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The official magazine of
the Thoroughbred Sports
Car Club

Autumn Winter 2023



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Closing Date for the Summer 2023 Edition – 30 October 2023

About Our Club

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.

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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](#)
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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

Contributions to the Webmaster:

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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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Top Gear has been continuously published since September 1981.

Cul de Sac

Until “Les Charlatans” rolled out the L76 Peugeot in 1912, which set the pattern for high performance petrol engines for the rest of the 20th Century, there seemed to belittle argument that there was no substitute for cubic inches (litres to the post metricists).

Whether you installed a large aero engine or a purpose-built engine, the most effective route to speed was a large one. In 1904 Louis Ribeyrolles built a V8 engine from two four cylinders on a common crankcase for a total of 25 litres and put it in a Darracq chassis. This was enough for 200hp and 122 mph in 1906 and what should have been a land speed record.

In response to all this record breaking and racing activity Benz (Mercedes and Daimler Benz didn't merge until 1926) built a four-cylinder 21.5 litre car in 1909. At Brooklands in November 1909 the 200hp RE Benz was the first car to exceed 200kmh, however, it wasn't suitable for outright speed so in 1910 one was taken to the US to be run at Daytona Beach. In the hands of Barney Oldfield, it became famous as the Lightning or later the Blitzen Benz. It was for a time the fastest car in the world, at a time when the fastest plane could travel at 47.84mph! It wouldn't be exceeded until 1913 and 1920 officially. Ultimately, piloted by Bob Burman it exceeded 140mph.

In 1911 Fiat, in response to the enthusiasm for speed records developed the S76, truly one of the most extraordinary of the large engine cars, outside aero engine specials, which came a little later, with surplus engines from WW1. That's another story and Bill Boddy covered it in his two-part book on these cars.

There were two S76s, the engine, at 28.3 litres, was originally built for an airship. Producing around 290hp it was built to challenge the LSR. It was run at Ostend in 1913 recording 132.27mph, exceeding Oldfield's record speed, unfortunately, only one run at this speed was recorded and therefore it was unofficial. The car was recreated by Duncan Pittaway from parts of the two cars originally built in 2015.



These three and 23 other early 20th Century Edwardian specials and racing cars made up the grid of the S F Edge Trophy race held at the 80th Goodwood Members Meeting which Wendy and I attended on Saturday 15 and Sunday 16th April 2023. They sounded like low flying aircraft, which is not surprising considering the origins of so many of the engines. For me this was the race of the Members meeting, the battle between the Indianapolis Sunbeam and the 200hp Darracq was fabulous. The race is on YouTube and well worth watching.

We also attended the April Bicester Scramble attended by around 10,000 people!!
Autumn Winter 2023

We had the privilege of being loaned the Porsche Carrera shown on the cover (being cleaned after Goodwood) for the duration of our UK trip.



The Ballard Special – Twin Model T engines



1914 TT Sunbeam



Astons on show at the Bicester Scramble

The Buzz from The Prez

Where have all the old cars gone? I miss them on Club runs. How long has it been since we have seen an MGA let alone a T-series MG? What about a TR3, a 105 series AlfaRomeo or any Yankee car from the 1950s? There's even a trend away from cars from the 1960s in favour of modern cars from the 'computerised' era. New Mustangs have become the 'classic of choice' while those from the '60s stay at home in the shed. Newish Porsches are popular, as are models like Jaguar XKR, recent Aston Martins and Mercedes Benz. There is even a growing number of SUVs, much to the chagrin of some members. It seems that as our membership gets older, our cars get younger

When it comes to these trends, I am one of the chief offenders. My beautiful Jensen 541R is gathering dust while my Riley Special barely ever turns a wheel. To make matters worse, I've been on Club runs in my white Alfa Romeo Stelvio Quadrifoglio. (I defend the car against criticisms that it's just another small white truck, indistinguishable from all the other small cars white trucks. Indeed, I believe it holds true to the Club's ethos of members' 'interesting cars' with its Ferrari-derived engine and Lamborghini-topping performance. *(See, I can make excuses with the best of them)*

There are a number of factors in this scarcity of the '60s and beyond. My second-ever car was an MG TF. I positively revelled in its hard ride, draughty doors and side curtains and, by today's standards, marginal brakes. All these features are present in my Percy Riley Special. What was fun is now hard work!

One obvious reason is that as we grow older our senses start to decline. Mirrors are more important than ever to keep us aware of the presence of other road users. Mirrors in many older cars were limited to a central, interior one, about the size of a business card. Wing mirrors or those mounted on the doors were usually driver side only and at an extra cost. By contrast, side mirrors on new cars incorporate radar to warn the driver of overtaking vehicles in the adjacent lanes. The latest iteration of the humble mirror is to have no mirror at all, but in its place a minute camera, peering backwards. It displays the image it 'sees' on a tiny screen where the mirror used to be. Add adaptive cruise control, collision avoidance, lane wandering, and cross traffic alarms are tempting us out of 'analogue' cars.

Our comfort has been catered for by air conditioning. I seem to remember the TF had a knob marked 'HEAT', but I doubt if it was connected to anything. Warmth was provided by heat sink from the engine itself, whether you liked it or not.

