We were due to fly back home on 20 March but a week before then, our flight from Milan was cancelled. There were flights available from Rome but in order to get there we would have had to make a long train trip, mingle with people at the airport and suffer a long flight only to be put into isolation in Sydney for two weeks. We quite quickly decided that we were safer here.

Italy started its shutdown on 10<sup>th</sup> March and since then we are only allowed to go to the two local alimentari (general store), the bank and the pharmacy. We are not allowed to visit any other areas and we have to carry a permit with us at all times. It is now mandatory to wear masks when we leave the house.







We have settled into a routine of reading, watching Netflix, Stan, ABC iView and SBS on Demand. We were very fortunate to move into the main house just before the shutdown, which means we are far more comfortable and have three floors to occupy. We also have the garden to work in and a couple of weeks ago we seeded an area so now we can also just sit back and watch grass grow!! The local shop across the road was able to get in some flowers that we planted in pots on the balconies and this requires at least 10 minutes of watering every day!

Our neighbours have done more work in their house and garden in the last two weeks than they would have in the last 10 years. As no one is allowed to work, everyone is looking for things to do.



Unfortunately, the Astons are in Sydney on trickle chargers, but we have our lovely Fiat Panda in our carpark which we can't drive anywhere anyway.

We are both very well and although Nesso is in Lombardy, which is the epicentre of the virus in Italy, we have only had one person in the village who has contracted the virus. As long as we are sensible and follow the rules, we should be safe. We have no idea when we will be able to return home but there certainly are a lot of worse places to be confined.

**Arrivederci tutti, Gae and Andrew Bristow**

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*After receiving this wonderful article, I asked Gae for some history of the house and its restoration. This is her reply and the photos she supplied - Ed.*

Regarding the history of the house, it was built around 1927, although there is a date scratched into a wall on an old shed in the garden dated 1909. The house is known as a Liberty style which is the Italian equivalent of Art Deco and we have seen many varied versions of this style, some very decorative. There are two other similar houses near us that were built at the same time by the same builder. The house originally owned a lot of land which was terraced with we believe, chestnut trees, olive and grapes which was the case in a lot of Italy.

Gradually this land was sold off and many new houses were built, we think around the 1950's 60's. We are the third owners of the house and we have met some of the family from the previous owner. They were very happy that we wanted to restore the house and respect the original design. Not that we would have been given permission to change any of the outside design as it is regarded as an historical house. We applied to put a dormer window in the attic roof, but this was knocked back by the architects in Milan.

The house has a distinct lean and in some rooms you definitely feel as if you are walking downhill. They call it the leaning tower of Nesso!!





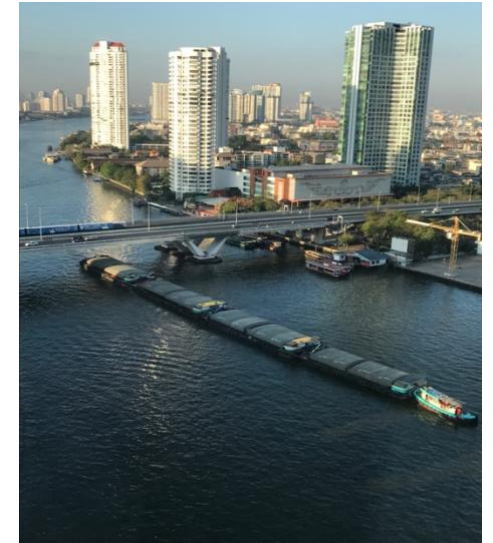
In this case “PARTS” means engines, gearboxes, clutches, differentials, axles, etc.

Having visited Bangkok many times over the last forty years I always have been fascinated by this particular area of the city. The area, where this alcove of spare second parts is spread, covers approx. 10 acres (And I'm just guessing the acreage) of prime river real estate on the Chao Phraya River. Within a 10-minute walk, or a 2-minute Tuk Tuk ride you have several 5-star hotels including the Shang Lai and the Sheraton and directly across the river you have the Peninsula hotel and a new upmarket shopping complex called the ICONSIAM. And within a kilometre we have the Lebua hotel with its 54-floor open air rooftop bar and restaurant, famous for the location of the movie Hangover2.