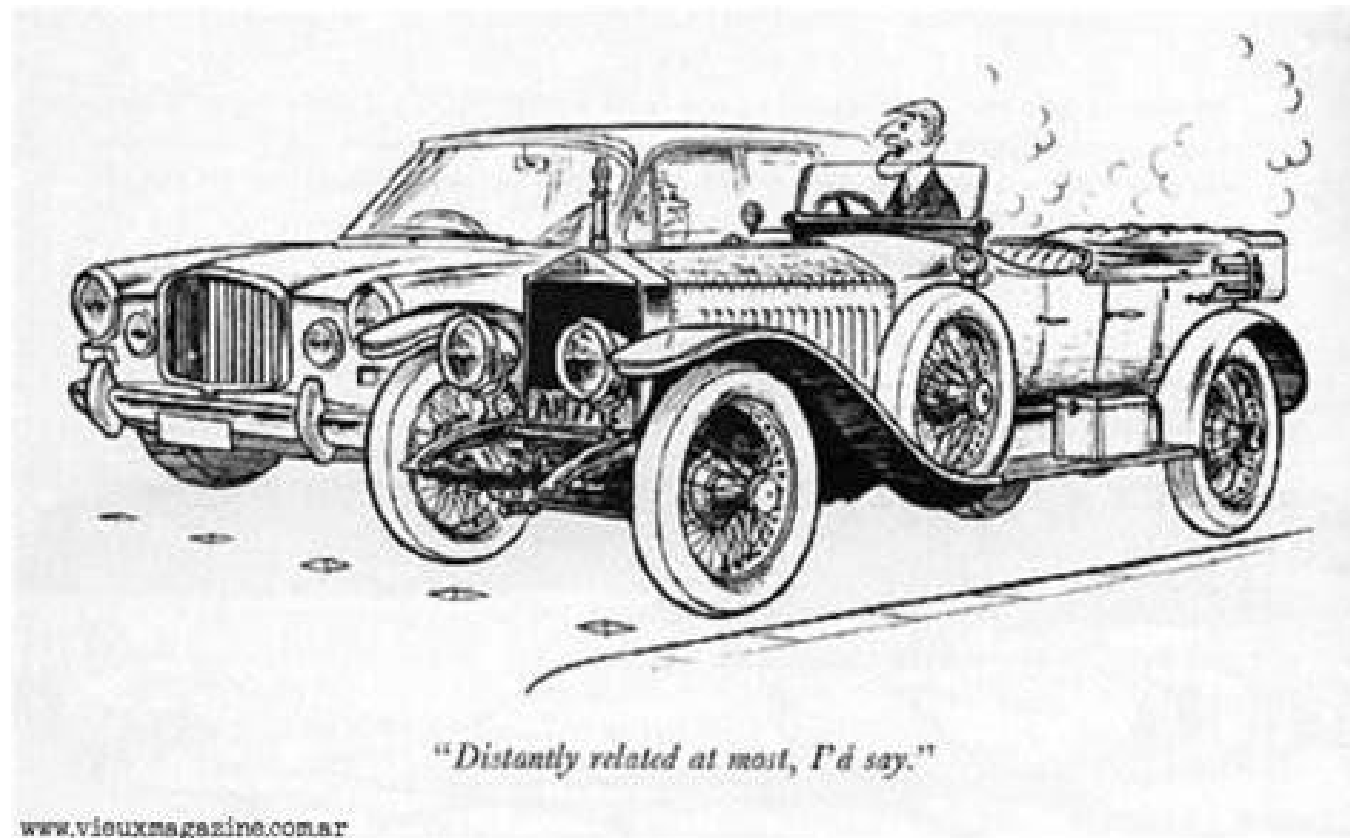
If all that is not enough, it's becoming increasingly difficult to find competent repairers of old cars. Unlike the scene in the UK, apprenticeship training here seems to be non-existent. Trainee mechanics are well versed in plugging in computers to diagnose problems, then replacing the faulty part, not fixing it. I've heard some horror stories from a well-known engine builder who shared premises with a workshop that specialised in older cars. Young, qualified mechanics would ask him how to adjust tappets, how to time a distributor and tune carburettors. *

There is something we can do about it. There is a well-known maxim that goes 'USE IT OR LOSE IT' and it applies to our old cars as much as it does to our bodies. Sitting down all day makes it harder to get up and walk, being fed information via a screen alone makes thinking and reasoning more difficult and the absence of mental stimulation reduces our memory and ability to reason.

The same applies to our cars. Using a modern car is easy and the more we make them our car of choice, the easier it is to continue to use it and leave the older car in the shed. We'd rather drive our air-conditioned cars with the windows up than 'enjoy' *the old wind in the hair, flies in the teeth* sensation of earlier motoring.

It's up to us to save the old cars. The government has provided a generous system of registration for cars 30 years old or older, so let's dust off the old cars and recall the fun we had and why we got involved in the old car movement in the first place.