For those who haven't visited Thailand before, Bangkok, is Thailand's capital with a population of over 8 million people and is known for its ornate shrines and its vibrant night life. Hour long foot massages are about \$12 Australian and massage houses are everywhere in the inner city and surrounding suburbs. On querying the girls, they receive 40% of the fee and the establishment receives the other 60%. If you don't do any massages in a day your take home pay is Zero dollars!

The fore mentioned Chao Phraya River feeds a network of canals (another tourist attraction) that flows past the Rattanakosin royal district , home to the opulent Grand Palace and the nearby Pho Temple that houses the enormous reclining Buddha. As a matter of interest, the passenger ferries that service the river carry 136927 passengers a day! All these attractions are within a few kilometres of our spare PARTS factories.

Of interest, John Moody and I did a Tuk Tuk ride through the many small lanes in which the spare parts factories were housed. The Tuk Tuk driver was amazed that someone would want to see this area.







On my February 2020 trip I made two walking trips to the area to see what I could find and what parts would cost. Firstly, I must say the area was very clean as these factories share the little lane ways with residual houses. Small children play in the streets and forklifts move engines etc. in an out of workshops. O H&S isn't an issue and the system seems to work.

Unfortunately, my Thai isn't that good and their English is as good as my Thai, so trying to find out about the place was a little difficult! What I can say that the spare parts places have been here for over 50 years and are handed down generation by generation. No one could tell me how many existed, and my own estimate would be approx. 100. Many specialise in various components i.e. company one does clutch plates, company two does clutches, company three does gearboxes, etc. but all these component suppliers have competitors. So, we may have 10 companies just selling gearboxes and another 10 selling exhaust systems.

So, who buys all this stuff? Basically, all the river boats, the long tail V8 boats, the barges etc and they also sell to the local car shops. It seems there is a very heavy trade in second refurbished motor parts.

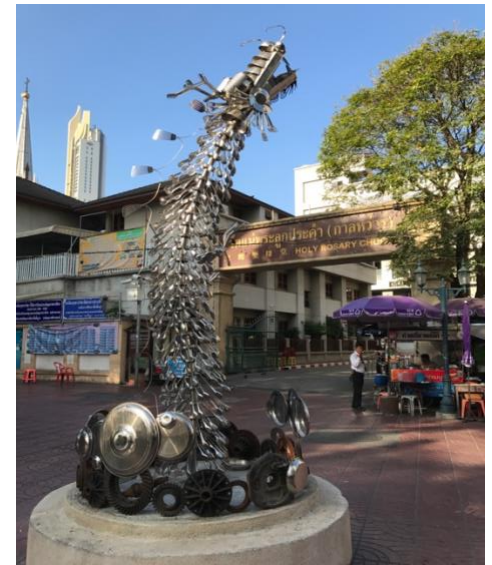
So how much do things cost. I must say, trying to find this out, was somewhat of a challenge and being a tourist the price was inflated and negotiable. If I wanted a clutch and gearbox combination I would have to deal with four different suppliers. The Clutch supplier, the clutch plate supplier, the bellhousing supplier and finally the gearbox supplier. The good news was they would work together to ensure everything matched and all would work in harmony. So, what do things cost! I still don't know as the price keep

tumbling as I walked away but significantly cheaper than Australia.

Of interest, I was in a massage parlour (!) and bumped into Warren Jenkins who some may know. He races a Mustang 2+2 in Historic races in Australia and owns an Aston Martin V12S which he keeps in the UK.

Maybe when the virus has passed us by, I could arrange a wonderful tour to Thailand and Bangkok. Lovely people and some good drives as you head south towards Malaysia.





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### THE HUMMINGBIRD

If I said 'Colibri' to you, you would probably think back to the days when you used to light up your gaspers with a disposable lighter called Colibri. It was also the name on the side of the offshore powerboat in which Ferrari F1 driver Didier Pironi lost his life in 1987 and translated from French it means Hummingbird.