*A funny sign doing the rounds of the internet recently said. *In the 1930s, the owners' handbook told you how to carry out a valve grind and de-coke. Now it only tells you not to drink the battery acid.*



Gary and Wendy Maher very kindly wrote an article for Day 8 of the Big Trip which your Editor failed to publish. Accompanying it were these marvellous photos of the painted Silos in Colbinabbin, Victoria, which are fantastic, so with apologies to Gary and Wendy, here they are – Ed.





24th October

Flight from Sydney left at 7.30am, John and Annie picked me up at 4.30am. Good flight and on arrival in Perth, we went to the yard where the BMW was to be picked up, but it did not arrive till 2pm and it took 2.5hrs to unload, a real comedy of errors. Duxford Hotel is home for 4 days.

25th October

Checked under the BMW and found the 6mm skid plates bent badly under the gearbox by the trucking company unloading the car, other minor damage observed but all appears ok. Drove up to Kings Park for a look and on return to hotel other competitors were arriving so there was much to talk about. Dinner with Terry and Roger was a great time to hear of their trip across to Perth.

26th October

Run down to Fremantle for breakfast, had a walk around the town, it was great to see so many old buildings and those recently built were in keeping with the existing. Filled spare fuel tanks and main tank, cleaned and repacked BMW. Ready for signing in tomorrow. Caught up with Terry and Roger doing a little maintenance on the Mustang. We have a bigger group now talking of past experiences over dinner. Les and Rick Johnson along with John Tourish and Lee Portelli have also arrived, just like being at home with our friends around us.

27th October Perth

Today we are given our travel books, with our instructions and signage for the car. In the evening we had a welcome dinner and several talks about the days ahead

28th October Perth to Southern Cross 960 klms

Today we travel Perth to Paynes Find to Youanmi to Diemals to Southern Cross

Breakfast at 5.30am first car away 6.20am then 1minute intervals. Our starting position was 50, 75 cars in total. Our run out of Perth was easy nottoo much traffic and getting to follow the directions was a little easier as wewent along. 400klms on bitumen to the northeast of Perth, then 560 Klms of dirt south to Southern Cross. The dirt roads were in far better shape than we expected, and we were able to make a good time. 960 klms in 9.6 hours, average 100 Klms/hour including fuel stop and controls. The BMW was a treat to drive, some under steer particularly on the dirt. Through Diemals we travelled the old dirt in pretty poor condition.

Diemals

We removed the fuse for the ABS for the dirt which meant we also lost theAir Conditioning, not as comfy then. Arrived at Southern Cross in 19th position. Mostly due to the good fuel economy and large fuel tank, therefore less fuel stops than most. We had 1 bad accident where a car stopped to open a gate and the following car ran into them at speed. All 4 occupants were taken to the local mine first aid and flown to hospital by the Royal Flying Doctor Service. They were all ok. We have several other cars that did not finish today. There is a Tesla on the Marathon, after only 248klms it stopped for a recharge. To be able to follow the event, it has 2,5 tonne trucks carrying generators, a back-up truck with a 3rd generator plus a bundle of helpers, it is the vehicle on this run that requires the mostfossil fuels to participate and is not travelling the hard roads and only travels at 105k/hr. Not a good advert for electric cars.

29th October southern Cross to Norseman 464klms.



Today we travel Southern Cross to Marvel Loch to Forrestania to Lake King to Norseman which is much of the original route, narrow rough track and it rained, so the ruts were washed away. The road from Marvel Loch to Lake King was the original route taken in 1968, back then it was a goat track and very difficult to navigate, today it is well used and in very poor condition. With the rain it was very tough going.



One such rut we broke the right rear shock mount on our BMW.

Later on, we fell into a large hole full of water and bent the fuel tank taking out the fuel pump. As it was nearing dark when help arrived, we were flat towed to Norseman (by Paul and Ester and John and Lee), 50k on wet soft, rough road then, 50k on bitumen all in the rain. You can't thank the team of supporters enough for their tireless assistance. Sandwich and coffee for tea from the garage then off to bed.

30th October

Norseman to Eucla to Ceduna 1220kms

Today's run should have been Norseman to Cocklebiddy to Madura to Mundrabilla to Eucla but was cancelled due to bad weather and we had a bitumen run to Eucla. Out early in the rain to remove fuel pump, panel beat the tank, fuel sender destroyed and had to repair the broken fuel lines on the pump. Reassembled

and ready to go, repacked the car and off to control. Today we are running straight to Ceduna and missing tomorrow's drive to try and repair the rear suspension. The. Rest will be in Ceduna, Monday night. Today was a long drive, we lost 2 hours in time zones, 1220kms and arrived 10pm in Ceduna, lucky we brought the spotlights or else we would have had to stop at Nullarbor as our head lights were not of much use.



31st October

Today's run for the rest of the group is Border Village to Nullarbor RH to Yalata to Ceduna.

We had already arrived in Ceduna and were looking at 3 potential repairers, then decided to empty the car at our motel. While doing so, someone John met, suggested Dale Beck 0886252616, (if you need help in Ceduna). Once we spoke to him, he offered to help, happier that we remove and reinstall the upright, his assistance and energy got us going with a hole saw blade and 2 rubber bushes.