I first came across Colibri at Le Manoir de L'Automobile at Loheac in France. It's a short way to the south of Rennes in North West France and a couple of hours drive from Le Mans. The owner of the museum, Michel Hommell, was a publisher of motoring magazines in France and manufacturer of a Renault powered mid-engined sportscar, the imaginatively named Hommell Berlinette. He acquired the intact remains of the Colibri for one Euro and proceeded to restore the vessel to the condition in which it had last raced. He then also created an impressive display in his museum dedicated to Didier.

Didier had been leading the F1 Championship at the time of the accident at Hockenheim that ended his career. Coincidentally he was also leading the Offshore World Championship at the time of the accident at the Isle of Wight, but this one was not survivable.

### DIDIER

Pironi's life story was recently told by David Sedgwick in the biography "Pironi: The Champion That Never Was". It's an interesting read that goes back to his early days in Paris as the son of an Italian migrant who had made good. His father had fallen in love with his wife's sister and Didier's mother. They all lived together in a compound in Villecresnes in Paris in a *ménage à trois* as the French would say. Didier was very much brought up by his mother and became quite adept at getting his own way, even after half the gendarmerie of Paris had tried to chase him home ... they never caught him!

In addition to the book there is a rather charming web site dedicated to him with lots of photographs that stretch from the early days in Formula Renault and F3 to Ferrari and the offshore racing. It's here: <http://www.didierpironi.net/index.html>

The site is still being maintained and the most recent entry was in 2018.

Motorsport magazine produced an excellent tribute to Didier in 2000 which gave a good insight into the man:

*From the outside Didier Pironi was a man touched by the ice god, displaying cool, measured detachment which sent a shiver through those who didn't know him. But that was merely the lid over a spitting cauldron of desire so intense that in the end it devoured him.*



*As a racing driver, nature had equipped him adequately, but without the special blessings it grants the favoured few. The shortfall made little difference to a man driven by such intense ambition, directed by that icy logic. No physical barrier was going to come between him and his goal. He habitually ventured into realms of risk unusual even by the standards of a racing driver, but in a spookily deliberate and measured way. "He pushed himself harder than anyone I've ever seen," says his former team-mate Jacques Laffite. "He had huge balls."*

*This chilling intensity, the refusal to acknowledge the limits of possibilities pre-dated Senna, and the 1982 World Championship that he seemed to be heading towards could have been the first of many. But before that came to be, the laws of karma caught up with him and ended his driving career. Five years later, with his ambition re-directed, they also ended his life, in a powerboat race.*

The full article is here: <https://www.motorsportmagazine.com/archive/article/february-2000/60/didier-pironi-driven-destruction>

## LE MANOIR

Only three decades ago Le Manoir was a farm with a few outbuildings. Today it houses more than 400 vehicles in an area of 15,000 sq meters. The exhibits are quite varied with everything from a number of Le Mans cars to some gorgeous Facel Vegas and lots of those petite Renault Alpines. There's also a small track at the back of the museum which opens to individuals on the last Sunday of every month between 2 and 6pm. Drifting and motor cycles are *interdit*.

My photos are now over a decade old, but are I believe still representative. They are spread across two galleries:

<https://ibraithwaite.smugmug.com/MotorMuseums/Loheac-Pt-1/>

<https://ibraithwaite.smugmug.com/MotorMuseums/Loheac-Pt-2-1/>

You'll also find one of Didier's Ligier F1 cars emblazoned with Gitanes all down the side.

There's lots more information on the Museum here:

<https://www.manoir-automobile.fr/home/>

And there is a little Union Jack in the top right-hand corner which ensures you can read it all in English.

## LA LOIRE

Loheac is one hour north of Nantes and the mouth of the Loire. So, you should have no trouble talking your loved one into a visit to this part of the world. Just mention chateaux and lovely manor houses and you'll be right.

There is also an excellent museum at Le Mans which I'm sure you will find a good excuse to visit!