We then fitted the spring blocks to help lift the car and stiffen the rear end. Worked so well, we removed the leftside shock and fitted the blocks. Lifted the car 20mm, excellent. At our dinner that night it was announced that the dirt roads in the Flinders Rangers were closed due to the wet conditions, so it has been decided that we run on bitumen till Wangaratta, then re-evaluate what happens next. The organisers were very sorry but as we said we can't control the weather. It rained and the wind blew so hard all night we were woken often. Many cars had problems on the dirt today, many with broken wheels, dismantled rear brakes, destroyed centre bearings on tail shafts, wheel bearings due to the thick wet mud.

1st November Ceduna to Flinders Range. 665km

Today we should have travelled Ceduna to Nungi Rd to Mt Ive to Port Augusta to Quorn to Moralana Creek to Moralana Scenic Drive to Wilpena, but due to road conditions it was bitumen all the way. Winds and rain still on as we went to breakfast, then on the road to Wilpena Pound. During the morning it was announced that a participant had caught covid and was on the way home, we all had a RAT and no further cases detected.

There is a 39 Chev Coup on the run, which ran a little wide on a bend and slid into a ditch, 2 helpers with their 4wd Utes had him back on the road in no time at all.





The drive to Port Augusta was easy and lunch was put on by a local car club. Off to Quorn, where we were honoured to have people at the check point, who were at the check point in 1968. Run up to Hawker and Wilpena Pound was easy, great roads and very scenic.

2nd November Flinders Range to Broken Hill. 456klms

Today was to be a super dirt day from Wilpena to Brachina Gorge to Blinman to Wirrealpha to Martins Wells to Erudina to Curnamona to Boolcoomata to Mingary to Broken Hill. But alas the roads were closed so we went Hawker to Peterborough to Yunta to Mingary to Broken Hill. The trip was picturesque and a delight to drive.

3rd November Broken Hill to Wangaratta 935klms





Today should have been Broken Hill to Menindee to Ivanhoe to Gunbar to Wangaratta.

Our route had to change extensively today due to the flooding, we found a way to Wentworth, across to Balranald to Hay to Jerilderie to Mulwalato Wangaratta. We did find 40klms of dirt, short of the 200 we might have done except for the floods. Still the narrow back rounds we took were fast and great driving.

4th November Wangaratta to Lakes Entrance. 400kms

Today's route should have been Wangaratta to EDI to Brookside to Falls Creek to Omeo to Lakes Entrance. Today's start is a beautiful blue sky and sunny. We were to use dirt roads over the alps, but the rain has shut these down, fortunately the route instructions have a redirection for all dirt sections if needed, the planning of the routes and the notes has been exceptional. The run to Bright was beautiful, scenery spectacular, in Bright they were preparing for an influx of hot rods. Along the low lying areas, the water was everywhere. As we started the climb to Hotham, the snow was a spectacular site. Nearing the top, it was feet deep.

Snow was through the village, so pretty. Run down to Omeo we travelled on great roads and scenery, where we stopped to refuel, coffee and a chat with 2 guys on bikes from Heathcote way. After Omeo we were back on dirt for a while, great drive mostly steep downhill and I did not disconnect the ABS so a few harrowing moments. We allowed the 39 Chev past and chased him to Lakes Entrance, that was a buzz.



5th November Lakes Entrance to Cooma 340kms

Today's run was Lakes Entrance to Murrindal to Ingebyra to Cooma.

At the start the weather was warm and slightly overcast, we headed north over some really pretty countryside till we hit the dirt, on Gelantipy rd., fabulous, at least I remembered to remove the ABS fuse so we could control our stopping better. The road was narrow steep sided in places, but in good condition, we went on to the Kosciusko National Park and still the scenery continued to be

breathhtaking. The last time I travelled this road we towed the caravan and John doesn't believe we could. The BMW still keeps up with many of the front runners and handles the rough dirt better than you might expect. Unfortunately, a Falcon ran wide on a corner and crumpled the front left guard. He was towed out of the gutter, and he overtook us some time later. The day finished at Cooma sports field where they had a car, truck and machinery show, very well presented cars and bikes to check out. There was a bit of panel beating on the Falcon so they could open their door, plenty of helpers to assist. Colin Bond was there to tell those present of his driving adventures. Roger went and thanked Colin for stopping to see if Rogers crew were ok. This happened in the Southern Cross Rally in 1973, Roger was assisting the rally that Colin was participating in, when the car Roger was travelling in ran off the road, Colin being the first to arrive stopped to check were OK. He is a true sportsman. Dinner was provided by the Cooma Motor Club, absolutely an outstanding meal, during which we were invited to take a look at their museum, excellent exhibition of cars, models and photos, a real credit to them.



6th November Cooma to Warwick Farm and the end of the Marathon. 404kms

Today's run Cooma to Numeralla to Hindmarsh Station to Nowra to Warwick Farm.

Our breakfast at the Cooma Motor Club was another superb meal. Off to Hindmarsh Control for brunch, catered by the Hindmarsh family as they did in 1968.

This was the last serious dirt section, and it did not disappoint. Next control at Nowra was at the location where the Citroen had its accident in 1968. From there we headed through Kangaroo Valley, Bowral and on to the finish at Warwick Farm. That evening we had our presentation dinner at the Racecourse, during which we were lucky to be able to view 2 videos of the 1968 marathon, truly a great finish to a great event. Bitsad it had to end.



The day dawned with clear blue sky but with a forecast of late rain. Without our own fair-weather god (Vern) being unable to attend the event, I took the time to have a chat with the weather gods, but I was uncertain they were listening. 25 members and friends met at McDonalds Preston for a coffee before setting off in twelve cars via the Camden Valley Way to Narellan, Menangle, Douglas Park, Appin to the Old Princes Highway at Darkes Forest. This route included roads that I had not driven for over 30 years and offered a range of terrain, curves and road surfaces that suited our thoroughbred cars. There were two sections of roadworks to be navigated through, but these were well signposted, traffic light controlled and had 40km/h speed limits and did not present any real concerns for our vehicles. Given the recent rains that Sydney has encountered overall the roads were in reasonable condition.



Final leg of the journey was along the Seacliff Bridge at Stanwell Park and Lawrence Hargraves Drive to Austinmer. I drive this road frequently and the views never cease to amaze- probably one of if not the most spectacular scenery anywhere on the NSW coast.



Arriving at Austinmer were made a small detour to Austinmer Beach for a photo opportunity with the ocean as a backdrop.

Lunch was selected from the large Bistro menu at Headlands Hotel accompanied by lots of convivial conversation where we solved the problems of the world (and probably created some new ones!).

The post lunch discussions continued for some time and by mid-afternoon the assembled group headed off home by various routes some of whom encountered the rain that was forecast earlier in the day.

All in all, a great drive, fantastic scenery, nice lunch and above all great company- what else could you ask for to spend a Wednesday?



So, you have toured Australia, circumnavigated New Zealand, done Malaysia, headed down Route 66 and completed your Grand Tour of Europe. Where to next? What about Iceland, a small island with a population of only 372,295, plus many sheep. While many people take bus tours to see the fabulous sights, why not see the sights at your own pace and get some great driving in. I saw a video of a classic car rally of Iceland and thought, wow! Bit far from Australia to take our classics, but there are plenty of hire car options. I will give some details and prices at the end. First, to get over a representative sample of great sights:

Geysir at Geysir



Gullfoss waterfall



Whale watching cruise from Husavik



Jokulsarlon Glacier Lagoon, from zodiac



Yep, you can see these sights from a bus tour, but what about the Drive? Following map shows the 3,124km driving trip Deborah and I did in 13 days, starting and finishing at Keflavik Airport, near Reykjavik, with the second photo showing typical driving scenery, with our trusty Dacia Duster, a Romanian made Renault. Our route followed the Ring Road (1).



Our Dacia Duster was a 6-speed manual vehicle capable of most of the unsealed back roads which are restricted to 80 km/hr and the sealed main roads, all with an upper limit of 90 km/hr. With regular one lane bridges and tunnels, this is not Autobahn touring, but a lot of fun. Our basic package covered car hire and accommodation, with traffic density becoming much lighter after leaving the South Coast area where a lot of tourist sights are located. The photo on the right, above, was taken beside the Eyjafjörður fjord, north of Akureyri in northern Iceland. The following photos present a representative picture of Iceland touring, following our anti-clockwise trip around Iceland, starting at Keflavik Airport.



First view is the road between Grindavik and Reykjavik, with hot spring activity. Travelling eastbound from Reykjavik, after passing the main section of Vatnajökull National Park, a UNESCO world heritage site, you approach Jökulsárlón glacier lagoon, as seen on the right. The lagoon is seen in close-up in one of the introductory photos. Yes, it was hard to not exceed 90 km/hr on Highway 1, the Ring Road around the country.



Some sights required side trips on dirt roads, such as the above road leading to Stokksnes. One driving issue in Iceland (apart from driving on the other side of the road) is that many bridges, even on the main Highway 1, were single lane, generally with good advance warning. The driver needs to look for right-of-way controls, to check who waits for who. Away from Reykjavik and the main sites near it, traffic density was generally low, so the one-way restrictions were not a problem.



After Olafsfjordur, in the North above Akureyri, we entered the 11 km long Hedinsfjordur Tunnel, on the left, en route to Siglufjordur, then the northernmost town in mainland Iceland. After Siglufjordur, the road hugs the coast, emerging from the Strakagong 800 m long tunnel, as seen on the right. Here we are less than 40km from the Arctic Circle. Our trip was in August. Winter driving would be interesting, but more chance to see the Northern Lights.

After travelling through Isafjordur, in the Westfjords, where our sea kayaking trip was cancelled because of the bad weather, we entered

this tunnel, on the left, heading south. The Vestfirðir Tunnel, about 6 km long starts as a two-lane tunnel, but after a branch split off in the middle of the tunnel, we came to this single lane tunnel, heading to Flateyri. Prior signage indicated that the other direction – northbound – had right of way. There were pull-in bays on the right, about 100m apart. When we saw a northbound vehicle approaching, we had to pull into one of these bays until the northbound vehicle passed. Emerging from this tunnel, we approached Flateyri, with a single-lane bridge heading South. Our accommodation for the night was the small hotel directly in line with the road.