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#### INTERESTING EXHIBITS #4: THE OLDEST TOYOTA

One would have expected that the largest motor vehicle manufacturer in the world would own their earliest car. This is not however the case and if you go to the Toyota Automobile Museum in Nagoya you will find this example of the 1936 Toyoda AA. Many thanks to Peter Landan for this photo.

It is in fact a replica and the earliest car is in the Louwman Museum in Den Haag in Holland in completely unrestored condition. The factory had been looking for years to find an example of one of the 100 units built in 1936. Louwman succeeded in finding one in Vladivostok. It had been owned by a Siberian farmer and his grandson brought it to Vladivostok where it was acquired by the museum's Managing Director Ronald Kooyman in 2008. It is the only known survivor from Toyota's pre-war production.

The car was transported to Moscow and a seven month negotiation with the Ministry of Culture began. They eventually prevailed, obtained the necessary export licences and transported it to the Louwman Museum where it resides in all its unrestored glory.

Inspired by Kiichiro Toyoda's visits to America, the AA bore some resemblance to the Chrysler Airflow and was fitted with a 3.5 litre 6 cylinder engine. In fact its paperwork in Russia had identified it as an Airflow.

You will find a more complete account of the cars retrieval on this link:

<https://blog.toyota.co.uk/toyoda-model-aa-finding-the-worlds-oldest-toyota>

The Louwman Museum is owned by Evert Louwman, the Dutch importer of Toyota cars and was started by his father Pieter. The relationship between Dr Toyoda and the Louwmans was always close and Dr Toyoda gifted them his desk which now sits close to the AA.

The Museum contains over 200 exhibits and claims to house the largest single collection of pre-1910 vehicles. They even go back to the sedan chair and provide a fascinating visual history of the motor vehicle over the last 130 years.





Many museums just line their vehicles up in rows and thereby lose the opportunity to create a display that really tells the story of each particular exhibit. At Louwmans most of the exhibits have some background material behind the cars and some are even in their own rooms.

A good example is this Dodge which reflects the fact that Louwman were the Dodge importer. There's a picture of Pieter Louwman on the wall behind the car and a picture of their premises on the other wall.

Motorsport enthusiasts will enjoy the excellent display of cars with Le Mans history. The Museum in fact lists XKD606, the 1957 Ecurie Ecosse Le Mans winner as its Top Car followed by the 1935 Le Mans winner, the Lagoinda M45R. Who could argue with that?

There are Alfa Romeo Type 33 Daytona Coupe and an open Tipo 33/SC/12, an Aston Martin Nimrod, Lancia Abarth LC1, Mazda 737C, Sauber Mercedes C-8, and Toyota TS-010 Le Mans to name a few. Two other interesting cars from the 30's are the Alfa Romeo 8C 2300 Le Mans Touring and from the other side of the pond the 1933 Hudson Straight Eight Indianapolis.



From the fast to the curious we arrive at the Brooke Swan Car which was the creation of a somewhat eccentric Scot called Robert Nicholl 'Scotty' Matthewson. To quote from the Museum description:

*The bodywork represents a swan gliding through water. The rear is decorated with a lotus flower design finished in gold leaf, an ancient symbol for divine wisdom. Apart from the normal lights, there are electric bulbs in the swan's eyes that glow eerily in the dark. The car has an exhaust-driven, eight-tone Gabriel horn that can be operated by means of a keyboard at the back of the car. A ship's telegraph was used to issue commands to the driver. Brushes were fitted to sweep off the elephant dung collected by the tyres. The swan's beak is linked to the engine's cooling system and opens wide to allow the driver to spray steam to clear a passage in the streets. Whitewash could be dumped onto the road through a valve at the back of the car to make the swan appear even more lifelike.*