Continuing through the Westfjords, the only north-south road (60) was unsealed, with a grader working as we approached. Driving cautiously through the loose gravel, we hit a rock that punctured the tyre and down it went. Checked the boot: great, a full size spare. But where are the tools, not beside the spare? Phone call to hire car company provided the information that there was a special (secret?) compartment in back of boot where we finally found the jack. We continued on through the many small fjords of Westfjords. Next day we arrived at Brjanslaekur, boarding a ferry – shown below - to take us across the *Breidafjord*, the bay between Westfjords and the Snaefellsnes peninsula, arriving at Stykkisholmur.





Driving west from Stykkisholmur we came to a mountain very familiar to *Game of Thrones* viewers, *Kirkjufell*, as seen on the right, above. The Snæfellsnes peninsula provided spectacular sights.



A major sight on this peninsula is *Snaefellsjokull*, a glacier-capped volcano, which we drove up to. Driving back down the sweeping mountain road shown on the left, above, was enjoyed. The road along the bottom of this peninsula had dramatic scenery and clouds literally rolling in, as seen from this road (54).

If you have any interest in a driving tour of Iceland, there are a few companies organising car and hotel packages. We used www.guidetoiceland.is. The cost of our 13 day trip, with our budget 4WD and middle level accommodation was AUD\$ 8,037. This included GPS and an in-car internet connection, which greatly helped our planning as we drove. The 12 dinners added another \$1,644, including expensive alcohol, fuel cost \$508 and lunch/park entries added up to \$361. Excursions such as the whale watch cruise from Husavik were extra (\$115 each), with the fabulous Jokulsarlon glacier lagoon zodiac cruise costing \$105 each. Guide to Iceland has itineraries for every interest plus many tour extensions. A good trip is their 10 day Complete Ring Road trip, with 9 nights accommodation and car hire. With middle level accommodation and a “comfort 4WD auto” vehicle the cost of this trip for two people is USD 4,835. Moving up to “quality” accommodation would increase this by USD 388. We flew to Iceland from Canada (Toronto) with Air Canada. There are many flights from Europe, or maybe combine the drive with a cruise from Europe. My previous article on driving the Stelvio Pass in Italy encouraged Terry and Andrew to follow. Anyone for Iceland?



After a few mediocre humid days Wednesday 18th January looked like it had been blessed by Vern Kelly even if he wasn't there. It may well have been sweltering in the western suburbs and we saw 40 on the thermometer on the way home, but at Newport it was a perfect 29 degrees, and only a couple of degrees warmer at Kurrajong Heights.

Darryl & Andra had organised our tables with a lovely view across Pittwater to the dog park, where all the neighbourhood dogs have trained their owners to throw balls into the water for them to retrieve, and I swear we saw the same group of three kids swim backwards and forwards across the channel at least 10 times!

In other words, an idyllic setting and a perfect start to our year.

The Newport Arms is a great location and is in effect multiple venues at the one location. Basically, you get out under some shade in the garden and can then choose between the pizza restaurant, the seafood restaurant (think buckets of prawns) or the Shack which is where we went for salt and paper calamari. Go figure as the Americans would say. It was delicious!

A Newport Arms differentiator was the quality of their staff. All pretty young but clearly very well trained, they were all polite and helpful.

We had 29 members in attendance. Michael Branson and Michael Markiewicz arrived together in Austin Healey's. In addition, there were the Breen's, Bristow's, Bromley's, Robert Clare, Day's, Farr's, new members Figgis, Johnson's, Knox's, Maher's, Pike's, Piper's and Slater's as well as Julie and me.



Readers of Top gear will recall that in a recent edition of Top Gear, I challenged members of the TSCC to a Motoring Quiz. Below are the answers to that Quiz. In case you have mislaid your copy of Top Gear in which the questions were originally published I have repeated the questions, The correct answers are in bold type. How did you do?

1. A yellow Citroen 2CV appeared in which James Bond Movie?
A. Moonraker B. Golden Eye **C. For Your Eyes Only** D. Licence to Kill
2. In which year was the Mini Cooper launched?
A. 1958 B. 1959 C. 1961 D. **1962**
3. Where was the steering wheel located in the first Landrover?
A. On the right B. On the left **C. In the middle** D. On the floor
5. Which city does the red cross on the Alfa Romeo badge symbolise?
A. Rome B. Turin **C. Milan** D. Florence
6. In what year were cars first fitted with fuel gauges?
A. 1918 B. 1920 **C. 1922** D. 1924
7. What does the R stand for in the Pagani Zonda R?
A. Radicali B. Racing **C. Revolucion** D. Rebellion
8. The BMW M1 evolved out of a failed project to build a car for which brand?
A. Lamborghini B. Porsche C. Morgan D. Maserati
9. In which state did Rolls Royce produce cars between 1921 and 1931?
A. Michigan **B. Massachusetts** C. Ohio D. Illinois
10. Who designed the DeLorean's DMC-12 which appeared in "Back To the Future"?
A. Zagato B. Tencone **C. Giugiaro** D. Bertone
11. Which manufacturer's slogan is: Join the quiet revolution?
A. Rolls Royce B. Bentley C. Tesla **D. Lexus**

12. Which manufacturer introduced the first electric sunroof?
A. Mercedes Benz **B. Cadillac** C. Ford D. Toyota
13. Which Mercedes Benz is known as the Adenauer?
A. 260D **B. W186** C. 440 D. 770
14. Which manufacturer received the first royal warrant as a supplier of cars to the British Crown?
A. Bentley B. Jaguar C. Rolls Royce **D. Daimler**
15. Citroen ceased production of which classic car in February 1989?
A. Citroen GS B. Citroen SM C. Citroen DS **D. Citroen 2CV**
16. Which Ferrari featured in the movie "Bad Boys"?
A. SA Aperta **B. 550 Maranello** C. 365 Daytona D. 599 GTB Fiorano
17. What was the average speed achieved at the world's first automobile race in 1895?
A. 7mph B. 15mph C. 11mph D. 20mph
18. Which supercar shares the same chassis as the Audi R8?
A. Pagani Huayra B. Bugatti Veyron **C. Lamborghini Gallardo** D. Ford GT
19. Which was the first manufacturer to develop an autonomous automobile?
A. Audi B. Porsche C. BMW **D. Mercedes Benz**
20. Cadillac was named after a French what?
A. Lawyer B. Politician **C. Explorer** D. Musician
21. Lamborghini designer Mario Marazzi originally designed what type of vehicle?
A. Coaches B. Tractors C. Aeroplanes D. Trucks
22. In which year was Mercedes Benz founded?
A. 1918 B. 1922 C. 1924 **D. 1926**

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On Wednesday 15th February 22 members met up at the Lewers Café at Penrith Regional Gallery for coffee before the drive to the Museum. The Gallery/Cafe is set on the western side of the Nepean River and the café sits in the garden to the side of the Gallery, a very pleasant site to meet up and enjoy a morning, Coffee.

When coffees were finished, we took a short drive to the Museum of Fire on the northern outskirts of Penrith, where we met with Les Payne.

The Museum itself is housed in a huge concrete building which used to be a power station. The building was vacant for many years and probably would have been demolished, so the museum is a wonderful way to preserve the building as well as the contents. Inside the building you can still see a huge gantry that was probably used to move generators and the huge chutes where the coal was dropped in. There are still signs of rail tracks outside the building.



Inside the building is where the true picture of firefighting history starts. Near the entry there is a theatrette with videos of the training for the Fire & Rescue personnel. The rescue work they are trained to do, on top of just putting out fires is really amazing. I found it particularly interesting in light of the current situations our fire fighters are involved in, in both Turkey and New Zealand.

Within the Museum there are fire fighting vehicles dating back to 1841 as well as examples of their equipment. There were a number of metal badges representing insurance companies, and it was interesting to learn that in the early days insurance companies had their own fire brigades. When your building was insured, the company issued you with a badge to be displayed and if the building

caught fire only the relevant brigade would put it out. Glad the fire Brigade is run by the state now!

There was so much to look at including a huge collection of fire wagons, some pulled by horses, ranges of helmets, fire protection equipment, hoses and various videos of events including the 2002 bush fires in the Blue Mountains (scary). There is also a children's area where kids can draw, colour in, ride on an engine and in the holidays, there are programs where kids are taught how to call 000 (not 911) and how to act in case of a fire.

After a fascinating visit we headed back to the river, on the eastern bank to the Maldini's by The River Italian Restaurant for a lovely 2 course lunch with barramundi or chicken. The restaurant faces the parks on the riverbank and was a great site for a pleasant and relaxing get together and a chance to chat over a glass with the others before heading home.



Marital harmony vs Social Engagement, another character-building exercise!

An early start for those of us north of the Harbour Bridge meeting at McDonalds Sans Souci at 8am. Roger and I, let's call us "we" for the time being, are not convinced that Google map directions were developed to build marital harmony.

After getting lost 100metres before arriving at McDonalds we finally joined fellow club members for the briefest of coffee stops. Before leaving, Greg briefed the attendees on the route and destination.

Back to the car, for the potentially amazingly beautiful drive through the Royal National Park and other areas unknown to the Morgans before the brunch at Picton.

It's here the "we" became fragile. Tess, the senior manager and trainee navigator was asked to engage with either the map mailed by Greg, or the Google map directions downloaded to her phone.

Off we go, with Roger the driver, porter and sometimes friend being told to follow the car in front. The driver, by now seeking confirmation from the navigator and warning that we might be separated at traffic lights if no positive information was forthcoming.

Lo and behold, the cars in front made their way into a right filter, now completely closed off to our car, we drive on unable to turn right. Within 3 minutes we have lost the cars in front and neither the map nor Google are of any help.

One km later, a U Turn is necessary, and we make a left turn, for others a right turn - as the driver is still politely requesting instructions which are not forthcoming. Temperature in the car is rising.