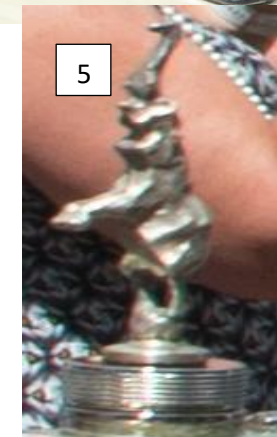
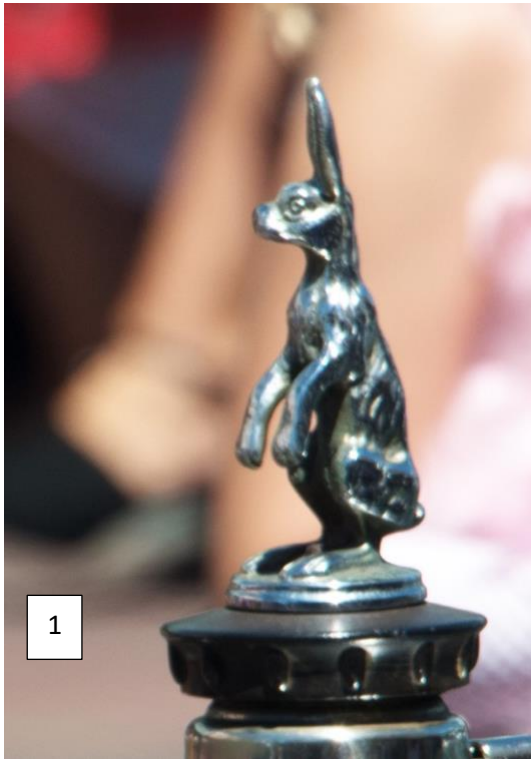
The second swan that you can see at the bottom right of the picture is called the Cygnet. After the Maharaja of Nabha had acquired the Swan Car he commissioned the smaller version to use on his estates in the 1920s.

So if you have a spare couple of hours and you are in the Hague head on down to Leidsestraatweg 57, 2594 BB Den Haag

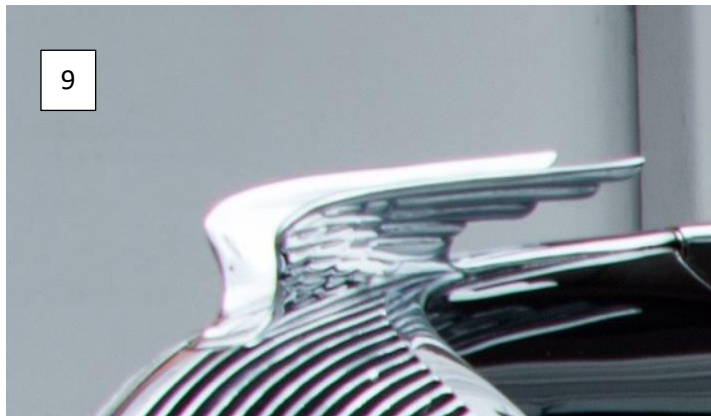
All my photos are here: <https://jbraithwaite.smugmug.com/MotorMuseums/Louwman-Museum-Holland/>



Demonstrating that I've got too much time on my hands (*correct - Ed*) I've put together the attached quiz. The idea is to match the bonnet ornaments/ radiator caps to the vehicle for 1 point per correct match. As some of the manufacturers changed their mascots over the years of manufacture then a bonus point for being within 5 years of the model year (or year range) of the vehicle, and a further bonus 2 for being exact.







## The Car's the Star



The Beautiful but unfortunate 1956 Chrysler Norseman that went down with Andrea Doria in July 1956



# The End



	Answer
Item 1	Alvis (1924 Alvis 12/50 SB Tourer)
Item 2	Austin (1925 Austin 7 Chummy Tourer)
Item 3	Auburn (1935 Auburn 8 851 Supercharged Phaeton)
Item 4	Bentley (1939 Bentley 4.25 Overdrive Park Ward body)
Item 5	Bugatti (1930s Bugatti Type 46)
Item 6	Buick (1947 Buick Straight 8 Convertible)
Item 7	Cadillac (1941 Cadillac Series 62 Convertible Coupe)
Item 8	Chevrolet (1932 Chevrolet Series BA Confederate Sedan)
Item 9	Chrysler (1935 Chrysler C7 Airstream tourer)
Item 10	Citroen (1950s Citroen 15 Traction Avant)