The manageress and driver for the best part, sat in silence but did follow the Google instructions, until we were on Princes Highway. The driver is now committed to catching up with friends on the basis it gives some certainty of reaching the first stop at Stanwell Park. It is here we discover the discrepancies between the hard copy map and the online Google map, at the very last-minute catching Greg's Esprit we notice a left turn sign posted Royal National Park and make a swift decision to follow. This was our first visit to the RNP and were stunned by its natural beauty, sweeping bends, almost devoid of traffic and catching glimpses of the ocean. The best part of the day so far was the sunlight glinting through the trees and it's well before 9am. The temperature in the car is almost back to normal and a decision was made to write a trip report. We had not previously crossed Audley Weir and were impressed that such scenery and rainforest habitat still exists near to a major city centre.



We would say this is ideal country for open top roadsters, such as Colin Piper's Mazda MX5, which is now following us. Roger did mumble that it was probably a great drive for a Lotus, but there were no necessary breakdown bays for the inevitable roadside repair (sorry Greg).

We are now stuck behind a very slow, careful driver, who brakes at every opportunity and just to test Roger's attention comes almost to a dead stop outside Otford Pantry.

10am Stanford Tops we congregate to admire the view; the Larmours, Stephens and Andrews join the group. About 30 mins later we're off, down across the spectacular Sea Cliff bridge, through Clifton, noticing their School of Arts and the Victorian splendour of the Imperial Hotel. Through Scarborough with its beautiful scenic lookout and we are nearing the more remote suburbs of the Sydney metropolitan area. At Womberra we pass a cemetery with the most glorious ocean view, probably not fully appreciated by the occupants. Miles of breath-taking ocean breaks before we arrive at the foot of Bulli Pass. Another good stretch of driving road before we join the M1 South heading for the B88 Picton exit. The B88 was also a great driving road, overtaken by the Bransons in their DB5, past the collieries of Wollongong Coal and Cordeaux Colliery. Over this section of road, I get from my resident geologist a dissertation on the relative thermal merits of peat, brown coal, thermal coal, metallurgical coal and anthracite. And you think he just knows about Nuclear?

This has been a really enjoyable drive meeting with friends at Picton. Moses Barnes café was a terrific choice. Here, we are joined by the Braithwaites, Mahers, Fullers and the Rolfes.

The food was excellent, with great service and the company was even better. After a pleasant meal, much laughter and conversation, we parted ways. We made our way home via Narellan, Camden and Penrith (A9) noting substantial sections of infrastructure being built to support the new Western Sydney Airport.

Thank you, Greg and Chee-Mei, for organising a great day out with perfect weather.

Written by Tess Morgan, with incredible help from Roger. Greg and Chee-Mei Gibbons - Lotus Esprit S2

Chris and Allana Mackertich - Porsche 981
Michael Markievicz – Aston Martin DB4
Mike and Jane Branson – Aston Martin DB5
Peter Dowrick – Mustang
Colin Piper – Mazda MX5
Paul and Lisa Sampson – Jaguar E-Type
David and Linda Slater – Triton Ute
Mark Beckett – MG
Alan and Tania Bennett – Corvette
Vic Andrews and Jenni Grace – Porsche Cayenne
Roger and Tess Morgan – Lada Mk5 GP
Bruce Duncan Porsche - 718
Malcolm and Margaret Stephen - Hyundai Santa Fe
Philip Larmour – Jaguar XK
Jeremy and Julie Braithwaite – Mustang
Peter and Leonie Fuller – Pajero
Tony and Anne Rolfe – Jaguar XE
Gary and Wendy Maher – Volvo 940



We love your runs and are sorry we won't be able to join younot too sad though as we'll be in Singapore enroute to Lago di Como to be with Gae and Andrew Bristow. A bit of detail which I find interesting and hope you won't find boring.... A few weeks back we went to Perth for a friend's 80th...."too easy just to fly there" i quipped, "Let's fly to Broome instead then drive to Perth."

Hearing that, the Bristows said they'd join us because about that time they were due to return to Villa Gaetana....even easier to fly from Perth than Sydney and Andrew have been wanting to return to Meekatharra 5 decades on.

A near new Ford Everest Titanium was ideal for the trip. It coped admirably with the 44degrees regularly on the car's gauge, returned around 8l/100km, then served well as a 7 seat shuttle in Perth. In 10 days we covered a fairly leisurely 4,500km. We enjoyed Ningaloo Reef then travelled inland through the Pilbara.

The detail I find interesting is that our trip from Nesso, tootling around UK gardens, a circuit of Ireland then back to Nesso via Le Mans will be less than 4,500 Km.

Meekatharra was massively changed from Andrew's memory. We were asked "why do you want to go there?" They added "don't park overnight on the street.....you won't have wheels next morning. "

And talk about HUGE!

BHP's Mt Whaleback iron ore mine is gigantic. The crater is 7km by 4 Km wide. BHP hold Guinness record for longest train....7.9km long, 99,000 tonnes of ore. Even the average 2km long trains we saw had locos at front, in the middle and at the rear. The locos are 'brakes' for the 500M drop in elevation and mainly work hauling the empty wagons back up to the mine.

An interesting fact, Port Hedland generates 4% of Australia's GDP. Twiggy Forest and Gina Reinhardt each have their own mines and train sets and contribute to that impressive figure.



The Daffodil Tent - Goodwood Members Meeting 2023



The End

